

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	1583	Press
B.P. No.		Mts.
Dated	15-6-	1955
		1874

Not to be folded or roughly handled

No. 285. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 11th May 1874, No. 279:—

IN continuation of my letter, dated the 8th instant, No. 270, I have the honour to report, for the information of Government, that I have inspected the site of the accident therein referred to.

2. The bridge which was carried away at the 124th mile was built across a small stream which receives the drainage of the north slopes of the Yailagherry hills, and whose furthest source is about 15 miles distant from the railway. Where it crosses the line, it runs in a well-defined channel about 35 feet in width and 3 feet in depth. So far as I could learn, the stream has rarely been known to top its banks, and then only slightly. According to all appearance, the railway bridge, consisting of five 15 feet girder openings, should have been amply sufficient to pass the maximum flood.

3. Upon the 6th instant, after the recent heavy rains, the water in the stream rose rapidly to an unprecedented height. The rise was so great and so sudden that the bridge was unable to discharge the water, which backed up against the railway bank, spreading out in both directions until it must have formed a large and deep reservoir. At the bridge there must have been at least 10 feet of water standing on the surface of the country, and at the level road crossing, some ten chains to the east, the depth of water could not have been less than 7 or 8 feet. The water-marks upon the railway embankment left no doubt on this point. The damage sustained by the small village which lies near the line is proof of the extent to which the flood spread.

4. I could not learn that any one had seen the bridge carried away, but the west abutment and a considerable part of the adjoining bank have disappeared, and I have no doubt that the mischief was caused by the water finding its way to the rear of that abutment. The abutments and piers are of brick-work, which seems to have been of excellent quality, and the whole structure from bank to bank appears to have been founded upon rock.

5. It is difficult to believe that the extraordinary flood upon this occasion could have been due to the rainfall, heavy as that undoubtedly was, unless assisted by the bursting of tanks. Upon this point I am, however, unable to speak at present with certainty.

6. As reported in my previous letter, mails and passengers have now been carried across the break for some days. The Engineers are busily engaged in constructing a temporary road across the gap, but I do not expect that it will be ready for the passage of trains much before the end of this week.

7. The other bridge which was damaged upon the 6th instant, at a distance of 105½ miles from Madras, was built across an irrigation channel which is led from the Palar river about a mile above the bridge. There is no regulating sluice at the head of this channel; and, owing to this defect, a large body of water found its way down the channel, swamping the land round the Mailputty Station, and causing a very rapid flow through the bridge, which consists of four 15 feet arches. No damage, however, was caused until two of the arches became blocked up by a

*Proceedings of the Madras Government, Public Works Department.
15th June 1874.*

large stack of hay or straw which was carried by the stream against the bridge. A deep scour above the wing walls appears to have been the effect of this stoppage, and in a short time the bridge cracked longitudinally, and part of the three east arches gave way. The masonry in the bridge appears sound and of good quality, and the damage has for the present been repaired with an iron girder, by means of which trains are able to travel upon the south line without risk. More cannot be done until the subsidence of the water renders possible an examination of the foundations. This bridge adjoins the platform of the Mailputty Station, and is within the station yard, so that there is every assurance that its condition will be constantly and carefully watched.

8. Enclosed is the last report* on the subject received from the Agent. The Government will observe that the Huggary river is in full flood, and that traffic upon the Bellary branch is therefore interrupted.

* No. 401, 9th May 1874.

From the Acting Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 9th May 1874, No. 301.

Mr. Robinson telegraphs at 10 A.M. to-day. "Mailputty break repaired, Mail train may pass over."

2. This break is the one at 105 miles, 11 Telegraph posts, mentioned in the 2nd paragraph of my letter, No. 301, of 7th instant.

3. A telegram from Mr. Wilkinson at 9 A.M. to-day states:—"Huggary in full flood."

No. 401.

For the information of the Consulting Engineer for Railways.

MADRAS,
9th May 1874.

(Signed) R. B. ELWIN,
Agent and Manager.

No. 286.

ORDER THEREON, 15th June 1874, No. 1,583.

RAILWAY, No. 49.

RECORDED, and communicated to the
Chief Engineer for Irrigation.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Chief Engineer for Irrigation.

.. Consulting Engineer for Railways.

Exd. F. C. Shunker.

Spare Copies

Madras Railway Company
Chief Engineer's Office
Madras 9th May 1874

N: 304

The Agent and Manager

Dear Sir,

Mr. Robinson telegraphs at 10 A.M. today
"Mailputty break repaired. mail train
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"Huggary in full flood."

Yours faithfully
/signed/ Francis B. Hanna
for Ag: Chief Engineer
/True Copy/

R. B. Elwin
Agent and Manager
N: 401

For the information of the
Consulting Engineer for Railways.

Madras
9th May 1874

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 279

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department.

Cotacambund. ~~Fort St. George~~

SIR,

In continuation of
my letter dated the 8th instant,
No 270, I have the honour to
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2. The bridge which
was carried away at the 12 1/4"
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11.11.1885

10.11.1885
18.11.1885
P. 18.1885

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sufficient to pass the maximum flood.

3. Upon the 6th instant, after the recent heavy rains, the water in the stream rose rapidly to an unprecedented height. The rise was so great and so sudden that the bridge was unable to discharge the water, which backed up against the railway bank, spreading out in both directions until it must have formed a large and deep reservoir. At the bridge there must have been at least 10 feet of water standing on

on the surface of the country, —
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The watermarks upon the
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119
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Upon this point I am however unable to speak at present with certainty.

b. As reported in my previous letter, mails and passengers have now been carried across the break for some days. The Engineers are busily engaged in constructing a temporary road across the gap, but I do not expect

expect that it will be ready for the passage of trains much before the end of this week.

7. The other bridge which was damaged upon the 6th instant, at a distance of $10\frac{1}{2}$ miles from Madras, was built across an irrigation channel which is led from the Palar river about a mile above the bridge. There is no regulating sluice at the head of this channel; and, owing to this defect, a large body of water found its way down the channel, swamping the

the land round the Mailputty station, and causing a very rapid flow through the bridge, which consists of four 15 feet arches.

No damage, however, was caused until two of the arches became blocked up by a large stack of hay or straw which was carried by the stream against the bridge.

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Have the honour to be
Sir

Your most obedt. servt

Madras 11 May 1874
W. Mantoway Esq. M.A.
Cons. Engr. for Railways.

No 401

9 May 74

285-286.

To the Chief Engr. for Railways
at Bellary
V. Colvin Esq. to be sent to the 20/6/74.

Chief Engr. for Railways -

Received and communicated to the
1583

P. W. 1874 Report
No. 3218
RAILWAY DEPARTMENT.

From
The Consulting Engineer
for Railways,
To
The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 11 May 1874.
Recd. 20 May
Encl. 1
No. 249

Reporting on
the break near the
Vaniambud station
on the Madras Ry.
caused by the
late heavy rains.

22/10/83
Govt. of N.S.W. Engineers.

PUBLIC WORKS.

To Mr C. S. S. S. S.
Sydney

Dated

Recd.

Vol. 1.

15th June 1883

Nos 285-286.

Damages (Railway)

Letter from the Engineer
for P.W. reporting on the
break near the Vanic
Gully station, and damages
to certain bridges mended
& sent to the Chief
for Engr.