M.R.O. 1—10,006—28-2-50

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# MADRAS RECORD OFFICE

## Government of Madras

Public Works DEPARTMENT

G.O. No. 2725 Press
B.P. ~~No.~~ Mis.

Dated 28-9-1874 ~~195~~.

**Not to be folded or roughly handled**

No. 544. 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, 25th August 1874, No. 510 :—

ADVERTING to the damage which occurred to a bridge near the Mailputty station on the 6th May last, which is recorded in the Orders of Government noted in the margin, I have the honor to forward a letter* from the Agent of the Madras Railway, to which is appended a list of river irrigation channels crossing that Company's line which are unprovided with regulating sluices.

No. 1,583, 15th June 1874.
,, 1,640, 18th ,, ,,

* No. 746, dated 22nd August 1874.

2. The accident referred to was directly due to the want of regulating works at the head of a channel leading from the Palar river, and as similar injury might occur to the line from any of the other channels which are so unprovided, I trust that His Excellency the Governor in Council will be pleased to accede to the Agent's request, that in all these cases the deficiencies brought to notice may be rectified, and the Railway thereby rendered secure from accidents such as that herein referred to.

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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, 22nd August 1874, No. 746.

WITH reference to my letter No. 513, of the 10th of June last, I have the honor to enclose you a copy of a letter from the Acting Chief Engineer, No. 561, dated yesterday, with a copy of the statement therein referred to, showing the positions of all irrigation channels crossing this Company's lines which are unprovided with head-sluices.

2. I trust that in submitting these documents to the Government, you will be so good as to strongly recommend that immediate steps be taken to provide the necessary sluices, with a view to the protection of the Railway.

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From T. H. GOING, Esq., Acting Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 21st August 1874, No. 561.

REFERRING to my letter No. 373, of 8th June 1874, and the statement made therein as to the cause which led to the breaching of the Railway at 105-11 miles during the cyclone of May 5th, viz., the want of a regulating sluice to the irrigation channel which takes off from Palar river above the Railway at this locality, I beg you will submit, for the consideration of Government, the importance of providing head-sluices to this and to all such river irrigation channels crossing the line of Railway as are not already so provided.

2. A statement is herewith forwarded showing the positions of all such channels on the North-West and South-West Lines.

## MADRAS RAILWAY.

NORTH-WEST LINE.

*Statement showing the positions of River Irrigation Channels crossing the Railway unprovided with regulating sluices.*

| Miles. | Telegraph Post. | Particulars of Bridge. | Name of river from which irrigation channel flows. | Remarks. |
|---|---|---|---|---|
| 51 | 7-8 | 6 feet arch ... ... | Nunthee Colva ... | |
| 60 | 11-12 | 3 ,, culvert ... | Naggery river ... | |
| 81 | 4 | 6 ,, arch ... | Soornamookey ... | |
| 81 | 15 | 9 ,, ,, ... | Do. ... | |
| 112 | 13-14 | 9 ,, ,, ... | Goonalair ... | |
| 113 | 2-3 | 12 ,, ,, ... | Do. ... | |
| 113 | 7-8 | 12 ,, ,, ... | Do. ... | |
| 114 | 6-7 | 12 ,, girder ... | Do. ... | |
| 114 | 8-9 | Two 12 feet girder ... | Do. ... | |
| 120 | 11-12 | Four 12 ,, ,, ... | Poolunga Air ... | |
| 123 | 2-3 | 2 feet culvert ... | Do. ... | |
| 123 | 15-16 | 3 ,, ,, ... | Do. ... | |
| 124 | 5-6 | 12 ,, girder ... | Do. ... | |
| 134 | 1-2 | 12 ,, ,, ... | Cheyair ... ... | |
| 135 | 3-4 | Two 3½ feet drain ... | Do. ... | |
| 135 | 8-9 | 3 feet drain ... | Do. ... | |
| 136 | 11-12 | 5 ,, arch ... | Do. ... | |
| 161 | 14-15 | 9 ,, girder ... | Booggavonka ... | |
| 173 | 14 | 3 ,, culvert ... | Paupugnee river ... | |
| 174 | 4 | 6 ,, arch ... | Do. ... | |
| 174 | 14 | 12 ,, ,, ... | Do. ... | |
| 174 | 17 | 20 ,, ,, ... | Do. ... | |
| 177 | 17 | 12 ,, girder ... | Do. ... | |
| 212 | 10 | 9 ,, arch ... | Chittravutty river... | |
| 213 | 7 | 3 ,, culvert ... | Do. ... | |
| 232 | 15 | 15 ,, arch ... | Pennair river ... | |
| 233 | 7 | Two 15 feet arch ... | Do. ... | |
| 233 | 16 | 15 feet arch ... | Do. ... | |
| 297 | 1 | 6 ,, ,, ... | Huggry river ... | |
| 33 | 4 | 64 ,, opening ... | Toongabudra river (south bank). | This is one of the openings of the Toongabudra bridge. |
| 333 | 4 | 64 ,, ,, ... | Do. ... | Do. do. |
| 334 | 1 | 64 ,, ,, ... | Toongabudra river (north bank) | Do. do. |
| 334 | 1 | 64 ,, ,, ... | Do. ... | Do. do. |

19*th August* 1874.

(Signed) T. H. GOING,
*Acting Chief Engineer.*

SOUTH-WEST LINE.

*Statement showing the positions of River Irrigation Channels crossing the Railway unprovided with regulating sluices.*

| Miles. | Telegraph Post. | Particulars of Bridge. | Name of river from which irrigation channel flows. | Remarks. |
|---|---|---|---|---|
| 26 | 13 | 6 feet rail girder ... | Cooum river ... | Branch of Cortillear River |
| 27 | 2 | 9 ,, arch ... | Do. ... | |
| 30 | 2 | Two 3 feet arches .. | Cortillear river ... | Rises about 1 foot above crown of arch when Cortillear is in flood. |



SOUTH-WEST LINE.

*Statement showing the positions of River Irrigation Channels, etc.*—(Concluded.)

| Miles. | Telegraph Post. | Particulars of Bridge. | Name of river from which irrigation channel flows. | Remarks. |
|---|---|---|---|---|
| 96 | 1 | 9 feet arch ... | Gooriathum river ... | |
| 96 | 9 | 12 ,, ,, ... | Do. ... | |
| 96 | 14 | 12 ,, ,, ... | Do. ... | |
| 96 | 17 | 9 ,, ,, ... | Do. ... | |
| 105 | 9 | 3 ,, flat top ... | Palar river ... | |
| 105 | 11 | Two 20 feet girder .. | Do. ... | (Temporary) Bridge. |
| 105 | 15 | 20 feet arch ... | Do. ... | |
| 106 | 12 | Two 12 feet arches ... | Do. ... | |
| 107 | 15 | 3 feet arch ... | Do. ... | |
| 108 | 14 | 3 and 6 feet rail girders ... | Do. ... | |
| 109 | 3 | 6 feet arch ... | Do. ... | |
| 109 | 11 | 6 ,, ,, ... | Do. ... | |
| 109 | 16 | 6 ,, ,, ... | Do. ... | |
| 137 | 16 | Two 5 feet flat top ... | Goddaur river ... | Bangalore Branch. |
| 147 | 2 | Two 3 ,, culvert ... | Mookrumpully river | |
| 293 | 9 | 12 feet arch (skew) ... | Irgoor channel taken from the Noyel river ... ... | |
| 295 | 15 | 12 ,, ,, ... | Do. ... | |
| 296 | 2 | 12 ,, ,, ... | Do. ... | |
| 300 | 1 | Three 12 feet arches ... | Noyel river ... | |
| 301 | 13 | Two 9 feet arches ... | Do. ... | |

(Signed) T. H. GOING,
19*th August* 1874. *Acting Chief Engineer.*

No. 545. ORDER THEREON, 28th September 1874, No. 2,725.

IRRIGATION, No. 64.

THESE papers will be communicated to the Superintending Engineers and District Engineers concerned, with a view to an examination into the circumstances of the channels referred to in the statements being made. For those channels for which these officers may consider head-sluices to be required and, with reference to the circumstances of the heads of the channels, likely to secure the exclusion of flood waters, estimates can be prepared and disposed of either locally or by submission to Government for sanction. With regard to the rest a report should be made.

(True Extract.)

Lieut.-Colonel, R.E.,
*Joint Secretary to Government.*

To the Superintending Engineer, Chingleput.
,, Superintending Engineer, Coimbatore.
,, Superintending Engineer, Bellary.
,, Chief Engineer for Irrigation.
,, District Engineer, North Arcot.
,, ,, Salem.
,, District Engineer, Cuddapah.
,, Consulting Engineer for Railways.

Exd. S. T. Austin.

Spare Copies

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 510

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,

Referring to the damage which occurred to a bridge near the Mailpetty station on the Cuddapah Railway, which is recorded in the Orders of Government noted in the margin, I have the honour to forward a letter* from the Agent of the Madras Railway, to which is appended a list of river irrigation channels crossing that Company's line which are unprovided

No 1383 – 15 June 1874.
" 1640 – 18 June – 1874.

* No 746 d/22 August/74

unprovided with regulating sluices.

2. The accident referred to was directly due to the want of regulating works at the head of a channel leading from the Palar river, and as similar injury might occur to the line from any of the other channels which are so unprovided, I think that the Government should be advised to direct the Agents to request that in all these cases the deficiencies brought to notice may be rectified and the Railway thereby rendered secure from accidents such as that herein referred to.

I have the honour to be
Sir
Your most obedient servant.
W. Conlan Lt. R.E.
for Govt. Engineer for Railways

Madras
25 August
1874
E. Balfour

S 1093

No. 746

## MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 20 August 1874

*From*

A. D. Elmore Esqre

*Agent and Manager.* of the M. R. Co.

*To*

Lt Col J. H. Pelly R.E. C.S.I. &c. &c.

*Consulting Engineer for Railways*

SIR,

With reference to my letter No 313 of the 10th of June last, I have the honour to enclose for your receipt a letter from the Acting Chief Engineer, S. R. No 1061 dated 4th instant with a copy of the Valuation & Abstract connected therewith of the estimates of all irrigation channels crossing the Company's lines which are supposed to call for bridges.

2. I beg to state that in submitting these documents to the Government, you will be so good as to strongly recommend that immediate steps be taken to provide the necessary sums to enable me to proceed with the protection of the railway.

I have the honour to be,
Sir,
Your most obedient Servant

A. D. Elmore

Agent & Manager &c.

---

P. W. D. Madras 18th Sept. 1874
No. 5365
RAILWAY DEPARTMENT.

From
The Consulting Engineer
for Railways,

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

Dated 23rd August 1874
Rcd. 26th "

No. 510 C. 4.

Ch Rly 225. 27-8-74.
Irrigation Letter

From the Acting Chief Engineer
Railways Reporting Receipt
of Letter & Register
Channels crossing the
Company's Lines

Ans 28th "

Under Sec to Govt 26 Augt

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 22nd August 1874.

Rec'd. 22 " "

No. 746

Regarding the location of irrigation & channels crossing this Railway.

MP. 5365/74.

1

S.P. 4

No 561.

Madras Railway Co.
Chief Engineer's Office
Madras 21st August 1874.

The Agent and Manager,
Dear Sir,

Referring to my letter No 373 of 8th June 1874 and the statement made therein as to the cause which led to the breaching of the Railway at 105 11 mile during the Cyclone of May 5th viz: the want of a regulating sluice to the irrigation channel which takes off from Palar River above the Railway at this locality. I beg you will submit for the consideration of Government the importance of providing head sluices to this and to all such River irrigation channels crossing the line of Railway as are not already so provided.

2. A statement is herewith forwarded shewing the positions of all such channels on the North Arcot and South Arcot Rivers.

Yours faithfully
(Sd) T. W. Fowle
Engineer in Chief

True Copy

Agent & Manager

MP

P.W.D. 28 Sept 1874
Ld. 18 Nov 1874
No 5241
Bl. 3965 1/74.



# Madras Railway

## North West Line

Statement shewing the positions of River Irrigation Channel crossing the Railway, unprovided with regulating Sluices

| Mls. | Post | Particulars of Bridge | Name of River from which Irrigation Channel flows | Remarks. |
|---|---|---|---|---|
| 51 | 7-8 | 6 ft. Arch | Nunthee Colva | |
| 60 | 11-12 | 3 ft. Culvert | Naggery River | |
| 81 | 4 | 6 ft. Arch | Soorianoorkay | |
| 81 | 15 | 9 ft. Arch | do. | |
| 112 | 13-14 | 9 ft. Arch | Gondalair | |
| 113 | 2-3 | 12 ft. Arch | do. | |
| 113 | 7-8 | 12 ft. Arch | do. | |
| 114 | 6-7 | 12 ft. Girder | do. | |
| 114 | 8-9 | Two 12 ft. Girder | do. | |
| 120 | 11-12 | Four 12 ft. Girder | Poolunga Air | |
| 123 | 2-3 | ~~2 ft. Culvert~~ | do. | |
| 123 | 15-16 | 3 ft. Culvert | do. | |
| 124 | 5-6 | 12 ft. Girder | do. | |
| 134 | 1-2 | 12 ft. Girder | Cheyair | |
| 135 | 3-4 | Two 3½ ft. Drain | do. | |
| 135 | 8-9 | 3 ft. Drain | do. | |
| 136 | 11-12 | 5 ft. Arch | do. | |
| 161 | 14-15 | 9 ft. Girder | Boggavonka | |
| 173 | 14 | 3 ft. Culvert | Pauperuee River | |
| 174 | 4 | 6 ft. Arch | do. | |
| 174 | 14 | 12 ft. Arch | do. | |
| 174 | 17 | 20 ft. Arch | do. | |
| 177 | 17 | 12 ft. Girder | do. | |
| 212 | 10 | 9 ft. Arch | Chittravutty River | |

| Nos. | M. Post | Particulars of Bridge | Name of River from which Irrigation Channel flows | Remarks |
|---|---|---|---|---|
| 213 | 7 | 3 ft. Culvert | Chittravutty River | |
| 232 | 15 | 15 ft. Arch | Pennair River | |
| 233 | 7 | Two 15 ft. Arch | do | |
| 233 | 16 | 15 ft. Arch | do | |
| 297 | 1 | 6 ft. Arch | Nuggry River | |
| 333 | 4 | 64 ft. Opening | Toongabudra River (South Bank) | This is one of the Openings the Toongabudra Bridge |
| 333 | 4 | 64 ft. Opening | do | do do |
| 334 | 1 | 64 ft. Opening | Toongabudra River (North Bank) | do do do |
| 334 | 1 | 64 ft. Opening | do | do do do |

Chief Engineer's Office
19 August 1874

Agent & Manager

Actg. Chief Engineer

W.D. 28 Oct 74
Ins. No. 5444
Rs. 53-5-0
5

# Madras Railway

## South West Line

Statement shewing the positions of River Irrigation Channels crossing the Railway unprovided with regulating Sluices.

| Mls. | M. Post | Particulars of Bridge | Name of River from which Irrigation Channel flows | Remarks. |
|---|---|---|---|---|
| 26 | 13 | 6 feet Rail Girder | Crosses River | Branch of Cottilleaus River |
| 27 | 2 | 9 feet Arch | do | |
| 30 | 2 | Two 3 feet Arches | Cottilleaus River | Rises about one foot above crown of Arches when Cottilleaus is in flood |
| 96 | 1 | 9 feet Arch | Goosiathum River | |
| 96 | 9 | 12 feet Arch | do | |
| 96 | 14 | 12 feet Arch | do | |
| 96 | 17 | 9 feet Arch | do | |
| 105 | 9 | 3 feet Flat Top | Palar River | |
| 105 | 11 | Two 20 feet Girder | do | (temporary Bridge) |
| 105 | 15 | 20 feet Arch | do | |
| 106 | 12 | Two 12 feet Arches | do | |
| 107 | 15 | 3 feet Arch | do | |
| 108 | 14 | 3 and 6 ft. Rail Girders | do | |
| 109 | 3 | 6 feet Arch | do | |
| 109 | 11 | 6 feet Arch | do | |
| 109 | 16 | 6 feet Arch | do | |
| 137 | 16 | Two 5 ft. Flat Top | Goddam River | Bangalore Branch |
| 147 | 2 | 3 feet Culvert | Mookumpully River | |
| 293 | 9 | 12 feet Arch/Sluice | Sugoor Channel taken from the Nagel River | |
| 295 | 15 | 12 feet Arch | do | |
| 296 | 2 | 12 feet Arch. | do | |

| No. | Sheet | Particulars of Bridge | Names of Rivers from which Irrigation Channels flow | Remarks |
|---|---|---|---|---|
| 300 | 1 | Three 12 feet Arches | Nagel River | |
| 301 | 13 | Two 9 feet Arches | ___ do. ___ | |

Chief Engineer's Office
19th August 1874

W. H. Lewis
Agent & Manager.

R. Clarke
Acty: Chief Engineer

Rec'd 28 Sept/74
Ja 13 No 544

M 53/65 - 1

Public Works Department
Proceedings of Madras Government
Read the following

From
The Secty to Govt
for Railways

No 510 dated
25 August 1874.

These papers will be communicated to the Superintending Engineers and District Engineers concerned with a view to an examination into the circumstances of the channels referred to in the statements being made. For those channels for which these officers may consider head sluices

This is an important matter & involves a principle that should be settled at once - The provision of head sluices is necessary for Railway purposes - & must be carried out in the State interests - The question is - Who should pay the Bill? I am not prepared to admit that it is a proper (certainly not an exclusive) State charge

I therefore, like ordering the Examination and adding that the Cost

blee required and with
reference to the circum-
stances of the heads
of the channels, likely
to secure the exclusion
of floodwaters, esti-
mates can be pre-
pared and disposed
of either locally or
by submission to
Govt for sanction
In this regard to the
best & report should
be made.

Wy. 2/9/74

Genn

544-545

Cir 3/9/74 Cir 5/9/74

Shall refer both the
Kolh - Channels Supply
Zamindari & inam
Lands - Per a negra
tive with the Railway
authorities as to the
is to pay for the improve-
ment & in what pro-
portion
4/9 1874

Ch. Engr for Report
Supdg Engr
Kolh Channels
Zamindari & inam Lands
Negotiations with Railway
Authorities

5365

Govt. of [1874] Madras.

PUBLIC WORKS.

☆

To

The Supt: Engr:
Chingleput

Dated

Recd. Encl. 4

G. O. 28 Sept. No. 2725

Nos. 544-545

Irrigation Channels crossing Railway lines

Letter from the Supt Engr for Rep submitting one, from the Agent forwarding a list of river irrigation Channels crossing the Madras Ry Co. Compans line which are unprovided with regulating Sluices, Comrs to the Supt & Dr Engrs concerned with certain instructions —