Public Works (1897) Department.

G.O., No. 1443 W

DATED 28. May 1897

28/5/97

[Despatch Abstract.]

Kodamarti Road bridge: The S.E. VI Circle directed with remarks to submit a detailed plan & estimate for the proposed extension of the —, and the Municipal Council Trichinopoly requested to report whether it is prepared to contribute towards the cost of the extension.

120/6

[P. W. 98 / 1,500—30-11-96]

JC 28/5/97

Indexed. 28/5

BACK PAPERS.

	No.	Department.	Date.	G.O.	No.	Department.	Date.
	786	C	8.2.97				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

BUILDINGS AND ROADS.
CIVIL WORKS.

Government (1897) of Madras.
PUBLIC WORKS.

Recd. } 1897. *Enclosures*
Regd. } *Spare copies*

G.O., No. 1443 W., 28th May 1897.

MAY.

Kodamurti Road bridge

The Superintending Engineer, VI Circle, directed with remarks to submit a detailed plan and estimate for the proposed extension of the —, and the Municipal Council, Trichinopoly, requested to report whether it is prepared to contribute towards the cost of the extension.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads. Civil Works.

Read—the following papers :—

No. 500 M.

Note by the Chief Engineer for Irrigation.

The Kodamurti river, formed by the union of streams draining a large area south and south-west of Trichinopoly, crosses the Erode branch of the South Indian Railway and, a little lower down, the Karur road just outside Trichinopoly. It is embanked on the right side for the protection of the town, and this bank joins the Cauvery right bank at the road bridge; at the west end of the bridge the road descends to the foot of the Cauvery bank along which it is carried for several miles.

2. The railway bridge has 7·30 feet spans; the road bridge which is arched, has 6·29 feet spans. The river occasionally comes down in very heavy floods, and on more than one occasion the discharge has been estimated over 60,000, while the possible maximum may be 90,000 cubic feet per second. The destruction caused by these floods has frequently been reported, but only the more recent occasions need be referred to.

3. The decision come to after the flood of 1884 is recorded in the papers printed with G.O., No. 230 I., dated 5th March 1885. What usually happens during these floods is that, owing to insufficient waterway in the bridges, the water is raised several feet at the railway, the right bank of the river breaches and Trichinopoly is inundated, the railway is breached and rail traffic stopped, the Karur road and the Cauvery bund are heavily breached and road traffic stopped. The Railway Company proposed to lengthen their bridge after 1884 as stated by the Chief Engineer, South Indian Railway, but this intention could not be carried out as the Public Works Department was unable to arrange for a corresponding improvement in the line of the road and river bank. The flood of 1893 was a sharp reminder that action could not be indefinitely delayed. On this occasion, in addition to the customary destruction, the town water-supply head works then under construction were swept away. As the District Board could not afford to enlarge the road bridge, the Railway Company decided to lower the line and make it a causeway, but the Cauvery flood of July—August 1896 proved that the line could not be lowered sufficiently to pass a Kodamurti flood without water rising nearly as high as it does under present conditions. The only possible way in which matters can be substantially improved is by lengthening both railway and road bridges, and the additional length contemplated by the Chief Engineer, South Indian Railway, viz., 300 feet, is about what is required.

4. The District Board cannot provide all the funds required for a bridge of 300 feet waterway, but I think have a claim to assistance from Government, as the provision of additional waterway would make the Kodamurti bank safe and save the town from inundation and also save the periodical charges for closing breaches in the Cauvery bank. The ryots would also benefit by the less extensive and less destructive inundation of their crops. As assistance to the District Board will not be met from Irrigation funds, the matter should apparently be dealt with by the Chief Engineer, Public Works Department. The cost of the additional bridge would probably be Rs. 50,000 to Rs. 60,000. It is presumed the bridge would be of brickwork which is the cheapest material.

5. With regard to the embankment of the Coleroon, Lieutenant-Colonel Smart will be asked to submit a report as early as practicable.

Bezwada,
27th November 1896.
(Signed) W. HUGHES,
Chief Engineer for Irrigation.

No. 4897 C.

Forwarded.

17th December 1896.
(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Chief Engineer.

No. 228 C.

Referred to the Local and Municipal Department for favour of enquiry and report as to what amount the District Board is prepared to spend on the proposed enlargement of the road bridge. In view of the small assignment made for Provincial civil works, it is not likely that much assistance will be available from Provincial funds.

14th January 1897.
(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Secretary to Government.

G.O., Mis. No. 721 L., dated 14th April 1897.

Read—the following papers :—

From the Public Works Department, dated 14th January 1897, No. 228 C.

Abstract.—Referring letter from the Consulting Engineer for Railways regarding the proposed extension of the waterway of Kodamurti road bridge.

From the President, District Board, Trichinopoly, dated 27th March 1897, Dis. No. 104.

With reference to Government endorsement, dated 11th February 1897, No. 147, calling on the District Board to report what amount it is prepared to spend on the proposed enlargement of the Kodamurti road bridge, I have the honour to enclose copy of the District Board's resolution, dated 27th March 1897, No. 111, from which it will be seen that the Board is prepared to contribute a fourth of the cost of the proposal.

2. The endorsement under reference is herewith returned. Government endorsement, dated 23rd March 1897, No. 389, bearing on the same subject is also returned.

3. A copy of the District Board's Engineer's letter with plan gives the reasons for the Board's resolution.

Enclosures.

From the Local Fund Engineer, Trichinopoly, to the President, District Board, Trichinopoly, dated 2nd March 1897, No. 286.

In reply to your R. E. C. A. of 1897 forwarding for my remarks a note No. 500 M. by the Chief Engineer for Irrigation, I have the honour to state that, while admitting that the extension of the Kodamurti bridge on road No. 11 (Karur road), as suggested by the Chief Engineer, is necessary, it must be remembered that it is so chiefly owing to the existence and close proximity to the road of both the South Indian Railway and river embankment, the road running between the two. So far as the road alone is concerned, land flood water could be dealt with by constructing a stone causeway at about one-fourth the cost of the extension of the bridge. The road is not an important one, and if for a day or two every 8 or 9 years' traffic is impeded by flood-water passing over such a causeway, it would be a matter of comparatively small importance.

2. On the other hand, if the railway is to reap the full benefit from the proposed extension of their own bridge, it is absolutely necessary that the road bridge should likewise be extended as any causeway constructed on the road would back up flood water for several feet in height and thus effectually abstract free discharge through the railway bridge.

3. Now to come to the consideration of the river embankment: This adjoins the road, and being considerably higher than the road, it effectually obstructs the discharge of land floods into the river. It was the breaching of this bank during the floods of November 1893 that caused the destruction of the town water-supply head works.

4. Mr. Hughes in his note, paragraph 1, says that "the road descends to the foot of the Cauvery bank along which it is carried for several miles." I would have expressed this differently and said that the Cauvery bank has been constructed along the inner or the north slope of the road, and being much higher than the road, has effectually blocked up all drainage except what the Kodamurti road bridge can take.

5. The extension of the road bridge will therefore be a direct protection for the Cauvery bank, as it will prevent its being breached in the future and will obviate the necessity for the Public Works Department in the Irrigation branch, providing further for the safeguarding of their works at this place.

6. Another fact should also be considered, and this is that the town of Trichinopoly, and hence the Municipality, will also directly benefit by the extension of the bridge. During the floods of November 1893, the Kodamurti bank breached and did very considerable damage to property over a considerable area besides endangering life. This of course may happen again. It seems to me a question, therefore, whether they too should not be called upon to bear a fair share of this large and costly undertaking.

7. I think I have said enough to show that it would be entirely unfair to expect the District Board to sanction such a work unless Government will provide by far the larger proportion of the funds necessary. In my opinion the District Board should not be asked to pay more than one-fourth the total cost of the undertaking.

8. The papers received with your reference are herewith returned.

Proceedings of the District Board, Trichinopoly, at the meeting held at Musiri on Saturday the 27th March 1897, No. 111.

Present :

* * * * *

Read (*a*) endorsement from Government, dated 12th February 1897, No. 147, referring for report letter, dated 6th January 1897, No. 33, from the Consulting Engineer for Railways, Madras, regarding the proposed extension of the waterway of Kodumurti road bridge.

(*b*) Letter from the Local Fund Engineer, dated 2nd March 1897, No. 286, reporting on the above.

Resolution—The road is now not of importance, and the floods chiefly affect the South Indian Railway and river bank and the Trichinopoly Municipality. The District Board should not be liable for more than one-fourth of the cost.

Order—Mis. No. 721 L., dated 14th April 1897.

The President's letter read above will be communicated to the Public Works Department.

(True Extract.)

(Signed) A. R. KNAPP,
for Secretary to Government.

Reminder sent on 10.11.97

Last reminder sent 4.12.98

Order—No. 1443 W., dated 28th May 1897.

The Superintending Engineer, VI Circle, will submit a detailed plan and estimate for the proposed extension of the road bridge with a plan of the locality, and on receipt of the same, the question of funds will be considered. It is not likely that a grant from Provincial funds will be possible during the current official year.

2. The Municipal Council, Trichinopoly, will be requested to report whether it is prepared to contribute towards the cost of the extension.

(True Extract.)

Under Secretary to Government.

To the Superintending Engineer, VI Circle.
" Chief Engineer for Irrigation.
" Consulting Engineer for Railways.
" Local and Municipal Department.

Exd. T. K. Narayana Aiyangar

Public Works (1897) Department.

Printed & issued as P.W. unit No 225 C
Proc. L&M Dept No 721 L

In the absence of any plan of the locality I don't understand why the idea of inserting a causeway in the road has been rejected

Issue with the following addition:- with a plan of the locality

15/5/97

CURRENT No. 3929

No: 1443 W 28-5-97.

From The Local and Municipal Depart.

Order

A.S.H 15.5.97

19/5/97

No. 721 L.

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Dated 14-4-97.
Received 21.4.97
Registered ——"——
Enclosures 2
Spare copies

SUBJECT.

Works

Communicating to the Public Works Department, letter from the President, District Board, Trichinopoly reporting on the proposed extension of the roadway of the Kodamurti Road bridge.

S.E. VI circle
Ch. E. for I.
C.E. for S.
L & M. Depot

9/5/97

14/6/97

O.L.S. R 27/5

1 Reminder issued (to S.E. VI & L&M Dept) 27-7-97
2 — do — 16-9-97
3 — do — 10-11-97
4 Reminder 4-2-

A.W.(1) 17-5-97 R. 19-5-97
A.E. 10-5-97 R 17-5-97

29/5/97

BACK PAPERS.

No.	Date.
786C	8-2-97
228C	14-1-97
46C	5-1-97
4897C	17-12-96
3983C	9-11-96
230 I	5-3-85

FURTHER PAPERS.

No.	Date

Pieces 4

No 500 M

1 P

Note by the Chief Engineer for Irrigation

The Kodamurti river, formed by the union of streams draining a large area South and South West of Trichinopoly, crosses the Erode Branch of the South Indian Railway and, a little lower down, the Caroor road just outside Trichinopoly. It is embanked on the right side for the protection of the town and this bank joins the Cauvery right bank at the road bridge - at the West end of the bridge, the road descends to the foot of the Cauvery bank along which it is carried for several miles.

Cauvery bad order now
17/2/97

2. The Railway bridge has 7-30 ft spans; the road bridge which is arched, has 6-29 ft spans. The river occasionally comes down in very heavy floods, and on more than one occasion the discharge has been estimated over 60,000 while the possible maximum may be 90000 Cft per second. The destruction caused by these floods has frequently been reported but only the more recent occasions need be referred to.

3. The decision come to after the flood of 1884 is recorded in the papers printed with G.O. No. 230. I. dated 5th March 1885 - what usually happens during these floods is that owing

1/9 Feb/97

2/12 Feb/97

to

to insufficient waterway in the bridges, the water is raised several feet at the Railway, the right bank of the river breaches and Trichinopoly is inundated the Railway is breached, and rail traffic stopped, the Caroor road and the Cauvery bund are heavily breached and road traffic stopped. The Railway Company proposed to lengthen their bridge after 1884 as stated by the Chief Engineer. S. I. Railway but this intention could not be carried out as the P.W. Dept was unable to arrange for a corresponding improvement in the line of the road and river bank. The flood of 1893 was a sharp reminder that action could not be indefinitely delayed. On this occasion in addition to the customary destruction the Town water supply head works then under construction were swept away. As the District Board could not afford to enlarge the road bridge, the Railway Co. decided to lower the line and make it a causeway but the Cauvery flood of July-August 1896 proved that the line could not be lowered sufficiently to pass a Kodamurti flood without water rising nearly as high as it does under present conditions. The only possible way in which matters

This stopped now owing to [illegible]
Mm
17/2/1

Caused a loss of
Rs 62,000
Mm
17/2/17

can be substantially improved is by lengthening both Railway and road bridges and the additional length contemplated by the Chief Engineer S. I. Railway viz 300 feet is about what is required.

A question of
finance
for Dt Bd
Mm
17/2

4. The District Board cannot provide all the funds required for a bridge of 300 feet waterway but I think have a claim to assistance from Government as the provision of additional waterway would make the Kodamurti bank safe and save the town from inundation and also save the periodical charges for closing breaches in the Cauvery bank. The ryots would also benefit by the less extensive and less destructive inundation of their crops. As assistance to the District Board will not be met from Irrign. funds the matter should apparently be dealt with by the Chief Engr. P.W.D. The cost of the additional bridge would probably be Rs 50000 to Rs 60000 It is presumed the bridge would be of brickwork which is the cheapest material -

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as

as practicable.

Camp
Bezwada
27th Novr 1896

W. Hughes.
Chief Engineer for
Irrigation

To The Consulting Engineer for Railways with reference to his Endt. 203423 dated 29 Octr/96 — E.R. 3423

Thro' the Chief Engineer P.W.D. — No 3983C 9.11.96

H.J.B. 2/12

No. 4897C of 17th December/96.

Forwarded.

D. McN. Campbell Colonel R.E.
Chief Engineer

P.W. E+2 / ~~254~~/97
3522

Signed 28/11

Public Works (1897) Department.

Reminder sent on the 19.3.97

CURRENT No. 254

No. 228C of 14.1.97 print (2)

3P print

~~Order~~ Endt

Referred to the Local and Municipal Deptt for favour of enquiry and report as to what amount the District Board is prepared to spend on the proposed enlargement of the road bridge. In view of the small assignment made for Provincial Civil Works it is not likely that much assistance will be available from Provincial funds.

(Sd) DmcN Campbell, Colonel R.E.
Secretary to Govt.

From The Consulting Engineer for Rys: Madras.

No. 33.

Dated 6.1.97

Received 8.1.97

Enclosures 1

Spare copies

SUBJECT.

Proposed extension of the waterway of Kodamurti Road bridge:

Forwarding for perusal note by the Chief Engineer for Irrigation on the —

D 14/1/97

D 14/1/97

Copy to E.R.

15/1

P.W. 19
1,000—5-8-96.

BACK PAPERS.

G.O.	No.	Department.	Date.
4	46C	P.W.	5-1-97
	4897C	"	17-12-96

FURTHER PAPERS.

G.O.	No.	Department.	Date.

LOCAL AND MUNICIPAL DEPARTMENT.

4

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Print

READ the following paper:—

From the Public Works Department, No. 228 C, dated 14th January 1897, ~~forwarding note by the~~ referring letter from the Consulting Engineer for Railways regarding ~~Chief Engineer for Irrigation~~ on the proposed extension of the waterway of Kadamurti road bridge.

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2. The endorsement under reference is herewith returned. Govt. endorsement dated 25th Marc 1897, No. 389, bearing on the same subject is also returned.

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3. A copy of the District Board's Engineer's letter with plan gives the reasons for the Board's Resolution.

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Construct

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S. P.

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Present.

*   *   *   *.

Resolution No. 111.

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Order No. 721 L. Mis. of 14th April 1897.

The President's letter read above will be communicated to the Public Works Department.

(True Extract)

A. Knapp

for Secretary to Govt.

Jd.

ido

Re

The Public Works Deptt.
with 1 encl. rets.

fore w

upon to

is

derto

Public Works (1896) Department.

Soon

Form No. 34.

P. W. D., RAILWAY BRANCH.

Current No: ~~11585~~

E-1

CONSULTING ENGINEER'S OFFICE.

3822/89

Madras, 19th Decr 1896.

Recd. 21.12.96

No 4098

not to be

OFFICE NOTE.

From E. R.

8

To E.W.

With reference to the note by the Chief Engineer for Irrigation forwarded with your No 4897C dated 17-XII-9 will you please let me know what action you propose to take in connection with Mr Hughes' proposal that the road bridge should be enlarged by the Public Works Department

H. Foster

for Cons Eng for Rlys

P.T.O.

We might possibly find 25000 next budget
no funds now.

× {Has ch Bd Engr seen these papers
17/2/97

× These papers were received by the Presdt only on the 13th instant. The Engr has not seen them.

Better get his opinion
18/2/97

17

R. No. 61

Recd [illegible].1.97

No. 46 C of 5th Jany 1897

To E.R.

Please let me see again the note in question.

23/1/96

W

not to be sent

In

No. 33 of 6-1-97

Heswotte - No. 500 M dated 27th November 1896.

6/1/97

for CR

to W.

9