

(1) Number of pages _____

(2) Date of repair 24-3-78

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 766	Press ~~Mis.~~
283-34	
Dated 13 . 3	1869 .

Not to be folded or roughly handled.

*Proceedings of the Madras Government, Public Works Department,
13th March 1867.*

No. 283. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 25th February 1867, No. 52 :—

Read the following letter from the Agent and Manager of the Madras Railway Company, to the Deputy Consulting Engineer for Railways, dated Madras, 18th February 1867, No. 67.

1. I have the honour to annex, for the information of Government, copy of paragraph 14 of a letter No. 386, dated the 14th December last, from the Secretary of this Company, communicating the remarks of the Directors, with reference to the giving way of tank embankments near our lines of Railway.

2. My Board, you will observe, express a hope that the loss and damage which the Railway has already sustained, by the failure of tank bunds, will induce the Government to arrange for an effective supervision being exercised over such works, and that this duty shall devolve upon some Government Officer, who will have the power to take effectual means to insure their proper maintenance and management, should the Zemindars or other proprietors fail efficiently to maintain them.

3. The subject is a most important one, and will, I feel satisfied, receive every consideration at the hands of Government.

Extract of a letter from the Secretary, Madras Railway Company, dated the 14th December 1866, No. 386.

Paragraph 14. The Board have again observed, with great concern, the repeated giving way of tank embankments near the Railway since the setting in of these monsoon rains. Though untended this year, happily, with such extensive damage to the works as on former occasions, the injury to the Railway has been serious, and the continued recurrence of such disasters, with our knowledge of the general dangerous condition of those tanks, raise great apprehension and anxiety for the future. It is evident that no effective supervision is exercised over the tanks, that their maintenance and management are left practically to the villagers themselves, and that in their hands there is no security against dangerous neglect and mismanagement. The Board regret that their previous representations of the loss and damage sustained by the Railway from such causes, and the danger of the existing state of things, should so far have failed of effect, but they trust that the farther experience afforded by this monsoon of the insufficiency of the tank embankments, of the damage, and of the waste of water which thence ensue, will now induce the Government to take effectual means to ensure their proper maintenance and management in future.

(True Extract.)

(Signed) R. B. ELWIN,
Agent and Manager.

1. In communicating to Government the above letter of the Agent and Manager, Madras Railway, and copy of an Extract of the Board of Directors' letter requesting that Government will take measures for ensuring the proper maintenance of certain Zemindary tanks, I have the honour to observe that this representation has

G. O. No. 780, dated 3rd December 1864.
Do. „ 52, „ 24th January 1865.
Do. „ 2,733, „ 16th September,,
Do. „ 12, „ 3rd January 1866.

arisen in consequence of damage having occurred to the North-West Line of Railway from the bursting of tanks in the Cavetty Nuggur Zemindary in 1864,

1865, and 1866. The accidents were duly reported to Government at the time.

*Proceedings of the Madras Government, Public Works Department,
13th March 1867.*

2. The dangerous state of a flood embankment in the vicinity of the Railway, and in the territory of the same Zemindar, is now the subject of correspondence, and both in this case and in the other above referred to, there is sufficient evidence to show that a very imperfect supervision is exercised by the Zemindar over his irrigation works. I am not aware to what extent he is legally bound to maintain them in such a condition as shall not render them liable to endanger the Railway embankments, but unless some responsibility attaches to him, the Railway works can never be considered secure from injury.

3. Should a tank give way in the rains, and occasion damage to the Railway, it would be hopeless, after the event, to ascertain whether the accident arose from want of proper precautions on the part of the Zemindar or his ryots. In many cases a tank may give way, though it may have been maintained in good order, in others, and, I believe, in the generality of cases, the breaching of the tanks is caused either by the blocking up of the escapes to retain the water to a dangerous height, or to defective maintenance of the tank bunds.

4. If the Railway is damaged in consequence of the tanks giving way, the Railway authorities may prefer a claim against the Zemindar, but even if the latter were legally bound to maintain the tanks in an efficient state, it would be impossible for them to establish it, as they would invariably fail to prove the immediate cause of the breach.

5. The tanks are not liable to the inspection of the Government Officers, nor has the Collector, I believe, any control over their management. It is, in my opinion, highly desirable that some measures should be taken to protect the Railway property against the injuries and loss which a continuance of the present system cannot fail to render frequent, and I would beg to recommend that, if possible, the tanks should be inspected periodically by the Officers of the Public Works Department, and that they may be authorized to carry out any repairs which may be necessary to render them reasonably secure; or should this measure be considered objectionable, that they may submit a report on the state of the several tanks before the setting in of the rains. If the Executive Engineer reported any particular tank to be in a dangerous state, and the tank subsequently gave way and injured the Railway, I conclude that the Railway authorities might then have some chance of recovering damages, and of thus forcing the Zemindar to be more careful as regards their future management.

6. I may add that there are a great number of Government tanks in the vicinity of the North-West Line of Railway, but owing to the attention they receive at the hands of the Public Works Officers, the line may be considered to be quite secure from danger from them, in all ordinary seasons.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

P. S.—The above was written prior to the receipt of G. O., dated 22nd instant, No. 543, and would appear to supply the information therein called for.

*Proceedings of the Madras Government, Public Works Department,
13th March 1867.*

No. 284.

ORDER THEREON, 13th March 1867, No. 766.

RAILWAY, No. 21.

As it would appear from the numbers and dates given in the margin of paragraph 1 of the Consulting Engineer's observations that the latest information the Government have received of the breaching of any tanks on the North-West Railway, and of consequent damage to the line, relates to the failure of tanks in the monsoon of 1865, Colonel Anderson will submit the names of such tanks as breached in 1866, and specify the extent of damage occasioned to the Railway in each instance.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. G. A. Turton.

N^o. 67.

MADRAS RAILWAY COMPANY.

AGENT AND MANAGER'S OFFICE.

Madras, *February 13th* 1867.

From

R. B. Elvin Esq.
Agent and Manager. of the M.R.C.

To

Major H. S. D. Pendergast, V.C.E.
Deputy Consulting Engineer for Railways.

SIR,

I have the honor to answer
for the information of Government, copy of
paragraph 111 of a letter no 386, dated the
11th December last, from the Secretary of the
Company, communicating the results of the
Deputation, with reference to the going up
of tank embankments not on line of
Railway.

2. My Board, your will observe,
expresses a hope that the loss and damage
which the Railway has already sustained, by
the failure of Tank Bunds, will induce the
Government to arrange for an effective
superintendence being exercised over such works,
and that this duty shall devolve upon some
Government Officer, who will have the
power to take effectual means to insure their
proper maintenance and management; should
the Zemindars or other proprietors, fail
efficiently to maintain them -

Yours

3. The subject is a most
important one, and will, I feel satisfied,
receive every consideration at the hands of
Government.

I have the honor to be,

Yours most obedt^{ly} servant,

Wm. B. Turner
Agent and Manager

Extract of a letter from the Secretary, M. R. Co.
 Dated the 14th December 1866, N^o 386.

Para 14. The Board have again observed with great concern the repeated firing way of tank embankments near the Railway since the setting in of the monsoon rains. Though unattended this year, happily, with such extensive damage to the works as on former occasions, the injury to the Railway has been serious, and the continued recurrence of such disasters, with our knowledge of the general dangerous condition of these tanks, have great apprehension and anxiety for the future. It is evident that no effective supervision is exercised over the tanks, that their maintenance and management are left practically to the villagers themselves, and that in their hands there is no security against dangerous neglect and mismanagement. The Board regret that their previous representations of the loss and damage sustained by the Railway from such causes, and the danger of the existing state of things, should so far have failed of effect, but they trust that the further experience afforded us by this monsoon of the insufficiency of the tank embankments, of the damage, and of the waste of water which these cause, will now induce the Government to take effectual means to ensure their proper maintenance and management in future.

Wm. J. Martin
 Agent and Manager

Compd to be
 W. J. Martin (Agent and Manager)

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

W. J. Martin

Dated 14th Decr 1866
 Recd 14th 1

No. 386

Accepting copy of letter
 14th Decr 1866 from the
 Secretary, M. R. Co. in
 forwarding the statement
 of the Board relating
 to the burning of tank
 embankments near the
 Railway.

Railway 12
Public Works Department.

e 12766

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 13th March 1867
Read the following

*From the Comy Engineer
for Railways*

(Here enter No. 52 dated 25 Feb 1867)

As it would appear from the numbers and dates given in the margin of para 1 of the Consulting Engineer's observations that the latest information the Government have received of the breaching of any tanks on the North West Railway, and of consequent damage to the Line, relates to the failure of tanks in the month of 1865, Colonel Anderson will submit the names of such tanks as breached in 1866 and specify

The subject of how
gunpowder can be com-
pelled to keep in good
order the embankments
of the reservoir in their
states should be made
especially (considered)

the Reservoirs

The extent of damage
occasioned to the Railway
in each instance

1867

The President
for Railways

Dec 14/3/67

2

1867

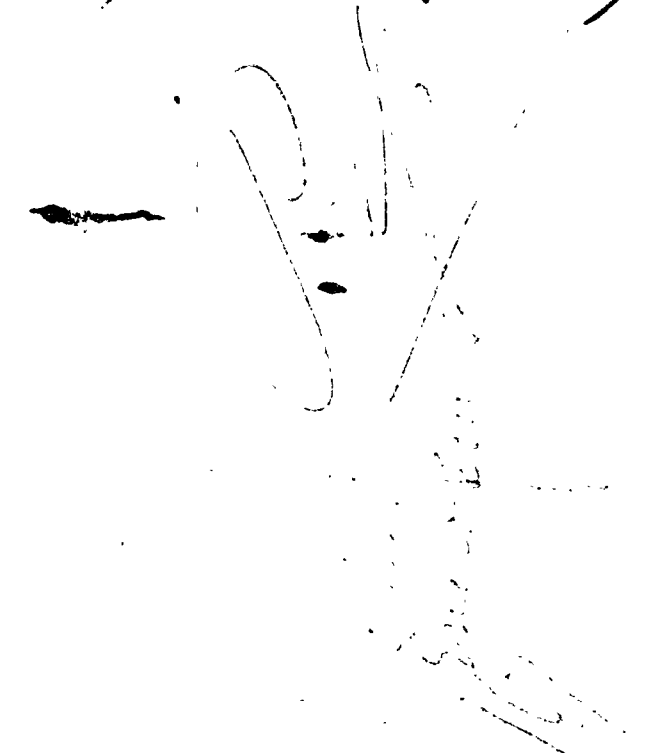
Copy in letter to England
of 10th April etc 2 of 1867

Pub: Works 1867 Department

Pro: of Govt for March

No 766

Pro: of the head of Govt
of 13th March 1867



Passing orders on
certain papers, submitted
by the Consulting Engineer
for Railways, relative
to the giving way of the
Embankments. And the
damage caused thereby
to the North-West Line of
Railway.

Copy

No 283-284

a. 6th March 1867 A. 8. 2