

M.R.O. 1—10,006—28-2-50.

(1) Number of pages _____

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public works DEPARTMENT

G.O. No.	1641 (9)	Press
~~B.P. No.~~ 3946397		~~Mis.~~
Dated	18-6-1874	~~195~~ .

Not to be folded or roughly handled

Read the following papers :—

No. 394. From Major H. R. MEAD, R.E., District Engineer, Tanjore, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Tanjore, 11th May 1874, No. 159.

I REGRET to have to report an accident, on the 2nd May, at the new sluice now under construction at the Vuddavaur head, that has occasioned the death of a boy and slight injuries to two bricklayers.

2. The excavation had been completed and the masonry just commenced when there was a slip at one side of it, and the mass of earth falling, killed the boy.

3. As far as I can judge from the report I have only just received, I fear there is but little doubt but that the sides of the excavation were left much steeper than they should have been; they might and probably would have stood had it not been for a storm of rain. I will inspect the place in a day or two and report in full detail.

THE further report promised by the District Engineer and the result of the Inquest will be awaited, and it should be stated also by what member of the department the excavations were laid out and inspected.

(Signed) J. MULLINS, Lieut.-Colonel, R.E.,
Chief Engineer for Irrigation.

No. 395. From the same Officer, dated Tanjore, 16th May 1874, No. 187.

I HAVE the honour to forward the following additional details as regards the unfortunate accident at the Vuddavaur head on the 2nd May, which I reported in my letter No. 159, dated 11th instant.

2. The work was building a two-vented sluice in front of the existing calingulah at the sand escape of the Vuddavaur channel, the wing-walls of the new work are 12 feet distance from those of the old work, and the depth of foundation to be dug was about 16 feet, the bottom of the new foundation being 2½ feet below that of the old work; the excavation was almost entirely in clay, and a very dry one; there was no bailing required.

3. Sub-Conductor Littlewood, Supervisor, was in charge of the work, but as he has an extensive range to look after, only visited it at intervals; he was there on the 20th April, and gave orders for the excavation; he marked them out himself. On the north side of the excavation the slope allowed was about 2½ feet in the first 6 feet and 2 feet in last 10 feet of depth; the south side was similar.

4. On the 2nd of May the excavation was completed, and more than half the foundations were put down for a depth of about a foot; two bricklayers and a man were at work at the west wing, laying the first layer of bricks there, when a mass of earth from the upper portion of the excavation about two yards long, half a yard thick, and one and a quarter yards deep, fell down, struck the man, and killed him; portions struck the two bricklayers, but did not injure them. I saw them this day; they are both at work.

5. The sides of the excavation had stood well, and there were no signs of weakness; but there had been a storm of rain the day before, and this I have no doubt was the immediate cause of the accident.

6. The work was in the charge of the Monegar. I would add that both before and after the accident the coolies and bricklayers worked in the excavation willingly, and they all consider the death of the man pure accident.

7. I consider that the slopes were much steeper than they should have been, and that Mr. Littlewood showed an error of judgment in laying them out so steep as he did, but with this exception I cannot but think that the death of the man was an accident, and trust that Government will take the same view.

8. The man killed (by error reported by me as a boy) was named Tungamootoo, a daily cooly, often employed on Government works at 2½ Annas a day; he was about twenty years of age, and is the only surviving son of his mother, by name Kaliammah, who is a widow; she has a daughter married to a Railway porter at Boodalore Station, in the receipt of Rupees 8 a month. I request the sanction of Government for the payment to the man's mother of a sum of Rupees 25, or about the pay for six months of her deceased son, as some compensation for her heavy loss in his death; this is the maximum* amount that the Local Government can sanction.

* See Section 118, Pension Rules.

9. The Statement, Form D., will be forwarded as soon as all the information has been obtained.

No. 396. *Note by the Chief Engineer for Irrigation.*

Slopes of half to one are usually as steep as is safe, especially where the depth of excavation may, as in the case under notice, be considerable, and it is generally advisable to leave half a yard berms at intervals of 5 or 6 feet vertical; none but those on the spot, and who see the excavation in progress, can determine what slopes are needed for safety, but in future it will be well for the member of the permanent executive establishment marking out the work to allow for flatter slopes than were here given, and to reduce them only if on subsequent inspection it should appear proper to do so.

Ootacamund, *23rd May* 1874. (Signed) J. MULLINS, Lieut.-Colonel, R.E., *Chief Engineer for Irrigation.*

No. 397. Order thereon, 18th June 1874, No. 1,641.

IRRIGATION, No. 31.

The Government consider that as Mr. Supervisor Littlewood was not able to superintend the excavations at the Vuddavaur sluice, he should have allowed flatter slopes to the excavations for the foundations. The Monegar in immediate charge of the work should have paid more attention to the condition of the earthworks, and have noticed the effects of the rain upon them, if his duties admitted of his being continuously on the work, which point has not been noticed by the District Engineer.

Proceedings of the Madras Government, Public Works Department,
18th June 1874.

2. Application for a gratuity should be submitted in the form required by the Code, when it will be referred for consideration in the Pension Department.

3. The result of the Inquest should be reported in due course.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the District Engineer, Tanjore.
,, Chief Engineer for Irrigation.

Exd. S. T. Austin.
Spare Copies

P. W. 1874 Department
No. 3265

RAILWAY DEPARTMENT.

From

The Consulting Engineer
for Railways,

To

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

Dated 10th June 1874.
Recd. 11th June
Under. One
No. 295

Submitting Govt Letter from the Engineer in Chief regarding the damage done to the Railway at 12½ Mile S. of Lane

G.O. No. 1605-74.

2770 —
275 A

Recorded

392.

3 Objection à l'un jurés

from the report, I have only just
received, I fear there is but little
doubt but that the sides of the
excavations were left much steeper
than they should have been, they
might and probably would have
stood had it not been for a storm
of rain, I will inspect the place
in a day or two and report in
full detail.

I have the honor to be
Sir
Your most obedient Servant
W. W. Burns Major U.S.
District Engineer

No. 1877.

The Districtengineer Office
Sunbury-on-Thames
Middlesex

Sir,

I am directed by the Commissioners of Public Works in Ireland to transmit herewith, for the information of the Lords Commissioners of the Treasury, a copy of a letter from the Chief Secretary to the Lord Lieutenant of Ireland, dated 11th instant, relative to the accident which occurred on the 10th instant at the Clashmore Sluice, and to request that their Lordships will be pleased to direct the necessary steps to be taken for the repair of the damage.

I am, Sir,
Your obedient Servant,
[illegible]

Pub. Works 1874 Dept
Mem. of proposal
Roll No: 2832.

The Districtengineer
Tarbert

The Secretary to
Lord Lieut. of Ireland.
No. 159

Dublin Castle 11th May 1874
Received 16th do

C.O. No: 1641. 18-6-74.
Reports accident
at the new Sluice
under construction
at the Paddocks
Tarbert.

and the depth of foundation to be
deep was about 16 feet the bottom
of the new foundation being 2 1/3 feet
below that of the old work the excav-
ation was almost entirely in clay
and a very dry one; there was no
Caulking required.

3. Sub Conductor Pickwood
Superintendence was in charge of the
work but as he has an Interest
Range to look after, only visited it
at intervals, he was there on the
20th April and gave orders for the
Excavations; he marked them out
himself. On the North Side of
the Excavation the slope allowed was
about 2½ feet in the 1st 6 feet
and 2 feet in the last 10 feet of depth,
the South Side was similar.

4. On the 2nd of May the Exca-
vation was completed and more
than ½ the foundations were put
down for a depth of about a foot

2 Bricklayers and a Man were at
work at the excavating laying the
first layer of Bricks there, when a
mass of Earth from the upper
portion of the Excavation about 2 yards
long ½ yard thick and [redacted] yards deep
fell down Struck the Man and
killed him portions struck the 2
Bricklayers but did not injure
them. Soon after the day they
are both at work.

5. The Side of the Excavation
had stood well and there were no
signs of weakness but there had
been a Storm of Rain the day
before and this Rain no doubt
was the immediate cause of
the Accident.

6. The work was in the charge
of the Foreman I would add that
before and after the Accident
the Coolies and Bricklayers worked

in the precautions willingly and they all consider the death of the man pure accident.

7. I consider that the sleepers were much steeper than they should have been and that Dr Pickbourn showed an error of judgement in laying them out so steep so he did but with this exception I cannot but think that the death of the man was an accident and trust that Government will take the same view.

8. The man killed (by error reported by the agency) was named Tungamootoo a daily coolie employed on Government works at 2½ annas a day he was about 20 years of age and is the only surviving son of his mother by name Palleammah who is a widow she has a daughter married to a Railway porter at Bodinaire Station

Station in the receipt of Rupees 5 a month. I request the sanction of Government for the payment to the man's mother of a sum of Rs 25 or about the pay for 6 months of her deceased son as some compensation for her heavy loss in his death. This is the maximum amount that the Local Government can sanction.

The statement form Durie be forwarded as soon as all the information has been obtained.

I have the honor-ble
Sir
Your most obedient Servt
[redacted] Major RE
District Engineer

Pub. Works 1874 Pkt.
Post Office Order
No. 29412.
The Resident
Engineer

To the Secretary, Public
Works Office.

Sir, 1877

Dated 15th May 1874
Received 18th —

C. P. Rly. 18-5-74.

Re Land Question at the
Executive at the
Mattawan River Bridge
works, requesting a
supply of Axle
Grease

C. Phillips

Mattawan 18th May 1874

e Note by the Chief Engineer for Irrigation.

Slopes of half to one are usually as steep as is safe to-
-specially where the depth of excav-
-vation may, as in the case under
notice, be considerable, and it is
generally advisable to leave
half yard berms at intervals
of 5 or 6 feet vertical- those but
those on the spot and who see the
Excavation in progress can de-
-termine what slopes are needed
for safety, but in future it will
be well for the member of the
permanent Executive establish-
-ment marking out the work to
allow for flatter slopes than were

here given, and to reduce them only if on subsequent inspection it should appear proper to do so.

Lieut. Coll. R.E.
Chief Engr for Irr.n

Collected
23rd May 1874

To The Secretary to Govt
P.W. Dept

396

No. 393.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 7th May 1874.

From

R. B. Chaine Esqre
Agent and Manager of the M. R. Co.

To

Lt Col. J. Hall. R. Engrs Chennai, &c.
Consulting Engineer for Railways.

Sir,

With reference to my endorsement of 389 on the acting Chief Engineer's letter of yesterday of 297, I have now the honour to enclose for the information of Govt a copy of the further report from the Officer describing the damage which has been done to the Railway in the neighbourhood of the Chilputty and Vaniambadi Stations.

2. From the telegrams which have been received it would appear that the country between Chengama and Coonoor has been subjected to an unprecedented fall of rain. The tanks are all said to be full, and the Rivers in flood.

3. The interruption to our traffic is a very serious matter, and though Mr Robinson's estimate that it will

y. d. 301 dated 7th May

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 187

Recd.

No.

it might be well to adopt it as a warning, but I should beg to recommend it in this instance without further inquiry as to how the Suspension time was occupied

Ly. 3/6/74

In a letter
No 1161 dated
& Col. Pendleton
draws the Dr's
attention to
98 & 102

G.O. No 1641 dated 8-12-97

1641

P. W. D.

Proceedings of the Madras Government,

Under date the 187 .

From the Dr Engr
Trichy Division
To the Chief Engr
Do
Do

Read the following:—

P. No 189 of 11th Inst.
P. C. No 187 dated 16th Inst.
H. C. No — of 28th January 1897

The Government

Consider that as Mr
Superintendent Littlewood
was not able to supervise
and the excavations
at the Vadavaur
sluices, he should have
allowed flatter slopes
to the excavations for
the foundations. The

1

Mr Superintendent Littlewood
has incurred grave responsibility
& displayed want of judgment
& skill in a matter
where the work executed
involved

By his neglect to carry out this work in a safer manner he has incurred grave responsibility and His Excellency the Governor in Council directs that he be informed by the Dir. Engineer of the displeasure with which his conduct in the matter is regarded by the Government.

Mr.

Change

charge of the work should
have paid more attention
to the condition of the
earthworks, and have
noticed the effects of the
rain upon them, if
his duties admitted of
his being continuously
on the work, which
point has not been
noticed by the District
Engineer.

2. Application for
a gratuity should be
submitted in the form
required by the Code,
when it will be referred
for consideration to the
Pension Department.

3. The result of the
request should be re-
ported in due course.

Genl

To Mr. D. Ex. Inspector
a Chief Engr for Instrs.
V. Spec. despatch dated 24/6/74.

2984
2832 V

Govt. of Tamil Nadu.

PUBLIC WORKS.

☆

To

The Dy. Engr.
Thuyore

Dated

Read Seal

Order No. 1641

Dated 18th June 1914.

MOR. 396-397.

Accident to the Vada:
Sluice - Tanjore Dt.

Calling orders on the
subject of accident
to a [illegible] at
Navalur Sluice and
returning the record
[illegible]. and requiring
to the result of
[illegible]

Cir 30/5/16 [illegible]