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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	3210	Press
B.P. No.		Mis.
Dated	13 - 11	1954

Not to be folded or roughly handled

No. 203. 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, 30th September 1874, No. 584:—

I HAVE the honor to lay before Government a report by the Deputy Consulting Engineer upon the Arconum and Conjeveram section of the South Indian Railway, which was recently inspected by Lieutenant Coaker.

Dated 17th September 1874.

2. The District Engineer of Chingleput has again been addressed regarding the condition of the Govindavady channel, referred to in paragraph 3.

3. With reference to paragraph 4, I solicit the special consideration of Government to the tanks which lie above the Railway. The papers printed with the Proceedings of Government, dated the 28th March 1873, No. 963, show that the line is in constant danger so long as those tanks continue to be unprovided with efficient escapes for their surplus water. The Attapaukum tank, referred to by Lieutenant Coaker as being in a critical state at the time of his inspection, was breached in November 1872, and carried away nearly a quarter of a mile of the Railway. I trust that measures will be adopted to remove this source of danger.

4. With reference to paragraph 5, it appears that the proposed transfer to the Municipality of Conjeveram of the tank in question, alluded to in the Proceedings of Government, under date the 15th February 1869, No. 512, was never carried out. Under existing circumstances, the tank is a public nuisance, and I trust that measures will be taken to insure its being kept in a proper condition.

—

Note on an Inspection on the line between Arconum and Conjeveram on the 17th September 1874.

The line is in good order and well ballasted throughout. The wire fencing is perfect, and the vegetable fence has been improved by the late rains, though it is still inefficient in many places.

2. The masonry works are in good order. In many of the bridges the wooden girders and the wall plates on which they rest were built into the masonry work, the effect being a number of cracks in the upper part of the piers and abutments caused by vibration. In most of these the masonry surrounding the woodwork has now been removed, and new wall plates substituted where necessary.

3. All the protective works have been completed with the exception of those at the Pulloor bridge, where, I regret to report, the work has been stopped since the 13th instant owing to water from the Palar having again found its way to this point from a breach in the supply-channel to the Govindavady tank. The breaching of this channel caused the damage to the bridge in October last, and it would appear that the banks have not since been efficiently repaired. I am informed that the channel is silted up, and that the banks are not in a fit state to contain water. The breach in October last was made by the inhabitants of Tirumalpur, in order to save their village which was in danger of being flooded. The channel is in the Chingleput Taluk, and the District Engineer was addressed on this subject on the 8th January last. The upper curtain wall and 66 lineal feet of the lower one have been built, and the wells for the remaining distances were in position, but owing to the wet weather they take a long time in drying. The wells extend to a depth of 17 feet below the bed of the stream and rest on firm clay. Nothing further can be done until the breach in the channel is closed, or the water shut off.

4. I do not find that anything has been done towards providing calingulabs for the tanks overlying the Railway. In the 8th mile are two tanks which, I am informed, it is now proposed to join by a bund parallel to the line. One of these burst last year and caused great damage. In the 7th mile the Attapaukum tank was quite full at the time of my inspection and discharging through two cuts made in the bank at the south end of the tank. Had not these been carefully made a breach in the line must have occurred. At present the surplus crosses the line by a 6-feet irrigation channel and a 3-feet culvert, but a calingulah should be provided in the north end of this tank, when the surplus would be carried off by two 10-feet girder bridges which are provided for the drainage of this locality. The Government are aware that the Railway between Arconum and Conjeveram has sustained much damage during the last two years, and as this will soon be a line of through communication for passengers and for the overland mails, I trust that steps will be taken to render the tanks secure by the time the conversion of the line is carried out.

5. The pond near the Conjeveram station, around which a wall was built by certain cloth merchants some years ago, is again becoming dirty, and will soon be a nuisance unless steps be taken to prevent it. It appears that the pond was made over to the merchants on the condition that they enclosed it with a wall and otherwise kept it in order. They accepted it on these terms, and the wall which was built has now fallen in on the station side owing to its being undermined by drainage, for the passage of which no provision was made. The Durmakartahs of the pagoda, who now claim the pond, are too poor to repair the wall themselves, and will not allow the merchants to do so, and I am told that the matter is at present the subject of a law suit. In the meantime the water is being fouled, and the surrounding ground used as a latrine; the breach in the wall also leads to trespassers entering on the station premises. Unless the case is soon settled, and arrangements made for rebuilding the wall, I would suggest that the pond be handed over to the Municipality, who would take the necessary measures for keeping it in proper order. This subject is referred to in the following Proceedings of Government:—

Financial Department, No. 452, 9th Aug. 1865.

Public Works Dept., „ 2,659, 11th Sept. „

Do. „ 3,541, 13th Nov. 1868.

Do. „ 512, 15th Feb. 1869.

MADRAS,
September 1874.

(Signed) W. H. COAKER, Lieutenant, R.E.,
Dy. Consgr. Engineer for Railways.

No. 209. ORDER THEREON, 13th November 1874, No. 3,210.

RAILWAY, No. 33.

COMMUNICATED to the Chief Engineer for Irrigation and to the Revenue and Financial Departments.

2. It is remarked that in G. O., No. 535, of 28th February 1872, the Superintending Engineers of five divisions were instructed to depute competent officers to examine all tanks, breaches in which might affect sections of Railway lines within their respective divisions, with a view to their present condition being ascertained, and the necessary repairs carried out. In G. O., No. 2,783, of 27th November 1872, attention was called to the neglect of the former Order. In G. O., No. 184, of 20th January 1873, the Chief Engineer for Irrigation was directed to give his best attention to the adoption of effectual measures for maintaining all tanks above lines of Railway in a state of security. In No. 963, of 28th March 1873, he was again instructed to attend to the protection of Railways from the breaching of tanks; personally in exceptional cases, and in all by constant direct communication with District Engineers. A further communication on the subject was made to him by G. O., No. 1,183, of 24th April 1873.

3. Lieutenant-Colonel Mullins will now report what systematic means have been adopted for ascertaining and supplying the deficiencies of the irrigation works affecting Railways in the Chingleput District generally, and with reference to the Carnatic Railway especially. It is a subject which must be taken up in earnest, and not dropped until thoroughly worked out; and the responsibility for so persistently working it out is now placed personally on the District Engineers of Chingleput, North Arcot, and Salem (where the danger from tanks appears to be most imminent), the Chief Engineer for Irrigation being responsible that due progress is made, and recorded half-yearly for the information of Government.

4. With this view two of the Assistant Engineers lately passed out of Cooper's Hill College, and expected to arrive next month, will be placed at the disposal of the District Engineers of Chingleput and North Arcot as Personal Assistants, to carry out, under their orders, the necessary details of work involved in the thorough examination of each series of tanks affecting Railways in those districts, grouped together according to their catchment basins. There being already an extra officer attached to the Salem District, the District Engineer will employ an officer of his executive staff on similar work in that district.

5. The first report of progress made in noting and repairing the deficiencies of the tanks concerned will be due after the 30th June. The Chief Engineer for Irrigation will arrange the survey establishments that may be necessary in addition to the ordinary office establishments of probationers. Work prepared by these officers, after being duly approved, will be carried out by the ordinary range executive, in the usual manner.

6. It will be considered in the Revenue and Financial Departments what effectual steps shall be taken to deal with the pond nuisance at Conjeveram, now apparently as bad as when attention was called to it in August 1865.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

To the Superintending Engineer, Chingleput.

„ District Engineer, North Arcot.

„ „ Salem.

„ Chief Engineer for Irrigation.

„ Consulting Engineer for Railways.

„ Revenue Department.

„ Financial do.

„ *Lupt. Engr. Bellamy*

„ *Dist. Engr. Bellamy*

„ *Dist. Engr. Bellamy*

„ *Dist. Engr. Bellamy*

Exd. S. T. Austin.

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Note on an Inspection of the
line between Arcunum and
Conjeveram, on the 17th September
1874.

1. The line is in good order
and well ballasted throughout.
The wire fencing is perfect, and
the vegetable fence has been
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2. The masonry works are
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anything has been done towards providing calingulaks for the tanks overlying the railway. In the 8th mile are two tanks which I am informed it is now proposed to join by a kanal parallel to the line. One of these burst last year and caused great damage. In the 7th mile the Sutpaukum tank was quite full at the time of my inspection and discharging through two cuts made in the bank at the south end of the tank. Had not these been carefully made a breach in the line must have occurred. At present the surplus crosses the line by a 6 feet irrigation

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culvert, but a calingula should
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of this tank, when the surplus
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 The Durmakartahs of the pagoda
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Financial Dept. No. 452 - 9th August 1865.
 P. W. Dept. — - 2659 - 11th September 1865.
 — " — — — - 3541 - 13th November 1868.
 — " — — — - 512 - 15th February 1869.

Madras
 September
 1874
 Esq. Bunt.

W. H. Conker
 Lieut. Col.
 Dy. Consulting Eng. for Mys.

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Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 584.

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,

Dated
September 1874.

I have the honour to lay
before Government a report by the
Deputy Consulting Engineer upon
the Arcanum and Conjeeveram
section of the South Indian
Railway, which was recently
inspected by Lieutenant Coaker
2. The District Engineer of
Chingleput has again been ad-
dressed regarding the condition
of the Govindarady channel,
referred

MS. 3/13 vol 9/1
L. 13. A. 208.
S. M. 47/1/14

referred to in paragraph 3.

3. With reference to paragraph 4, I solicit the special consideration of Government to the tanks which lie above the railway. The papers printed with the Proceedings of Government dated the 28th March 1873, N^o 963, show that the line is in constant danger so long as these tanks continue to be unprovided with efficient escapes for their surplus water. The Attapaim-kum tank, referred to by Lieutenant Coaker as being in a critical state at the time of his inspection, was breached in November 1872, and carried away nearly a quarter of a mile

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mile of the railway. I trust that measures will be adopted to remove this source of danger.

4. With reference to paragraph 5, it appears that the proposed transfer to the Municipality of Banjeveram of the tank in question, alluded to in the Proceedings of Government under date the 15th February 1869, N^o 512, was never carried out. Under existing circumstances the tank is a public nuisance, and I trust that measures will be taken to insure its being kept in a proper condition.

I have the honour to be
Sir
Your most obedient servant
W. M. M. M. M.
Lieut. Col.
Cons. Engineer for Railways

Macbride
30th September
1874
Lieut. Col.

3210 P.W. Depts
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 Proceedings of the Indian Government
 Read the following
 From The Consulting Engineer for Railways - (H. E. no 5869 30th Sept 1874)

Communicated to
 the Chief Engineer for Irriga-
 tion and to the Revenue
 and Financial Depart-
 ments.

It is remarked that
 in Hous 535 of 28th February
 1872 the Superintending En-
 gineers of 5 Divisions were
 instructed to depute com-
 petent officers to examine
 all Tanks, breaches in
 which might affect sec-
 tions of Railway Lines
 within their respective
 Divisions, with a view to
 their present condition
 being

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MR 17/10

Ck 208
 20/10/74

Refer to a
 report by the
 Engr: Engr. A. Nelson
 the Secretary and
 Engineer in section
 of the South Indian
 Railway
 20/10/74

Dated 30th Sept 1874
 Recd. 2nd Oct 1874
 Engr. No. 586
 Railway Department
 The Consulting Engineer
 for Railways
 To The Secretary to Government
 P. W. Department,
 Fort Saint George.

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the necessary repairs car-
ried out. In G.O. No 2783
of 27th November 1872, at-
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In G.O. No 184 of 20th January
1873, the Chief Engineer for
Irrigation was directed
to give his best attention
to the adoption of effective
measures for maintaining
all tanks above lines of
Railway in a state of
security. In G.O. No 963 of 28th
March 1873 he was again
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the protection of Railways
from the breaching of tanks;
personally in exceptional
cases, and in all by con-
stant direct communica-
tion with District Engi-
neers. A further commu-
nication on the subject
was

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was made to him by
G.O. No 1183 of 24th April 1873.
Lieut Colonel Bul-
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Irrigation Works affecting
Railways in the Chingle-
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with reference to the Carna-
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It is a subject which must
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and not dropped until
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the responsibility for con-
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is now placed personally
on the District Engineer
of Chingleput, North Arcot
and Salem (where the
danger from tanks appears
to be most imminent), the
Chief

Chief Engineer for Irrigation
being responsible that
due progress is made,
and recorded half yearly
for the information of Govt.
With this view two
of the Assistant Engineers
lately passed out of Cooper's
Hill College and expected
to arrive next month, will
be placed at the disposal
of the District Engineer
of Shinglet and for the
District as personal assist-
ants, to carry out under
their orders the necessary
details of work involved
in the thorough exami-
nation of each series of
tanks affecting Railways
in those Districts, grouped
together according to their
catchment basins. There
being already an extra
Officer

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Officer attached to the
Salem District, the District
Engineer will employ an
Officer of his own entire
staff on similar work
in that District.

The first report of
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and repairing the defi-
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be necessary in addition
to the ordinary office es-
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-bationers. Work prepared
by these officers, after
being duly approved, will
be carried out by the ordi-
-nary Range Executive,
in

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Govt. of Madras.

PUBLIC WORKS.

To

The Supr. Rgr.
Chingleput

Dated

Recd.

Encl. /

G. O., 13 Nov. 1874, No. 2210

Nos. 20A-20C

Report - (Railways)

Passing orders on
a letter from the Comd
Engr for Rgr submitting
a report by the Dy Comd
Engr upon the Arcotum
& Conjeevaram section
of the South Indian
Ry -