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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No.	75-1	Press.
B.P. No.		Mis.
Dated	7. 2. 1871	197

Not to be folded or roughly handled

No. 110. 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, 18th January 1877, No. 43 :—

ADVERTING to the Proceedings of Government, under date the 23rd December 1876, No. 3,530, I have the honor to submit for the consideration of Government, letters as per margin from the Agents of the Madras and South Indian Railways, in reply to a request that they would bring forward proposals for any works likely to exert a beneficial influence over their lines, and of a nature suitable for execution by relief labour.

2. The Chief Engineer of the Madras Railway has forwarded a list of nine such works, which appear in every way suited to the object in view, subject to the following remarks :—

No. 1.—The Railway is at present single between Madras and Perambore, a distance of about $3\frac{1}{2}$ miles; and the doubling from Perambore to Ambatoor, a further distance of about 6 miles, has been sanctioned. From Ambatoor to Arconum the distance is about 33 miles; and of this portion the *earthwork* has been doubled as far as Trivellore, leaving about 16 miles to be doubled. The necessity for doubling the line between Ambatore and Arconum has not yet been established; but the work is one which, without doubt, will become necessary sooner or later; and, in my opinion, the doubling of the *earthwork* may now be fitly undertaken as a relief work.

No. 5.—In connection with this work I would suggest that the bund of the Munnoorketchama tank be raised and strengthened. In my opinion the bund might with advantage be raised at least 6 feet above the maximum water-level, with a rear slope of 2 to 1.

The supply-channel to the Munnoor tank, which crosses the line of railway, might also with advantage be repaired and strengthened. This is alluded to by Mr. Robinson under the name of the "Yerrakalva channel."

No. 6.—The alignment of this embankment, on the right bank of the river, has been marked out, to the approval of all concerned. The work will probably be at once put in hand by the District Engineer.

3. Upon the South Indian Railway it will be seen that no works have been suggested, with the exception of the conversion of the Arconum-Conjeveram section, and the construction of the Chingleput-Conjeveram section. These two works have already been brought prominently to the notice of Government; and the *earthwork* upon the Arconum-Conjeveram line is understood to be now under execution by relief labour. The *earthwork* between Chingleput and Conjeveram will give employment to a large number of people; and there is probably no work connected with the Railways in this Presidency which is better suited for execution at this crisis. The completion of the link will greatly influence the traffic on the South Indian Railway.

4. I would suggest that advantage be taken of this opportunity to place in a secure condition the bunds of all tanks which, by breaching, could injure the lines of

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railway. The raising and strengthening of such bunds would afford work near the villages, of a nature which would both secure the hearty co-operation of the head-men, and prove of great value to Government. The excavation of supply-channels, and the repair of those which have fallen into disuse, are also works that tend to serve railway interests, by bringing into play the action of tanks in moderating floods.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieut. Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 17th January 1877, No. 12.

ADVERTING to your letter of the 8th instant, No. 25, I have the honor to enclose you copy of a communication I have received from the Chief Engineer, and also a copy of the list referred to therein, showing the earthworks which Mr. Robinson considers may with advantage be undertaken as relief works.

2. I beg to draw your special attention to the first work mentioned on the list, viz., the embankment for a double line of rails between Trivellore and Arcunum. You are aware of the difficulty experienced in working the present heavy traffic between Madras and Arcunum, and that it is in consequence intended to submit an application to Government for authority to complete the double line between those points. I hope, therefore, that you will be able to recommend the immediate construction of the earthwork with famine labour.

From W. R. ROBINSON, Esq., Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway, dated Madras, 16th January 1877, No. 65.

Your endorsement on Consulting Engineer's letter, No. 25, of the 8th instant.

I herewith forward a list of useful earthworks which may be thrown up by relief labour. There would be no difficulty in commencing them at once, and I shall be glad to give every assistance in laying them out. I have added notes showing their comparative usefulness.

I am in communication with the Resident Engineers on this subject, and will probably be able to add to the list in a short time.

LIST OF PROPOSED RELIEF WORKS.

Works.	Remarks.
No. 1. Doubling the railway embankment from Trivellore to Arcunum.	This is a work I shall be glad to see carried out at once, as we shall probably ere long have to double the line to Arcunum.
No. 2. Embankment at Naggery river.	
No. 3. Strengthening railway bank from Naggery bridge two miles northwards.	This work would be only useful in event of the river embankment being abandoned.
No. 4. Embanking stream at 116th mile, 5th telegraph post, from Jullalamadgoo tank to bridge. Diversion of line to enable me to build additional three 30 feet openings to single 30 feet arch at 116th mile, 5th telegraph post.	Small works, but very useful.

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Works.	Remarks.
No. 5. Strengthening railway embankment under Manoor Ketchma tank, from 130th mile, 6th telegraph post, to 130th mile, 12th telegraph post, and making diversion at bridge at 130th mile, 8th telegraph post (single 23 feet opening in lieu of single 12 feet arch); making diversion of line for building bridge three 30 feet openings in lieu of single 6 feet arch at 131st mile, 3rd telegraph post, and doubling the line for a mile to the north of Manoor Ketchma tank.	The District Engineer may find it advisable to take advantage of relief labor to strengthen the embankment of the Yerrakalva channel.
No. 6. Embankment of Paupagnee river.	
No. 7. Strengthening railway embankment from angle 20 feet opening at 173rd mile, 9th telegraph post, to 3,000 feet east of east abutment of Paupagnee bridge and 450 feet west of west abutment of Paupagnee bridge to single 6 feet arch at 17th mile, 15th telegraph post.	If embankment of river is carried out, this work would not be necessary.
No. 8. Strengthening the railway embankment from Moodanoor station to 199th mile, 10th telegraph post.	This would always, I think, be a useful work.
No. 9. Embankment from public road to railway, a guide drainage of Chintagoota tank through bridge at 197th mile, 9th telegraph post, and prevent flooding the country to the south.	A very necessary work.

MADRAS,
16th January 1877.

(Signed) W. R. ROBINSON,
Chief Engineer.

From W. S. BETTS, Esq., Agent of the South India Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 12th January 1877, No. 2,696.

Your letter No. 18 of the 8th instant. A large amount of work could be supplied for the famished inhabitants of the Chingleput District were the works upon the Chingleput-Conjeveram section started. It is, I believe, considered by both the Madras and the Supreme Governments that this extension should be constructed, and there could be no time more suitable than the present for starting the works. The line would greatly benefit the district, and the working of it would bring upon the main line traffic which is now conveyed by road, and which must continue to be so conveyed until the link between Chingleput and Conjeveram is railed in.

2. Inquiry shall be made as to work in other districts, but I doubt whether anything suitable for famine relief can be found.

From the same Officer, dated Negapatam, 13th January 1877, No. 2,703.

In continuation of my letter, No. 2,696, of yesterday, I have to inform you that the Acting Chief Engineer reports, "with the exception of the portions of the Arcunum-Conjeveram section, which have been already allotted as famine relief works, I do not know of any other work falling within the category given by the Consulting Engineer which is available for relief work."

No. 111. ORDER THEREON, 3rd February 1877, No. 370.

RAILWAY, No. 6.

HIS GRACE the Governor in Council approves of the immediate execution of the following work by the Railway Authorities:—

No. 1.—Doubling earthwork of Railway from Trivellore to Arcunum, 16 miles.

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As regards Nos. 4 and 5, the information is insufficient. The attention of the District Engineer, Cuddapah, is however called to the Railway Chief Engineer's remarks as to strengthening the embankment of the Yerrakalya channel.

No. 6.—Paupagnee river embankment is already being carried out.

No. 8.—Strengthening the railway embankment from Moodanoor station to 190th mile 10th telegraph post may be undertaken by the Company.

No. 9.—Training wall from public road to railway, to guide the waters of the Chintagunta tank now breached and abandoned. This is a necessary work, which the District Engineer, Cuddapah, should plan and carry out, with or without assistance from the Railway Executive staff. The embankment which diverts drainage into the tank may be breached if considered necessary by the Railway officers.

2. The extension of the Arcotur-Conjeveram section to Chingleput awaits the decision of Sir Richard Temple, who is now inspecting that tract of country.

(True Extract.)

Lieut.-Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways:

„ District Engineer, North Arcot.

„ „ „ Chingleput.

„ „ „ Cuddapah.

„ Chief Engineer for Irrigation.

„ Revenue Department.

„ Examiner of Railway Accounts.

„ „ of Public Works Accounts.

Erd. S. T. Austin.

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Revenue Dept
Govt. of (1877) Madras.
PUBLIC WORKS.

To
THE CONSULTING ENGINEER
FOR RAILWAYS.
&c. &c. &c.

Dated February 3rd.

Issued

Recd.

Encl.

G. O., 3rd February 1877, No. 370.

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FEBRUARY.
Nos. 110-111.

Railway Relief Works.—The immediate
execution by the Railway Authorities of
certain — approved with remarks.

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