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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. 3357-9 Press
B.P. No. Mis.

Dated 27-11-74 1954

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
27th November 1874.*

Read the following papers :—

No. 497. From Colonel C. V. WILKIESON, R.E., Superintending Engineer, Coimbatore, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Coimbatore, 15th October 1874, No. 88.

WITH reference to G. O., No. 2,725, of date 28th September 1874, I have the honor to report as follows on the river irrigation channels in the Coimbatore District crossing the Madras Railway line, which are unprovided with regulating sluices.

2. The bridge No. 266 at 293rd, 270 at 295th, 272 at 296th mile, of one 12 feet arch each, are all the Irgoor channel taken from the Noyel river; the channel has no head sluice, but is regulated by a calingulah 80 feet long, and a deep sand sluice in it before it crosses the line at 296th mile, and another calingulah of 140 feet where a jungle stream crosses between 296th and 295th miles.

3. Bridge No. 290 at 300th mile, of three 12 feet arches, is the Vellalore channel to feed the Vellalore tank. It has no head sluice, but has a calingulah to regulate the discharge.

4. Bridge No. 297 at 301st mile, of two 9 feet arches, is the Singanellore channel for the supply of the Singanellore tank, and is an insignificant channel with a very confined head, so no large amount of water can possibly go down it. No head sluices are required.

No. 910.

No. 498. *Note by the Chief Engineer for Irrigation.*

THE reasons given by the Superintending Engineer, Coimbatore, in support of the opinion that head sluices are not required for the river channels supplied from the Noyel and crossing the Madras Railway are not conclusive. It is of importance that the supply of water to irrigation channels should be under regulation; calingulahs in the banks of such channels are by no means a complete substitute for head sluices; they act fairly well when freshes are moderate, but they

are sometimes useless at the time of extraordinary floods. For the sake of the tanks supplied, as well as for the safety of the Railway, regulating sluices should be provided at the heads of all these channels; and in designing them it will be requisite to allow ample water-way as the duration of the freshes in the Noyel is short, and to take care that sufficient margin is provided above maximum known flood level.

2. Some channels from the Noyel do not cross, but supply tanks above, the line of the Railway. These also should have head sluices, and the channel which supplies the Coimbatore tanks is one which has long required to be provided with means of regulation.

ALANCOLAM,
7th November 1874.

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

Proceedings of the Madras Government, Public Works Department,
27th November 1874.

No. 499. ORDER THEREON, 27th November 1874, No. 3,357.

IRRIGATION, No. 56.

COMMUNICATED to the Superintending Engineer, Coimbatore, who will arrange for the preparation of designs and estimates for regulating sluices to be built at the heads of all the channels taking off from the Noyel above the line of the Madras Railway.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Superintending Engineer, Coimbatore.
„ Chief Engineer for Irrigation.
„ Consulting Engineer for Railways.

Encls-1.

Note by the Chief Engineer for Irrigation.
The reasons given by the Superintending Engineer, Coimbatore, in support of the opinion that head sluices are not required for the river channels supplied from the Noyel and crossing the Madras Railway are not conclusive. It is of importance that the supply of water to irrigation channels should be under regulation. Calin-gulaks in the banks of such channels are by no means a complete substitute for head sluices; they act fairly well when fishes are moderate, but they are sometimes useless at the time of extraordinary floods. For the sake of the tanks supplied, as well as for the safety of the Railway, regulating sluices should be provided at the heads of all these channels, and in designing them it will be requisite to allow ample water way, as the duration of the fishes in the Noyel is short, and to take care that a sufficient margin is provided above maximum known flood level.

Vide remarks on some of the Ambra-
natty Channels -
P. W. G. No. 106 of
15th January 1874.
Encls: No. 596A.
para 3.

2. Some channels from the Noyel do not

not crop, but supply tanks above the line of
the Railway; These also should have lead
stices, and the channel which supplies the
Combitore tanks is one which has long required
to be provided with means of regulation.

Maecolam 3 Wm Mullins Acutt C.E.
7 November 1874
Chief Engineer for Irrigation

To
The Secretary to Government

P. W. D.

P. M. 1874 Sept
No. 7163.

From
The Chief Engineer
for Irrigation
To
The Secretary to
Government
P. W. D.

Dated 7th Nov.
Dispt 14th 1874
Permit 14th

Subd. 1
El. No. 3287 27-11-74.
Note on the Sully
report regarding irrigation
Channels in Coimbatore
crossing the Madras
Railway line and which
are not provided
with regulating sluices.

CR 498
Despatch to Govt 14 Nov 74

No. 88.

Superintending Engineer's Office
Coimbatore 15 October 1874

From
Colonel C. V. Willeson Esq.
Superintending Engineer
Coimbatore.

To
Colonel G. W. Wacker Esq.
Secretary to Government
Madras.

With reference to G. O. No. 725,
of date 28th September 1874, I have
the honor to report as follows on the
river irrigation channels in the Coimbatore
District crossing the Madras
Railway Line, which are unprovided
with regulating sluices.

The Bridge No 266 at 293rd,
270 at 295th, 272 at 296th mile, of
one 12 feet arch each, are all the
Irigoien Channel taken from the
Noyel River; the Channel has a
head sluice but is regulated by a
calingulah 80 feet long, and a deep
sand sluice in it before it crosses the line.

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of 140 feet where a single stream
crosses between 296¹/₂ and 295¹/₂ miles.

3. Bridge No 290 at 300¹/₂ mile,
of 3-12 feet arches, is the Vellalore
Channel to feed the Vellalore Tank.
It has no head sluice, but has a
calingulah to regulate the discharge.

4. Bridge No 297 at 301¹/₂ mile,
of 3-9 feet arches, is the Singanellore
Channel for the supply of the Singanellore
Tank and is an insignificant
channel with a very confined head and
no large amount of water can possibly
go down it. No head sluice is required.

It is the river to be
used as a direct
your motto be desert.

W. P. C. Colonel &
Superintending Engineer
Bombay

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To Govt No 910-7 dt 7/74. P. N. 1874 Depart.
 The Supg Engineer
 Coimbatore
 To
 The Secretary to Govt
 P. N. Dept.
 Madras

Dated 15th October 1874
 Recd 19th

No 88
 E. P. No. 3557 27-11-74.
 Report on the river
 irrigation channels
 in the Coimbatore District
 crossing the Madras
 Railway Line and
 which are unprovided
 with regulating sluices
 and states that no
 head sluices are
 required. M. 4/63/74.

Str 102
 Recd 14-11-74 - 11-74
 Recd to Secy 19 Oct 74 Recd 11-11-74

P. N. Dep. 13
 Proceedings of the Madras Government
 Read the following:-

Superintending Engineer
 Coimbatore } (M. N. 88 dt 15 Oct 74)
 of Engineer for Irrigation (" " 910 dt 7 Nov ")

3357

Communicated to the
 Superintending Engineer, Coim-
 batore, who will arrange for the
 preparation of designs and
 Estimates for regulating sluices
 to be built at the heads of all
 the Channels taking off from
 the Canal above the line of
 the Madras Railway.

W. 7/11/74

W. W.

To the S. C. Coimbatore
 Chief Engineer for Irrigation
 Chief Engineer for Irrigation
 Recd 30/11/74

7163

2525

Govt. of Madras

PUBLIC WORKS.

The Supr. Engr.
Coimbatore

Dated

Recd.

Encl. /

G. O. 27th Dec 1914, No. 3357

No. 497-499.

River Irrigation Channels
in the Coimbatore Dist. crossing
the Madras Railway Line.

The Supr. Engr. to arrange
for the preparation of designs &
Estimates for regulating sluices
to be ~~built~~ built at the heads
of all the channels taking off
from the Noyel above the line
of the Madras Ry.