

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No 460 R

DATED 5th February

[Despatch Abstract.]

South Indian Railway. — Certain alterations proposed by the agent in the timing of nos 123K 144 trains between Villupuram and Pondicherry, sanctioned.

BACK PAPERS.

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

FURTHER PAPERS.

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

6TH MARCH 1895, No. 132 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated Madras, 16th January 1895, No. 20 R.

With reference to endorsement No. 117 R., dated 26th February 1894, forwarding a copy of Proceedings of this Government No. 116 R. of the same date embodying a report on the flood damages to the South Indian Railway during November 1893, I am directed to forward herewith, for the sanction of the Government of India, an estimate amounting to Rs. 30,671, chargeable in the proportion of Rs. 16,374 to Capital and Rs. 14,297 to Revenue, for lowering on to a causeway that portion of the main line of the South Indian Railway between the 251st and 253rd miles which was seriously breached by the floods of November 1884 and November 1893.

2. The necessity for the work is fully explained in the accompanying copy of a letter No. 1144, dated 19th November 1894, from the Agent, South Indian Railway.

3. The Board of Directors have approved of the work.

4. The approval of the Chief Engineer for Irrigation, Madras, has also been obtained.

ENCLOSURE.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 19th November 1894, No. 1144.

I have the honour to forward herewith in duplicate estimate No. 1639, amounting to Rs. 30,671, chargeable in the proportions of Rs. 16,374 to Capital and Rs. 14,297 to Revenue, for lowering that portion of the main line of this railway between the 251st and 253rd miles, which was seriously breached by the floods of November 1884 and of November 1893, on to a causeway.

Two tracings each of drawings Nos. 378/94 and 379/94, showing the position, extent and details of the proposed works, are also forwarded.

As detailed in the Chief Engineer's report on these floods (*vide* Madras G.O., No. 116 R. of the 26th of February 1894), the breaches were on both occasions due to abnormal rainfall causing numerous tanks to burst all over the drainage basin crossed by the railway. The proposal now is to lower the line on to a causeway which, while keeping the rails above ordinary flood level, will permit extraordinary floods, such as may be expected to recur only about once in ten years, to flow away over the railway with but short, if any, interruption to public traffic.

This method of dealing with large drainage areas similarly subject to bursting river banks and tanks was adopted in the Pálar and Ponniar valleys, and although no great floods have since come to severely test the arrangements in these localities, there is every reason to believe that it will prove efficient, and the Chief Engineer

believes that no better or more economical plan can be adopted to meet the flood risks to which the railway is, and will always be, liable in the Coriyar basin.

Concerning these works the Chief Engineer writes—

"It will be seen from the section (tracing No. 379/94) that two dips or causeways are proposed in the railway embankment, one on the 252nd and the other on the 253rd mile.

"It is important that relief should be given on the 252nd mile near the Coriyar where the ground is low and where consequently the great volume of flood water converges upon the railway bank, but the length of causeway is limited by the proximity of the bridges on each side.

"To supplement this insufficient flood escape, another causeway is therefore proposed on the 253rd mile. I estimate that these two causeways aggregating at their lowest level a length of 333 yards and capable of discharging a volume of water of over 600 yards long by 3 feet deep will suffice to safeguard the railway against serious damage from a recurrence of any abnormal floods."

The sanction of the Board of Directors to the proposed expenditure has been applied for and as soon as this is received it will be duly communicated.

From the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, 21st February 1895, No. 185 R.C.

I am directed to acknowledge the receipt of your letter No. 20 R., dated 16th January 1895, and in reply to communicate the sanction of the Government of India to the estimate amounting to Rs. 30,671, chargeable in the proportion of Rs. 16,374 to Capital and Rs. 14,297 to Revenue, for lowering on to a causeway that portion of the main line of the South Indian Railway between the 251st and 253rd miles which was breached by floods in 1884 and 1893.

2. This sanction has been registered as No. 1, South Indian Railway, of 1895.

ORDER—dated 6th March 1895, No. 132 R., Public Works.

Communicated to the Agent, South Indian Railway, for information.

2. This sanction has been registered as No. 25 R. of 1894-95.

(True Extract.)

Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent, South Indian Railway.
" Examiner, Guaranteed Railway Accounts.

RAILWAY.
Govt. of {1895} Madras.
PUBLIC WORKS.

Dated March, 6th.

Recd.

Encl.

G.O., 6th Mar. 1895, No. 132 R.

MARCH.

South Indian Railway

Sanction of the Government of India to the estimate of Rs. 30,671 for lowering on to a causeway that portion of the main line of the — between the 251st and 253rd miles which was breached by floods in 1884 and 1893, communicated to the Agent.

No. 1144

South Indian Railway,

AGENT'S OFFICE,

Trichinopoly, 19th November 1894
NEGAPATAM,

From

The AGENT,

SOUTH INDIAN RAILWAY.

To,

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

I have the honor to forward herewith, in duplicate, Estimate No 1639 amounting to Rs 30671, Chargeable in the proportions of Rs 16374 to Capital, and Rs 14297 to Revenue, for lowering that portion of the main line of this Railway, between the 251st and 253rd miles, which was seriously breached by the floods of November 1884, and of November 1893, on to a Causeway

Two tracings each of drawings No^s $\frac{378}{94}$, and $\frac{379}{94}$ showing the position, extent and details, of the proposed works are also forwarded.

As detailed in the Chief Engineer's report on these floods, vide Madras G.O. No 116 R of the 26th of February 1894, the breaches were on both occasions due to abnormal rainfall causing numerous tanks to burst all over the drainage basin crossed by the Railway. The proposal now is to lower the line on to a Causeway which, while keeping the rails above ordinary flood level, will permit extraordinary floods, such as may be expected to recur only about once in ten years, to flow away over the Railway with but short, if

if any, interruption to public traffic.

This method of dealing with large drainage areas, similarly subject to bursting river banks and tanks, was adopted in the Palar and Ponnian valleys, and although no great floods have since come to severely test the arrangements in these localities, there is every reason to believe that it will prove efficient, and the Chief Engineer believes that no better, or more economical, plan can be adopted to meet the flood risks to which the Railway is, and will always be, liable in the Goryan basin.

Concerning these works the Chief Engineer writes:—

"It will be seen from the Section (Tracing No. 379) that two daps or Causeways are proposed in the Railway embankment, one on the 252nd and the other on the 253rd mile."

"It is important that relief should be given on the 252nd mile near the Goryan, where the ground is low and where consequently the great volume of flood water converges upon the Railway banks, but the length of Causeway is limited by the proximity of the bridges on each side."

To Supplement this insufficient flood escape, another Causeway is therefore proposed on the 253rd mile. I estimate that these two Causeways aggregating

"at their lowest level a length of 333 yards, and Capable of discharging a volume of water of over 600 yards long by 3 feet deep, will suffice to safeguard the Railway against serious damage from a recurrence of any abnormal floods."

The sanction of the Board of Directors to the proposed expenditure has been applied for, and as soon as this is received it will be duly communicated.

I have the honor to be Sir

Your most obedient Servant

J. H. Mesurier
for Agent

3 Enclosures by
Railway parcel

[Signature]

Plan taken by me.

9/15/96

5868

No. 3739C

Government of Madras.

PUBLIC WORKS DEPARTMENT
(Railway Branch.)

Madras, 22nd November 1894

OFFICE NOTE.

From

R,

To

I.

R229

With reference to G.O.No.116.R of 26th February 1894, the Chief -- Engineer proposes to lower the line on the main line south of Trichinopoly as shewn on plan in case to provide for floods from abnormal rainfall and in accordance with the -- order referred to, I forward the plans to you for favour of remarks.

FRM 21/11

R.

20310

There appears to be no objection to these proposals as far as I can see.

Prudh

4/12

Enclosures.

G.O 116.R dated 26-2-94

Letter from the Agent, S.I. by No. 1144 dated 19-11-94.

2 plans of causeway

2 maps of flooded area.
(13-100-21-8-23.)

20 11-94

M. S. S.

Dated
Received

No.

ENCLOSURE

188

From
The Agent,
South Indian Railway,
Nagapattinam.

To
The Consulting Engineer for
Railways,
Madras.