

(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.	406.	Press
		~~Mis.~~
201-202		
Dated	9-2-	1864

Not to be folded or roughly handled

12

*Proceedings of the Madras Government, Public Works Department,
9th February 1864.*

No. 201. Read the following Proceedings of the Madras Government in the Financial
Railway Department :—

Requesting that the Consulting Engineer for Railways may
be furnished with a copy of the levels between the sea, the
breach, and the junction of the Keranellore Nulla with the
Mullapooram or Kuddiehoondy. } (Here enter 1st February 1864, No. 56.)

No. 202. ORDER THEREON, 9th February 1864, No. 406.

Communicated to the Superintending Engineer, 7th Division, for early attention.
(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 7th Division.

Exd. S. T. Augustin.

FINANCIAL RAILWAY DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following letter from Captain P. P. L. O'CONNELL, R. E., Consulting Engineer for Railways; to A. J. ARBUTHNOT, Esq., Chief Secretary to Government, Fort Saint George, dated Madras, 18th January 1864, No. 27.

I have the honor to forward, for the information of Government, an Extract from a letter from the Agent and Manager to the Directors of the Madras Railway Company, having reference to an order passed in the Public Works Department on the 18th of December last, No. 3748, regarding the bund across the Pooraparamba canal.

2. In the quotation in paragraph 21 of the Extract the following sentence has been omitted:

"It appears quite out of the question that any impediment that the Railway embankment bridge may have offered to the free passage of the floods could have produced a rise of 16 feet in the surface of the river twelve miles up the stream."

3. The Agent, moreover, in considering he shall be in order in calling upon the Government to reimburse the Railway Company the expenses incurred in re-building the bridge at the 395th mile omits to notice two important facts. The first is that he does not attempt to prove that, as required by Clause 4 of the Contract, the bridge was protected "from injury or destruction by inundations, tempests, or other causes whatsoever." The second is that while the original bridge was a masonry bridge of one arch of 20 feet span, the new bridge is a wrought-iron one of three bays of 70 feet each. This at once proves that the water-way originally allowed was totally inadequate to protect the bridge from inundations, &c.

4. Colonel Walker in paragraph 5 of his report to the Secretary to Government, Public Works Department, states he has requested the District Engineer to have ready for him levels "between the sea, the breach, and the junction of the Keeranellore Nulla with the Mullapooram or Kuddiehoondy." I shall be glad if a copy of these levels be furnished to this office. It would be as well that a transverse-section of the Kuddiehoondy, showing the level of the water when the flood was at its highest, be also taken.

Extract from a letter from the Agent and Manager, Madras Railway Company; to the Managing Directors, No. 569, dated 13th January 1864.

Paragraph 20. No. 7 of the 7th instant, communicating Extract from an Order of Government passed in the Public Works Department on the 18th ultimo, relative to the destruction of the bridge at the 395th mile of the South West Line.

21. The Directors will observe that "after a careful perusal of the papers the Government is satisfied that the breach in the bund across the Pooraparamba canal was caused by the reflux of the waters of the Kuddiehoondy, and not by the impediment offered by the Kuddiehoondy Railway bridge embankment. The Assistant to the Chief Engineer of the Madras Railway shows that, while the flood-waters of the Kuddiehoondy river rose to a height of 16 feet above its ordinary level under the road bridge at a point 12 miles above the Railway embankment bridge, they rose at the latter spot not more than 5 feet, &c., &c.; and the Government is of opinion that the over-topping of the Venjally lake bund, which is reported to have been in perfect order prior to the occurrence, was solely due to natural causes and not to any artificial obstructions to the Kuddiehoondy, or as stated by the Agent, Madras Railway, to the bank of the tank having been maintained in a very inefficient state of repair."

22. As it is satisfactorily established that the destruction of our bridge was caused by the failure of the bund across the canal to perform the service for which it was constructed, and not by the impediment offered by the Kuddiehoondy Railway bridge embankment, I consider that I shall be in order in calling upon the Government to reimburse us the expenses incurred, and with this object the Chief Engineer will shortly submit a statement of the account.

(True Extract.)

(Signed) P. P. L. O'CONNELL, Captain, R. E.,

Consulting Engineer for Railways.

302

ORDER THEREON, 1st February 1864, No. 56.

Resolved that Lieutenant Colonel Walker be directed, through the Public Works Department, to furnish the Consulting Engineer for Railways with a copy of the levels referred to in the last paragraph of the letter above recorded.

(True Extract.)

H. J. Talloch
Chief Secretary.

To the Public Works Department.
" Consulting Engineer for Railways.

Exd. J. Talloch;

1864-74

Copy in a letter to England
of 30th May 1864, No 31.

of 1864, No 31.
Pro: of Govt for Railway
No 522

of No: of Govt in the
Frank Railway Dept

about 48
Received 48

No 31.

No 101. 202

Remembering that the
long days for Railways may
be furnished with a copy of
the laws between the sea, the
bank, and the junction of the
River and the water with the
Chatterbox and the water
No 406-9 February
M. W. C. C. C.

Level

No 106.

Communicate to

The Superintending Engineer
The Division for each attorney.

Chetwood
No 106/64

W. C.

No 106/64
No 106/64

No 106/64

No 106/64