

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 492R

DATED 30th July

[Despatch Abstract.]

Causeway. — Govt of India sanction to the estimate of Rs 34,374 for lowering on to a — that portion of the Corode branch of the South Indian Railway between the 253rd and 254th miles, which has been seriously breached by floods, Communicated to the agent.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	429	OR	26-6-95				

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

The only departure from Major Boddy's views is, that I propose to raise rail level on the causeway higher than he suggests by about one foot in order to keep it slightly above instead of at the maximum flood level of the river Cauvery, in the hope that this may result in preventing any but abnormal and infrequent land floods from rising over rail level.

These land floods have hitherto, since the construction of the railway, acted with unusual severity and concentrated force on the Erode branch owing to the main line embankment between 250-3 and 252-4 miles first pending the drainage up, and then, when breached, suddenly setting free a vast body of water to rush across country to swell the volume of land floods already accumulated against the Erode branch embankment.

The lowering of the main line now being carried out on the miles * specified will allow these

* 252 and 253 miles.

floods to flow freely away instead of accumulating, and so, greatly modify their action on the Erode branch which will not therefore, it is expected, be so severely tried in future.

The Public Works Department have closed the raised bank of the river Cauvery, which was breached opposite the railway during the floods of November 1893, but it is intended † by that department to cut this bank, if and

when any extraordinary land flood rises to a dangerous height at the confluence of the Kodamurti and Cauvery rivers; the Kodamurti being the channel by which the drainage of the country here discharges with the Cauvery.

Neither the railway nor the public road bridges of 240 lineal feet and 180 lineal feet waterway, respectively, are anything like adequate to pass the extraordinary flood drainage of the country into the Cauvery at this point. The railway will, however, get over this difficulty by lowering the line and allowing such floods to flow away over it, the Public Works Department intend to meet it by the expedient of cutting the Cauvery bank and letting the floods which cannot find an outlet owing to the inadequacy of the public road bridge, flow away through the cut into the Cauvery.

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 Ootacamund, 26th June 1895, No. 429 R.

With reference to endorsement No. 117 R., dated 26th February 1894, forwarding a copy of the Proceedings of this Government No. 116 R. of the same date, I am directed to forward herewith, for the sanction of the Government of India, an estimate amounting to Rs. 34,374, chargeable in the proportion of Rs. 23,252 to Capital and Rs. 11,122 to Revenue, for lowering on to a causeway that portion of the Erode branch of the South Indian Railway between the 253rd and 254th miles which was seriously breached by the floods of November 1884 and 1893.

2. The description given in the Agent's letter No. 1144, dated 19th November 1894, copy of which was forwarded with my letter No. 20 R. of 16th January 1895, of the causeway to be constructed on the main line, as also the reasons advanced for adopting the method described therein, apply to the proposal now submitted. A copy ‡ No. C. 5181 A-825, dated 13th April 1895, of the Chief Engineer's letter ‡ to the Agent on the subject is also enclosed.

3. The Board of Directors have, in their letter No. 151, dated 10th May 1895, approved of the work

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

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 Simla, the 23rd July 1895, No. 883 R.C.

I am directed to acknowledge the receipt of your letter No. 429 R., dated 26th June last, and in reply to convey the sanction of the Government of India to the estimate therewith submitted, amounting to Rs. 34,374, of the cost of lowering on to a causeway that portion of the Erode branch of the South Indian Railway between the 253rd and 254th miles, which has been seriously breached by floods.

2. I am also to forward, for information, copy of a note on the subject prepared in the office of the Consulting Engineer to the Government of India for State Railways.

3. The sanction accorded in paragraph 1 above is chargeable in the proportion of Rs. 23,252 to Capital and Rs. 11,122 to Revenue, and has been registered as No. 4, South Indian Railway, of 1895.

ENCLOSURE

Copy of a note dated 10th July 1895, prepared in the office of the Consulting Engineer to the Government of India for State Railways.

It would be better, instead of making the central part of the causeway level for 1,000 feet, to make it lower at the centre and higher at the ends by using grades of, say, about 1 in 400, meeting in the middle.

2. The pitching on section A might be reduced somewhat, the stone so gained being used to increase the apron of the centre section C.

ORDER—dated 30th July 1895, No. 492 R., Public Works.

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

2. This sanction has been registered as No. 9 R. of 1895-96.

(True Extract.)

Under Secy. to Govt., P.W.D.,
Railway Branch.

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

Encl. M. Pahlavan.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.
PUBLIC WORKS.

Dated July, 30th.

Recd.

Encl.

G.O., 30th July 1895, No. 492 R.

JULY.

Causeway

Government of India sanction to the estimate of Rs. 34,374 for lowering on to a — that portion of the Erode branch of the South Indian Railway between the 253rd and 254th miles, which has been seriously breached by floods, communicated to the Agent.

Copy

South Indian Railway

Letter from the Chief Engineer to the Agent dated Trichopoly 13th April, 1895 No. E/ $\frac{5481}{825}$

Your last letter No. $\frac{5463}{537}$ of 5th instant.
Lowering line on Erode Branch.

In continuation of my letter No. B 5181 A of 27th March, 1895, and in explanation of the plan No. 127 and estimate forwarded therewith, I submit the following remarks:—

The provisional sanction of the Board to an approximate estimate amounting to Rs. 30,675 has already been recorded to the inclusion of that sum in the Budget Estimate but the detailed estimate since submitted for sanction amounts to Rs. 34,374.

The proposals are, as in the similar case of the main line — embankment breached on miles 252 and 253 in the floods of 1884 and 1893, 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 occur at any

over

once in 10 years to flow away over the Railway with but short, if any, interruption to Traffic.

My proposals were submitted to the Superintending Engineer of the VI Public Works Department Circle and that Officer wrote in answer to

①
Major or my reference.
Boddy R.

I have the honor to inform you that the Cauvery flood bank is being made up to its original section and that it is proposed to cut this bank whenever land floods cause the water to head up to a dangerous height against it, an eventuality not likely to happen more than once in 10 years, your proposal to lower your line on to a heavy stone causeway is in my opinion, a sound one. The level should be such that ordinary floods will not interfere with the Train Service. The maximum flood level of the Cauvery at Kodamurti bridge may be taken at 225.41' and ordinary floods at 2 feet below this or 223.41'. I presume that you do not intend to alter rail level over your Kodamurti Bridge. This level is 234.18'. I am disposed to think that a rail level of 225' on your proposed causeway would be sufficiently low. This would entail a drop of 9.18' below rail level of Kodamurti Bridge and could be obtained in about 1000 feet which would bring the causeway to about the site of last years breach.

* It is reported
that it is found
as 233.45'

* To these levels
add 126.55' to
adapt them
to S.T.R. datum
which is 126.55'
below mean sea level.

"breaches.

"2. The maximum flood level at Kodamuti bridge caused by land floods is 232.73' which would indicate that under similar conditions about 7 feet of water would stand on the causeway if rail level is fixed at 225'.

The only departure from Major Boddy's views is, that I propose to raise ^{rail} level on the causeway higher than he suggests by about one foot in order to keep it slightly above instead of at the maximum flood level of the River Cauvery, in the hope that this may result in preventing any but abnormal and infrequent land floods from rising over rail level.

These land floods have hitherto, since the construction of the Railway acted with unusual severity and concentrated force on the Erode Branch owing to the main line embankment between 250 miles and 252 miles, first ponding the drainage up, and then when breached, suddenly setting free a vast body of water to rush across country to swell the volume of land floods already accumulated against the Erode Branch embankment.

The lowering of the main line now being carried out on the miles specified will allow these floods to

x
252 + 253
miles.

to

to flow freely away instead of accumulating, and so, greatly modify their action on the Koda Branch which will not therefore, it is expected, be so severely tried in future.

As stated
in the report
of the
Public
Works
Department
of the
Government
of Madras
for the year
1893-4

The Public Works Department have closed the raised bank of the River Cauvery which was breached opposite the Railway during the floods of November 1893, but it is intended by that Department to cut this bank if and when any extraordinary land flood rises to a dangerous height at the confluence of the Kodamurti and Cauvery rivers, the Kodamurti being the channel by which the drainage of the country here discharges with the Cauvery.

Neither the Railway nor the Public road bridges of 240 lineal feet and 180 lineal feet waterway respectively are anything like adequate to pass the extraordinary flood drainage of the country into the Cauvery at this point. The Railway will however get over this difficulty by lowering the line and allowing such floods to flow away over it, the Public Works Department intend to meet it by the expedient of cutting the Cauvery bank and letting the floods which cannot find an outlet owing to the

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True Copy

Chief Clerk.

15

REGISTER
1726

No. 356

South Indian Railway Co., Ltd.
AGENT'S OFFICE.

TRICHINOPOLY, 17 April 1895.

From

THE AGENT.

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

In continuation of my letter No. 278 of the 25th ultimo (vide your letter No. 1101 of the 1st instant) regarding the lowering of the line between the 253rd and 254th miles on the Erode Branch, I have the honor to enclose copy of a letter from the Chief Engineer on the proposed work.

no further action can be taken till Board's sanction is received. await 11/19/4

I have the honor to be,

Sir,

Your most obedient Servant

William A. Bell

Agent

1 Enclosure by }
Book Post }
63

1726.5
17.4.95

356

A

No. 429 L.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE SECT. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.

Coly. the 26th June 1895.

SIR,

With reference to in-
document No. 117 R 7 abth.
February 1894, forwarding
a copy of the Proceedings
of the Government No. 116 R
of the same date, I am
directed to forward herewith,
for the sanction of the Govt.
of India, an estimate annex-
ing to Rs 34,374 charges
in the proportion of Rs 23,252
to Capital and Rs 11,122
to Revenue, for construction
of that portion of the Erode
Branch of the S. I. Ry. be-
tween the 253rd and

*Disb'd in R. Office on
26.6.95*

From

THE AGENT,
SOUTH INDIA RAILWAY,
Trichinopoly.

To

THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated
Received

189

No.

ENCLOSURE.

254th miles which was seriously breached by the floods of November 1882 and 1893. -

2. The description given, in the Report dated 11.4.95 19 November 1894 copy of which was forwarded with my letter No. 20 R, of 16 January 1895, of the causeway to be constructed on the main line, as also the reasons advanced for adopting the method described therein, apply to the proposal now submitted. A copy of the Chief Engineer's letter to the Agent on the subject is also enclosed.

3. The Board of Directors have, in their letter No. 151 of 10 May 95, approved of the work.

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

Documents accompanying

Estimate with plan
Chief Engineer's letter to
Agent on the above

All communications
should be addressed to
the Secretary.

No. 883 R.C.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 23rd July 1895.

Sir,

I am directed to acknowledge the receipt of your letter No. 429 R., dated 26th June last, and in reply to convey the sanction of the Government of India to the estimate therewith submitted amounting to Rs. 34,374 of the cost of lowering on to a causeway that portion of the Erode Branch of the South Indian railway between the 253rd and 254th miles, which has been seriously breached by floods.

2. I am also to forward for information copy of a note on the subject prepared in the Office of the Consulting Engineer to the Government of India for State Railways.

3. The sanction accorded in paragraph 1 above is chargeable in the proportion of Rs. 23,252 to Capital and Rs. 11,122 to Revenue and has been registered as No. 4 South Indian Railway of 1895.

I have the honour to be,

Sir,

Your most obedient servant,

Document accompanying :-

Copy of note dated 10th July

1895 prepared in the Office of the Consulting

J. H. [Signature]
Under Secretary.

P. M. GUN

5778

Engineer to the Government of India for State
Railways.

Encls 1

Recd: 29. 7. 95

Copy of a note dated 10th July 1895, prepared
in the Office of the Consulting Engineer to the Government
of India for State Railways.

-----oo:oo-----

It would be better, instead of making the central
part of the causeway level for 1000 feet, to make it lower
at the centre and higher at the ends by using grades of,
say, about 1 in 400, meeting in the middle.

2. The pitching on section A might be reduced some-
what, the stone so gained being used to increase the apron
of the centre section C.

-----oo:oo-----

Ad

σω 5.1
5.778/55

Letter from the Agent S. M. H. E. N. = 278 25th March 1895
 Letter from do " " 356 17th April 95
 Letter from the Forest Ranger } H. E. N. = 429 R 26th June 1895
 to Forest R. H. D. R. = Brand
 to Govt. & India
 Letter from the Forest of India } H. E. N. = 883 R C 23rd July 1895
 P. H. D.

Communicated to the
Agent S. I. R. for information
2. This sanction has been
registered as N: 9. R 7 1895-96.

DR
29-7-15

The Agent S. J. R. The Chief Engineer for
" Examiner R. C. Underwood His Excellency the Governor
for information.

Some free 2

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6492 Rdy 30-7-75.