M.R.O. 1—4,002—16-9-48.

(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. / B.P. No.	526/27 Rg	Press / Mis.	

Dated 25 — 2 — 1926.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 25th February 1876.

No. 486. 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, 17th February 1876, No. 90 :—

I HAVE the honor to submit, for the sanction of the Government of India, a plan and estimate, amounting to Rupees 20,547, of the cost of constructing a bridge of two 30 feet openings with wrought iron girders, including new permanent-way after Sir John Hawkshaw's design, and the necessary diversion of the line at 203rd mile, 14th telegraph post, on the Bangalore Branch, South West Line, of the Madras Railway.

			Rs.
	Capital.		
English	... ...	... 5,502	
Indian	... ...	... 10,512	16,014
	Revenue.		
English	... ...	... 434	
Indian	... ...	... 4,099	4,533
			20,547

2. In forwarding the estimate the Agent quotes as follows from a letter from the Chief Engineer in respect to the necessity for the work :—

"It was found last October* that the bridge at 203rd mile, 12th telegraph post, five 30 feet openings, did not provide enough waterway, consequently the culvert at 203rd mile, 16th telegraph post, was washed away and the bank had to be at once cut to save the bridge. To supply the deficient waterway it is proposed to build a bridge of two 30 feet openings at 203rd mile 14th telegraph post."

* October 1874.

3. The circumstances which showed the necessity for this additional waterway were briefly detailed as follows in the general report upon the flood damages of 1874, which is embodied in the Proceedings of Government, dated the 12th February 1875, No. 395 :—

"Upon the 17th September, the large stream which is crossed by the Madras Railway near the Cadjoody station, on the Bangalore branch, rose to an unusual height, and carried away a masonry 6 feet culvert situated near the 204th mile. The railway embankment was washed away for a distance of about 85 feet, and the bridge over the main stream, consisting of five 30 feet arches, was for a time in some danger. The stream is known indifferently by the names of Panar, Pennar and Penankeny; while near Cuddalore, where the South Indian Railway crosses it, it is known as the Pooniar. A temporary bridge, consisting of two 30 feet girder openings, was erected in the gap, and communication was restored upon the 28th September, having been interrupted for twelve days. The sudden rise in the river seems to have been due solely to excessive rain, and inquiries are still being made in order to determine whether the provision of waterway is sufficient.

"Upon the 17th October this bridge was again in danger, as fears were entertained for the safety of the Ooscottah tank. In order to save the bridge a breach was cut in the railway embankment, and was closed again on the 18th, when danger had passed.

"The expenditure incurred in these operations has been Rupees 1,454; but, until the question of waterway has been settled, it is impossible to state what outlay may be necessary to provide against similar contingencies."

The matter is also alluded to in the following Proceedings of Government :—

No. 2,819, 3rd October 1874.
„ 2,945, 15th „ „
„ 3,174, 9th November „
„ 3,241, 16th „ „
„ 3,291, 21st „ „
„ 3,463, 9th December „

4. It was originally proposed by the late Mr. Going, Acting Chief Engineer of the Madras Railway, to increase the sectional area of waterway in the existing bridge by the substitution of iron girders for the five 30 feet arches ; but after a careful examination of the locality which he made in my company, and after consultation with Colonel Sankey and Major Chrystie, the Chief Engineer and the Superintending Engineer for Irrigation in Mysore, it was determined to obtain the necessary additional waterway by constructing two new 30 feet openings at the spot where the bank was cut on the 17th October 1874. The condition of the Ocottah tank has now been greatly improved, and it is understood that the safety of the line of railway is not likely to be again in danger from that source. The additional waterway which it is now proposed to provide is considered by the Mysore officers to be sufficient.

5. In addition to the work now recommended for sanction, it will be necessary to construct a small 6 feet culvert for irrigation purposes, to replace the one which was carried away on the 17th September 1874. I hope to be able to submit a plan and estimate for this before long.

6. The estimate for the above work is included in the half-yearly Schedule embodied in the Proceedings of Government, No. 1,956, dated 10th July 1875.

Capital...	...	...	...	Rupees 16,014
Revenue	...	...	...	„ 4,533

7. The Capital expenditure will be met from Item I in Schedule B. of the Budget Estimate for 1876-77, and the Revenue portion from Schedule C. of the same estimate.

8. The sanction will lapse at the end of the fourth quarter after its receipt.

No. 487. ORDER THEREON, 25th February 1876, No. 526.

RAILWAY, No. 54.

ORDERED to be forwarded for the sanction of the Government of India.

(Here enter No. 527, dated 25th February 1876.)

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Austin.
Spare Copies

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, *25th February* 1876.

No. 483.

No. 527.

FROM

MAJOR-GENERAL G. W. WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

RAILWAY, No. 55.

SIR,—I am directed to forward herewith, for sanction of the Government of India, plan and estimate of Rupees 20,547* for constructing a bridge of two 30 feet openings near the 203rd mile on the Bangalore branch, South-west Line, of the Madras Railway.

*Capital ...	...	...	...	Rs. 16,014
Revenue ...	...	...	...	„ 4,533

2. The circumstances which gave rise to the necessity of increased waterway are detailed in paragraph 1 of the statement embodied in Proceedings of the Madras Government forwarded to the Government of India under docket No. 396, dated 12th February 1875. It will be observed from paragraph 4 of the Consulting Engineer's letter that the proposed additional waterway is now considered sufficient.

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

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

Exd. S. T. Austin.

Spare Copies

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE.

Madras, 17th February 1876.

No. 90

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,

I have the honour to sub-

Capital

-mit for the sanction of the Government

of India a plan and estimate, amounting

English 6502

Indian 10,512 16,014

to Rs. 20,647, of the cost of constructing a

Revenue

English 4,201

Indian 4,999 9,200

bridge of two 30 feet openings with swaught-

20,647

-ion girders, including new permanent way

over Sir John Hawthorn's design,

and the necessary diversion of the line,

at 303 miles 22 ch. Telegraph post on

the Bangalore Branch, South-West

line, of the Madras Railway.

2. In

2. In forwarding the estimate the Agent quotes as follows from a letter from the Chief Engineer in respect to the necessity for the works:-

"It was found that
"October that the bridge at "October 1894
"$\frac{203}{12}$ miles, five 30 feet openings,
"did not provide enough water-
"-way, consequently the embank-
"at $\frac{203}{16}$ miles was washed away
"and the banks had to be cut
"down out to form the bridge.
"To supply the deficient water-
"-way, it is proposed to build
"a bridge of two 30 feet
"openings at $\frac{203}{14}$ miles."

3. The circumstances

which showed the necessity for this additional waterway were briefly detailed as follows in the general report upon the flood damages of 1894 which is em-bodied in the Proceedings of Government dated the 12th Fe-bruary 1895 G.N. 395:-

"From the 17th September,
"the large stream which is
"crossed by the Madras Rail-
"-way near the Beadjaady sta-
"-tion, on the Bangalore branch,
"rose to an unusual height,
"and carried away a masonry
"6 feet culvert, situated near
"the 204th mile. The railway
"embankment was washed away
"for a distance of about 80
"feet,

"feet, and the bridge over the
"main stream, consisting of five
"30 feet arches, was for a time
"in some danger. The stream
"is known indifferently by the
"names of Danas, Dennas, and
"Denantony; while near Cwol-
"-dare, where the South Wes-
"-tern Railway crosses it, it
"is known as the Danas. A
"temporary bridge, consisting of
"two 30 feet girder openings, was
"erected in the gap; and com-
"-munication was restored upon
"the 28th September, having been
"interrupted for twelve days.
"The sudden rise in the river
"seems to have been due solely
"to excessive rain, and ingenious

"are
"are still being made in order
"to determine whether the pro-
"-vision of waterway is suf-
"-ficient.

"Upon the 9th October
"the bridge was again in dan-
"-ger, as fears were entertained
"for the safety of the Ore-
"-ston tank. In order to
"save the bridge a breach was
"made in the railway em-
"-bankment, and was closed
"again on the 18th, when danger
"had passed.

"The expenditure in-
"-curred in these operations has
"been Rupees 1,434; but, until
"the question of waterway has
"been settled, it is impossible
"to state what outlay may

"be

" be necessary to provide against
" similar contingencies".

The matter is also alluded to
in the following Proceedings of
Government:—

" No. 2819. 3rd October 1874

" 2945. 15th " "

" 3174. 9th November "

" 3291. 16th " "

" 3291. 21st " "

" 3463. 9th December "

4. It was originally
proposed by the late Mr. Going,
acting Chief Engineer of the
Madras Railway, to increase the
sectional area of waterway
in the existing Bridge by the
substitution of iron girders for
the five 30 feet arches; but,

after

after a careful examination of
the locality which he made in
my company, and after consul-
tation with Colonel Sankey and
Major Chrystie, the Chief En-
gineer and the Superintending
Engineer for Irrigation in
Mysore, it was determined to
obtain the necessary additional
waterway by constructing two new
30 feet openings at the spot where
the bank was cut on the 17th
October 1874. The condition of
the Doravetta Tank has now been
greatly improved, and it is con-
sidered that the safety of the
line of Railway is not likely to
be again in danger from that
source. The additional waterway
which it is now proposed to

provide

provide is considered by the Mysore
Officers to be sufficient.

5. In addition to
the work now recommended for
sanction, it will be necessary to
construct a small 6 feet culvert
for irrigation purposes, to re-
-place the one which was carried
away on the 17th September
1895. I hope to be able to
submit a plan and estimate
for this before long.

6. The estimate for the
above work is included in the
half-yearly schedule embodied in
the Proceedings of Government
No. 956 dated 26th August 1895.

7. The Capital expen- Capital Rs. 16,014
-diture will be met from item Revenue 4,533

1 in schedule B of the Budget
estimate for 1896-97, and the Reve-
-nue portion from schedule G
of the same estimate.

8. The sanction will
lapse at the end of the fourth
quarter after its receipt.

I have the honour to be

Sir

Your most obedient servant

Bienvenu

Bienvenu, Rb,

Service Engineer for Railways.

Ge 3rd Sch. for 2819.
" 15 " " " 2945
" 9th Nov. " 3174
" 16 " " " 3241
" 21st " " " 3291
" 4th Dec. " " 3611 of
" 9th Dec. " " 3663.
" 12 " " " 3692
" 12th Feby. 96 " 396
" 10th July " " 1956.

No. 2819.

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 25th February 1876.

Read the following:—

From
C. H. Crichton, Esqr.
Consulting Engineer
for Railways.

Letter, dated 19th February 1876.

Submitting for sanction
the construction of the Cuddapah
Extension.

(G. O. No. 532 dated
25th Feb. 1876.)

To
The Secretary to the Govt.
of India.
Public Department.
(Railway.)

Sir,

I have directed to be
forwarded herewith, for sanction
of the Government of India,
plans and Estimate of Rs. 20,34,
for Construction

× Capital Rs. 16,01,
Revenue " 4,533.

Ref. Corr. Engr. for Rys. No. 27
Desp. 10/3/76.

B. W. 1876 Mch.
RAILWAY DEPARTMENT.
No. 1261

From
The Consulting Engineer
for Railways.

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

Dated 19th Feby 1876.
Rcvd. 21st "

No. 261

S. R.

Submitting for sanction
the construction of the
Cuddapah Extension.

Rs. 20,34,000 Rupees
at 20,34/12

Rs. 16,95,000 Capital
" 3,39,000 Revenue

Rs. 20,34,000

Proceedings on behalf of the
Petitioner in the above
cause and the Respondent Council
thereto and Certificate of the Chairman
of the Council
Pursuant to the Directions given
by the Court at the hearing of
the Petition on the 20th day
of January 1926 and
subsequently varied by Order
of the Court dated the 10th day
of February 1926 the Petitioner
caused a Notice dated the 12th day
of February 1926 addressed to
the Clerk of the Council
and the Surveyor thereof
stating that the Petitioner
intended to apply to the Court
for an Order directing the
Council to carry out certain
Works specified in the Petition
and requiring the Council to
appoint an Engineer or Surveyor
to act on behalf of the Council
in the matter of the Petition
and to inform the Petitioner
of the name of such Engineer
or Surveyor
A Copy
of such Notice
is hereto annexed
and marked "A"

Recpd 11/3/26 with Affidt
Cert Estimates Chairman & Engr.
& with Copies of Order 5269 20/2/26

Engr. Ltr 9 Mar 22-3-26

Gift of the State Board
of
Public Works