

(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.	116	(24)	Press
B.P. No.			Mis.
Dated	20.1.		1876.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
20th January 1876.*

No. 225. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 12th January 1876, No. 18:—

THE line of the South Indian Railway to the south of Cuddalore crosses part of the East Coast Canal which joins the Paravandar and Vellar rivers. This part of the canal has apparently never been finished; in any case it has been neglected for long, and its bed is now in many places filled up with sand.

2. In laying out their line, the Railway officials assumed that the canal had been abandoned; but the district officers, to whom the matter was referred from this office, expressed an opinion that the canal might hereafter be finished, and that the Railway Company should either bridge it now, or enter into an agreement to do so when required.

3. I have the honor to enclose two letters which have subsequently reached me from the Agent; and beg to be informed whether Government desire that a bridge shall be built now to carry the line of railway over the canal; and, if so, whether a headway, the same as is given at the crown of the Porto Novo bridge, will be sufficient. If there is a prospect that the canal will soon be made serviceable for boat traffic, it would, in my opinion, be advisable to construct the bridge now.

No. 371, dated 26th January 1875.

" 1,130, dated 6th January 1876, with Tracing No. 230. Return requested.

From W. S. BETTS, Esq., Agent, South Indian Railway, to Lieut.-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 26th January 1875, No. 371.

HAVING referred your letter No. 403, of the 18th December 1874, to the Chief Engineer, that officer writes to me as follows:—

" I send you a sketch, No. 230, of the existing bridge over the East Coast Canal near Porto Novo. This is the only bridge over the canal between the rivers Paravandar and Vellar.

" From the sketch it appears that there is a headway at the centre of the arch above water level of 10½ feet.

" The canal runs from the Paravandar to the Vellar, but in many places, as at the railway crossing, is quite filled up. At the Paravandar the water level is at present 140.64 above R. datum. At the Porto Novo bridge it is 139.76.

" Assuming that at the railway crossing it would be 140.00 formation level is 153.00. The bottom flange of a 30 feet girder would be 2 feet 3 inches below formation, or 150.75, and this would give 10 feet 9 inches headway, the same as at the Porto Novo bridge at its highest point.

" It will be seen, therefore, that no alteration in our present line is necessary if we give a bridge over the canal.

" I am about to visit the locality, and will take an opportunity of Consulting the District Engineer of South Arcot on this question. In the meantime it will, I think, be evident that no alteration of my present proposals as to line or levels will in any way interfere with the progress of acquiring the land for the Railway."

From the same Officer, dated Negapatam, 6th January 1876, No. 1,130.

Your letter No. 340 of the 25th of May last.

The Chief Engineer reports to me he has no further information available beyond that which I communicated to you in my letter No. 371 of the 26th of January last, and he asks

*Proceedings of the Madras Government, Public Works Department,
20th January 1876.*

for instructions to be given as to whether the bridge "he proposed is to be built during the construction of the rest of the line, or if it is to be built on the understanding that if required the Company shall pay for its erection."

2. Will you please obtain the orders of Government hereon.

No. 226. ORDER THEREON, 20th January 1876, No. 116.

RAILWAY, No. 23.

THE Governor in Council considers that provision should be made by the Railway Company for bridging the canal

at once. The plan of the bridge should be drawn up in consultation with the District Engineer and submitted to Government for approval.

(True Extract.)

Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
" District Engineer, South Arcot.
" Revenue Department.
" Financial Department.

Exd. S.T. Ardin.
Spec. Copy

No. 1130

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 6th January 1876.

From

THE AGENT, *South Indian*
Great Southern of India Railway,

To

*The Consulting Engineer for Railways
Madras.*

SIR,

Your letter N^o 340 of the 25th of May last.
The Chief Engineer reports to me he has no further information available beyond that which I communicated to you in my letter N^o 371 of the 26th of January last, and he asks for instructions to be given as to whether the bridge he proposes is to be built during the construction of the rest of the line, or if it is to be built on the understanding that if required the Company shall pay for its erection.
Will you please obtain the orders of Government hereon.

I have the honour to be,

Yours most Obedt Servant

William B. B. B.

Agent

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE

Madras, 22nd January 1876.

From

LIEUT. COLONEL J. H. M. SHAW-STEWART, R.E.

Consulting Engineer for Railways,

To

MAJOR-GENERAL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

The line of the South Indian Railway, to the south of Guadalupe, crosses part of the East Coast Canal, which joins the Paravanar and Vellar rivers. This part of the Canal has apparently never been finished; in any case it has been neglected for long, and its bed is now in many places filled up with sand.

2. In laying out their line, the Railway Officials assumed that the canal had been abandoned; but the District Officers, to whom the matter was referred from this Office, expressed an opinion that the canal might hereafter be finished, and that the
Railway

Railway Company should either bridge
it new, or enter into an agreement to
do so when required.

3. I have the honour to
enclose two letters which have succe-
-ssfully reached me from the Agent,
and beg to be informed whether
Government desire that a bridge shall
be built new to carry the line of railway
over the canal; and if so, whether a
"roadway" the same as is given at the
"Drawn" of the Porto Novo bridge will be
sufficient. If there is a prospect
that the canal will soon be made
serviceable for boat traffic, it would
in my opinion be advisable to con-
-struct the bridge new.

Nº 371-25th Aug/55.
-- 133- 2nd Jan/56.
with tracing Nº 230.
Return requested.

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

Munthuan Buntia,

Cons. Engineer for Railways

10.500

No 116.

Public Works Department.
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PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 20 Jan'y 76.
Read the following:—

From
The Consulting Engineer
for Railways } (M.C. No 187/12 Jan'y 76)
Revenue

The Governor in
Council considers
that provision should
be made by the
Railway Company
for bridging the Canal
at once. The plan
of the bridge should
be drawn up in
consultation with
the District Engineer
and submitted to

Consulting Engineer for
Railways. 21
Dist. Engineer. 6
Revenue Department. 21
Public Works Department. 17
17 Sepd-27-1-76

22.11.1876
No: 260

From
The Consulting Engineer
for Railways,

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

Dated 12th Decr 1876.
Recd. 14th Decr 1876.

G. S. R. No. 149

Respectfully
acknowledged & the
same is to be
built over
certain part of the
East Coast Canal

20/1/76 No 265
En 15-1-76.

G.O. No 116. 20.1.76

