M.R.O. 1—77,006—3-6-37.

(1) Number of pages 10

(2) Date of repair

(3) Initials of the Referencer

# MADRAS RECORD OFFICE.

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## Government of Madras.

Public works DEPARTMENT.

G.O. No. 271 Press ~~Mis.~~

541-42

Dated 30-1- 1871.

***Not to be folded or roughly handled***

*Proceedings of the Madras Government, Public Works Department,*
*30th January* 1871.

No. 541. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 10th January 1871, No. 2,061 :—

In reply to G. O., No. 2,975, of 7th December 1870, I have the honour to inform you that I do not consider the damage to the Railway bridges was caused by the bursting of the tanks, but in consequence of their not having curtain walls or flooring.

2. As regards the bridge at 168—1, which was scoured out in September 1870, I have the honour to inform you that the scour was caused by the breaching of a small private coontah, regarding which I have written to the Collector. Here, though the breaching of the coontah was the cause of the scour, I believe that no injury would have been done if the Railway Authorities had constructed curtain walls and a flooring, as we are in the habit of providing.

3. With reference to the breaching of the Ootkoor tank, I have the honour to inform you that this was caused by the quantity of water thrown into it on the night of 21st October by the bursting of the Colamoolapally, Gurramgunpally, and Chintacommadinna tanks, at a time when it was quite full. The first-mentioned of these tanks is situated amongst the hills, and on its breaching the water ran into the supply channel of the Chintacommadinna tank, which has no head sluice, and topping its bund breached it, and the water passed down and breached the Ootkoor tank. The ryots of Ootkoor endeavoured to save their tank, by cutting the bund in three places to assist the discharge of the calingulah, but without effect, as the sudden and great influx of water caused the bank to be overtopped. I have given instructions to submit plans, etc., for head sluices for these channels.

4. The greater part of the water from the Ootkoor tank, on its breaching, passed down to the Rala vunkah, over which the Railway has a large bridge, but some came down on the bridge at 163—10; and here again I contend that no damage would have been done if curtain walls and a flooring had been provided, as the injury was due to the scour which took out the pier of the double 9-feet girder bridge.

No. 542. Order thereon, 30th January 1871, No. 271.

RAILWAY, No. 69.

Forwarded to the Consulting Engineer for Railways with a view to his communicating to the Railway Authorities the opinion of the Superintending Engineer regarding the cause of the damage which the Railway bridges referred to in the papers recorded in G. O., No. 2,975, dated 7th December 1870, are reported to have sustained.

(True Extract.)

Colonel, R.E.,
*Secretary to Government.*

To the Acting Consulting Engineer for Railways.
,, Superintending Engineer, 3rd Division.

Exd. S. T. Augustin.

Govt. of {1871} Madras.

PUBLIC WORKS.

To

THE ACTING CONSULTING ENGINEER

FOR RAILWAYS.

&c., &c., &c.

*Dated January, 30th.*

*Recd.* *Encl.*

*G. O., 30th January 1871, No. 271*

JANUARY

Nos. 541-542

*Railway bridges.*—Letter from the Superintending Engineer of the 3rd Division reporting the cause of the damages occasioned to Railway bridges in the Cuddapah District, forwarded to the Consulting Engineer for Railways with remarks.

3a

No. 2061. *Superintending Engineer's Office.*
*3rd Division.*
*Bellary 10. January 1871.*

*From,*

*The Superintending Engineer,*
*3rd Division.*

*To,*

*The Secretary to Government,*
*Public Works Department,*
*Fort Saint George.*

*Enclosures.*

*Sir,*

In reply to G.O. No. 2795 of 1st December 1870, I have the honor to inform you that I do not consider the damage to the Railway Bridges was caused by the bursting of the tanks, but in consequence of their not having curtain walls or flooring.

2. As regards the bridge at 166-1 which was scoured out on 3rd September 1870, I have the honor to inform you that the scour was caused by the breaching of a small private bound tank regarding which I have written to the Collector. Here, though the breaching of the bound tank was the cause of the scour, I believe that no injury would have been

been done if the Railway authorities had constructed curtain walls and a flooring, as we are in the habit of providing.

3. With reference to the breaching of the Oolloor Tank, I have the honor to inform you that this was caused by the quantity of water thrown into it on the night of 21st October by the bursting of the Colamadapully, Gurrumgunpully and Chintacommadinna Tanks, at a time when it was quite full. The first mentioned of these Tanks is situated amongst the hills, and on its breaching the water poured into the Supply Channel of the Colamadinna Tank which has no head sluice, and stopping its bund breached it, and the water passed down and breached the Oolloor Tank. The ryots of Oolloor endeavoured to save their Tank by cutting the bund in three places to assist the discharge of the Colingulah, but without effect, as the sudden and great influx of water caused the bank to be overtopped. I have given instructions to submit Plans &c for head Sluices for these Channels.

4. The greater part of the water from the Oolloor Tank on its breaching passed down to the Kala Vunkal over which the Railway has a large bridge, but some came down on the bridge at 163-10, and here again I consider that no damage would have been done if curtain walls and a flooring had been provided, as the injury was due to the scour which took out the pier of the double nine feet girder bridge.

I have the honor to be
Sir,
Your most obedient servant,

W. Ellery
Superintending

Lieut. R.E.
Engineer
3rd Division

7 Dec No. 271 P.W.D.

Proceedings of the Madras Govt:

From,

The Supt. Engineer
3rd Div.

Dated 6/12/70 Recd 10 Jany 71

Rec'd the following

Forwarded to the Govt Engineer for Railways with a view to his communicating to the Railway authorities the opinion of the Supt Engineer regarding the cause of the damage which the Railway bridges referred to in the papers recorded in G.O. No. 2975, dated 4 Decr 70 are reported to have occasioned.

32
15

To the Govt Engr for Railways
6 " Supt Engrs 3 & 4 Divs

Recd 31/12/70

From,

The Superintending Engineer
3rd Division..

To;

The Secretary to Government,
Public Works Department,
Fort Saint George..

No. 2061.

Dated 10
Received 10 January 1871..

Informing that he considers the damages to the Railway Bridges and Culverts was owing to their not having Curtain walls and flooring, and not to the lowering of the banks &c.

A/c 541

6 18 Dec 70 A. 194

No 184

# Govt of (1871) Madras.

## PUBLIC WORKS.

To

The Acting Consulting
Engr for Railways

Dated 25-8

Recd. 1 Encl.

G. O. 30th July 1871, No. 271.

Nos. 541-542

Railway Bridges. Letter from the Supg Engr Nos 3 & 2 reporting the cause of the damages occasioned to Railway Bridges on the Jadarpah Nt, forwarded by the Mg Engr for Railways with remarks.

618: Law 7/70 Rs. 195