M.R.O. 1—10,006—28-2-50.

(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.	1640 Rly	Press
B.P. No. 8916398		Mis.
Dated	18-6-1914	195 .

Not to be folded or roughly handled

No. 391. 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, 8th May 1874, No. 270 :—

I HAVE the honour to submit, for the information of Government, two* communications from the Agent of the Madras Railway Company, reporting serious injury to the South-West Line from the late heavy rain.

* No. 389, 6th May 1874.
" 393, 7th " "

2. On the 6th instant a girder bridge, consisting of five 15 feet openings, was carried away at a distance of 124 miles from Madras, about one mile west of Vaniembady Station.

3. Another bridge, consisting of four 15 feet arches, was also stated to have been carried away; but I learn that this is not the case, and that the bridge has been only partially damaged. It is distant from Madras 105½ miles, being close to the Mailputty Station.

4. I start to-night for the site of the accident, and fuller particulars shall be submitted to Government in due course.

5. I understand that the mails were conveyed across the break yesterday, and that passengers were to be forwarded across to-day.

From T. H. GOING, Esq., Acting Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 6th May 1874, No. 297.

I AM sorry to have to report that the line has been damaged to-day by heavy rains at the 123rd mile, 15th telegraph post, of the South-West Line, causing an obstruction to the traffic. The locality is about 1 mile west of Vaniembady.

2. The following is a copy of the telegraphic message from the Resident Engineer :—

" Line washed away at 123-15. Inspector has gone. Traffic stopped. Cannot get down except by mail."

3. Mr. Robinson proceeds to the place by the 6 P.M. train this day.

4. I hope to have further particulars to communicate in the morning.

No. 389.

FOR the information of the Consulting Engineer for Railways.

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

6th May 1874.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 7th May 1874, No. 393.

WITH reference to my endorsement, No. 389, on the Acting Chief Engineer's letter of yesterday, No. 297, I have now the honour to enclose, for the information of Government, a copy of a further report* from that Officer describing the damage which has been done to the railway in the neighbourhood of the Mailputty and Vaniembady Stations.

* No. 391, dated 7th May.

2. From the telegrams which have been received in Madras it would appear that the country between Madras and Coopum has been subjected to a most unprecedented fall of rain. The tanks are all said to be full, and the rivers in flood.

the slopes of the bank being also pitched. Its height will be greater than that of the present bridge, and the gradients down to it will consequently be reduced.

4. The speed across the temporary road has been limited to four miles per hour, and the maximum load of engines to twenty-two vehicles.

5. There is now no doubt that the injury to the line at this point was caused by the bursting of a series of tanks in the valley of the stream. I have not personally investigated this, but learn from the Railway Authorities that a breach 150 feet in length occurred in the bund of a tank about three miles to the south, which is said to be due to the breaching of a number of tanks higher up the valley. I have addressed the District Engineer of Salem on this subject.

6. The measures undertaken with regard to the damaged bridge at 105½ miles appear to be efficient, and the traffic is conducted with safety. It will probably be necessary to construct a diversion at this point when the repair or renewal of the bridge is put in hand.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E, Consulting Engineer for Railways, dated Madras, 13th May 1874, No. 414.

I HAVE the honour to inform you that the Acting Chief Engineer has this morning received the following telegram from the Acting Deputy Chief Engineer, with reference to the break in the line at Vaniembady.

"Diversion will be completed. Ready for passage of trains to-day."

2. Before the new line can be opened for public traffic it must be passed by an officer of your department, and I shall be much obliged if you will arrange to have it inspected with the least possible delay.

No. 393. ORDER THEREON, 18th June 1874, No. 1,640.

RAILWAY, No. 66.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

Spare Copies

Govt. of India Home
PUBLIC WORKS.
To
THE CONSULTING ENGINEER
for RAILWAYS.
Dated Fort St. ... 1874.
Rect. ... Encl.
G. G. 16th June 1874, No. 1,030.

JUNE.

Nos. 391-393

Railway damages.—Papers submitted by the Consulting Engineer for Railways relative to serious injury to the South West Line of the Madras Railway from the late heavy rain, ordered to be recorded.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 795

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.

~~Fort Saint George.~~ Chepauk.

SIR,

On forwarding letter dated 13th instant, No 414, from the Agent of the Madras Railway, I have the honour to report for the information of Government that the temporary road across the stream at the 124th mile, was yesterday morning inspected by the Deputy Consulting Engineer, and through traffic

traffic resumed.

2. The slopes down to the stream on either side are abt 1 in 30 and 1 in 80; and a temporary bridge, consisting of two openings of 14 feet each, with abutments and piers built up with sleepers, has been constructed. One of these openings is spanned by a pair of girders recovered from the ruins of the destroyed bridge, and the other by five wooden baulks 13" square. This bridge is strictly temporary; and its dimensions were so fixed that, while allowing for the passage of the ordinary discharge of the stream, its construction would entail the least possible delay in the restoration of through communication.

3. It is intended at once to construct a more substantial bridge a few yards to the north. This work, which will carry the traffic for some months until the permanent bridge can be rebuilt, will have two openings of 30 feet each spanned by iron girders, and care will be taken to make the abutments and piers secure by thoroughly bolting together the sleepers

sleepers, and surrounding them with
rough stone, the slopes of the bank
being also pitched. Its height
will be greater than that of the
present bridge, and the gradients
down to it will consequently be
reduced.

4. The speed across
the temporary road has been
limited to 4 miles per hour, and
the maximum load of engines to
22 vehicles.

5. There is now no
doubt that the injury to the line
at this point was caused by the
bursting

bursting of a series of tanks in the
valley of the stream. I have
not personally investigated this,
but learn from the Railway
Authorities that a breach 150
feet in length occurred in the
bund of a tank about three miles
to the North, which is said to
be due to the breaching of a
number of tanks higher up the
valley. I have addressed the
District Engineer of Salem on
this subject.

6. The measures
undertaken with regard to the
damaged bridge at 105/2 miles
appear

appear to be efficient, and the traffic is conducted with safety.

It will probably be necessary to construct a diversion at this point when the repairs or renewal of the bridge is put in hand.

I have the honour to be

Sir

Your most obedt Servt

Madras
15 May
1874

Lieutenant R.E.
Cons. Engineer for
Railways

Madras Railway Company

No 297 Chief Engineer's Office

Madras 6th May 1874.

The Agent and Manager

Dear Sir,

I am sorry to have to report that the Line has been damaged today by heavy rains at 123rd mile 15 Telegraph Post of the South West Line, causing an obstruction to the traffic. The locality is about one mile west of Vaniambady.

2 The following is a copy of the telegraphic message from the Resident Engineer.

"Line washed away at 123/15 inspector has "gone. Traffic stopped. Cannot get down "except by road."

3 Mr Robinson proceeds to the place by the 6 P.M. train this evening.

4 I hope to have further particulars to communicate in the morning.

Yours faithfully
(signed) J. H. Goring
Actg Chief Engineer

(True Copy)
for J. Castle
Agent and Manager

No 389

For the information of the
Consulting Engineer for Railways
6th May 1874.

P.W. 2220/74.
3

P.S. 9 to 12 June/74
Bn 15/16 Sept.

T. Munro 1/12

N°301

Madras Railway Company.
Chief Engineer's Office
Madras 7 May 1874.

The Agent and Manager
Dear Sir,

In continuation of my letter N°297 of yesterday, I have to inform you that the girder bridge of 5-15 feet openings at 123 mile 23 ch. P. has been carried away. The Telegrams give no further particulars as to the amount of damage done by the floods in the neighbourhood of Vaniambady.

2. Another bridge of 4-15 ft arches is also reported to have been carried away close to Mudpetty either at 104 mile 16 ch. Port or 105 Mo 11 ch. P.; the Telegrams do not specify which of these two.

3. The Acting Deputy Chief Engineer and Resident Engineer of the Division as well as the Engineer in charge of Protective works are on the ground. The Accident Stock which is held in readiness for such occasions on the Division is being utilized and I have sent away a gang of skilled workmen with their Serang by the 9 A.M. train this morning to Mudpetty, so that it may be expected the damage will be repaired as soon as it is possible to do so, but I am not able to say at present what length of time the Traffic will be interrupted.

4. There was a portion of the Coopum Grant on the Bangalore Branch damaged by the flood yesterday and an interruption caused to the trains in the morning, but the Resident Engineer today reports all

right

right again and traffic is resumed.

Yours faithfully
(signed) J. H. Going
Ag. Chief Engineer

P.S. A Telegram from Mr. Robertson just received reports that the Bridge at 123 Mile 23 ¼ feet is entirely carried away and will take a week to get Line over.
(sd) J. H. G.

(True Copy)
J. H. Lewis
Agent and Manager

No. 2220/74
2

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 270

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.
Fort Saint George.

Sir,

I have the honour to submit, for the information of Government, two communications from the Agent of the Madras Railway Company, reporting serious injury to the South-west line from the late heavy rains.

2. One the 6" inch and a girder bridge, consisting of five

165

15 feet opening, was caused —
away at a distance of 124 miles
from Madras, about one mile
west of Vanimbady station.

3. Another bridge, —
consisting of four 15 feet arches,
was also stated to have been
carried away; but I learn that
this is not the case, and that
the bridge has been only —
partially damaged. It is
distant from Madras 105½ —
miles, being close to the Vaniyambady
station.

4. I start tonight
for the site of the accident, and
further

further particulars shall be sub-
mitted to Government in due
course.

5. I understand that
the mails were conveyed across
the breach yesterday, and that
passengers were to be forwarded
across today.

I have the honor to be,
Sir
Your most obedt. Servt.
Alexander Rendel
Cons. Engineer for Railways

Madras
8th May 1857
Recd. 14th

Pub. Works 1874 Sept.
No. 2770

RAILWAY DEPARTMENT.

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 5th May 1874.
Recd. 11th

Enclos. 3.

No. 290

Submitting for the information of Govt. a letter from the Engineer Madura Rly. respecting the decrease expected in the net traffic receipts of the Madura Railway.

Ex. 1820. 18-6-74.

Under Secy

391—393.

Recpt. to Rly. 11 June/74

Letter from the Consulting Engineer for Railways No. 295 of 15th May 1874.

Circulated for information.

Colombo 2nd. M.R.

Secretary to Govt. P.W.D.

Today's post has brought an invoice from Freeman, Peto, Brassey & Betts for the Temporary Bridge, imported and now landed, has been handed

Engr.

Cir 20/8/74 RDs 6/8/74

277° V 8265

Genl. of U.S.A. Appts.

PUBLIC WORKS.

To Rec Legislatures
for Regts.

Dated

Rec'd 18 June 1874. No 16168

No 6910-1873.

Railroads Damages

Papers submitted by the
Secy of War relative to serious injuries
to the Seattle Walla Walla
& Columbia Railroad
from the late Recent Floods
& referred to the Secretary of
State and