

(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.	<i>1596</i>	Press
B.P. No.		Mis.
Dated	<i>16 - 6</i>	<i>2875</i> 195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
16th June 1875.*

No. 356. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Lieutenant-Colonel J. MULLINS, R.E., Officiating Secretary to Government, Public Works Department, dated Madras, 31st May 1875, No. 309:—

UPON receipt of the Order of Government, dated the 15th April 1875, No. 1,047, a copy was sent to the Agent of the Madras Railway with a request that the Chief Engineer might be called on to prepare a list of all tanks throughout the Presidency, the present conditions of which are considered by him to be inconsistent with the safety of the line of Railway, and specifying the particular points in which the condition of each tank is objected to.

2. With reference thereto I have the honor to lay before Government, for consideration, a letter* from the Agent, with enclosure from the Chief Engineer, in which Mr. Anderson explains the difficulties which stand in the way of his complying with my request. He states his opinion "that it would be most unsound policy for the Railway Company to adopt a course that would virtually remove all responsibility from the owners of tanks."

3. The Government will observe that Mr. Elwin has addressed his Directors upon the subject, and has asked for their instructions.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 28th May 1875, No. 567.

WITH reference to your letter, No. 483, of the 30th of April last, with which you forwarded me a copy of Order of Government, No. 1,047, dated the 15th idem, I have the honor to enclose for your information the copy of a letter* which the Chief Engineer has addressed to me upon the subject of the inspection of tanks by officers of the Railway.

2. I purpose sending a copy of Mr. Anderson's letter to the Board by the mail of the 2nd proximo and asking for instructions upon the subject.

From B. ANDERSON, Esq., Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 26th May 1875, No. 371.

Your endorsement on Consulting Engineer's letter, No. 483, dated 30th April last, forwarding G. O., No. 1,047, dated 15th idem.

I will ask your particular attention to the 9th paragraph of the Secretary's letter, No. 548, dated London, the 12th March 1875, in which it is stated that "the Board think it important that when the Chief Engineer is asked to give an opinion as to whether or not anything more is required to be done to ensure the safety of the Railway, he should be careful to mention whether or not he has had an opportunity of testing the soundness of the work executed, and the sufficiency of the calingulah and bund to pass, with safety, the maximum flow of water which may be caused by the drainage of the valley in which the tank is situated."

*Proceedings of the Madras Government, Public Works Department,
16th June 1875.*

2. It must at once be obvious from the nature of the case that I can have no opportunity of testing the soundness of work not executed under my own supervision. I can, of course, have such work inspected, but as I know of no "test" to apply, short of pulling down the masonry, to enable me to judge of its quality, I must content myself with a mere external examination, and I can therefore only state, in guarded terms, as has been my practice hitherto, that the work appears to have been properly executed.

3. As regards the much more important question as to the "sufficiency of the calingulah and bund," &c., &c., I cannot suppose that the Board would desire the Company to be committed by any expression of opinion on the part of its officers on a subject involving such serious interests. It appears to me that all responsibility in connection with the safe maintenance of tanks should rest with the owners, and it would be a grave mistake to lessen such responsibility in any way.

4. It is a very easy matter to calculate whether a calingulah is of sufficient capacity to pass safely the maximum flow of water which may be caused by the drainage of a valley, but unfortunately it is not with a simple problem of this nature that we have frequently to deal.

5. In many instances the tank in the immediate vicinity of the Railway is but one of a chain of tanks extending up a valley several miles in length. The greater number of these tanks may be in good order. The calingulahs well built, and of ample capacity, and the bunds well constructed and in good repair, but a defect in one of the uppermost and least important of the group may lead to the destruction of them all. Suppose, after heavy rains, the whole of the tanks in a valley are full to overflowing, and that a sudden and violent storm takes place. The uppermost tank, perhaps 15 or 20 miles away from the Railway, may breach its bund, and all its waters are then suddenly discharged upon tank No. 2, already full to overflowing. As a matter of course, the bund of this tank is soon overtopped and breached, and the contents of two tanks are then discharged upon tank No. 3, which gives way in the same manner, and so on with increasing force until the whole chain of tanks discharge their accumulated waters upon the Railway. Now, it is plain that if I am to carry out the Consulting Engineer's request, "that the Chief Engineer may be called on to prepare a list including all tanks throughout this Presidency the present conditions of which are considered by him to be inconsistent with the safety of the line of Railway." It should specify, fully and clearly, the particular points in which the condition of each tank is objected to." My examination should embrace, not only the tanks adjacent to the Railway, but also all those that are in any way connected with the valley in which those tanks are situated, and this would be a task of such magnitude that I could not possibly undertake it with my present over-worked staff. Furthermore, I cannot help expressing most strongly my opinion that it would be most unsound policy for the Railway Company to adopt a course that would virtually remove all responsibility from the owners of tanks. We are already in a most unfortunate position as regards the interpretation of the law with respect to the liability of tank-owners, but we shall leave ourselves wholly without a leg to stand on if we take it upon ourselves to say what tanks require repair, and what do not, and to "specify fully and clearly" the nature and extent of repairs required.

6. Pending further instructions from you I shall defer taking action on the Consulting Engineer's letter, No. 573, of 29th May, forwarding copy of letter from the Collector of North Arcot, No. 20, dated 13th instant, sent to me with your endorsement dated 21st idem.

No. 357.

ORDER THEREON, 16th June 1875. No. 1696.

RAILWAY, No. 50.

THE HONORABLE THE GOVERNOR IN COUNCIL will defer dealing with the question raised in this correspondence till he is furnished with the reply of the Board of Directors to the reference which has been made by the Agent and Manager of the Madras Railway.

*Proceedings of the Madras Government, Public Works Department,
16th June 1875.*

2. It appears, however, to the Government that the Consulting Engineer has called upon the Railway Officers, in reference to G. O., No. 1,047, of the 15th April last, to do more than was contemplated in that order.

(True Extract.)

Major, R.E.,

Offg. Joint Secretary to Government.

To the Consulting Engineer for Railways.
" Chief Engineer for Irrigation.

Exd. S. T. Austin.

Spare Copies

ay Department.

CONSULTING ENGINEER'S OFFICE.

No. 309 Madras 31 May 1875

From

LIEUT. COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

Lieut. Col. J. Mullins, R.E.,

~~Colonel G. W. Walker, R.E.,~~

Offg. Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

Upon receipt of the Order of Government dated the 15 April 1875, No 1047, a copy was sent to the Agent of the Madras Railway, with a request that the Chief Engineer might be called on to prepare a list of all tanks throughout the Presidency, the present conditions of which are considered by him to be inconsistent with the safety of the line of railway, and specifying the particular points in which the condition

2.

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Your most obedt Servt
J. Munthout L.Hol.R.
Cno: Engr. for Railways

ms: 3216
Dunstable

No. 567

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 28th May 1875.

From

Robert B. Edwin Esq.
Agent and Manager of the M. R. Co.

To

Mr. C. J. Webb Esq. & Co.,
Consulting Engineer for Railways.

SIR,

With reference to your letter of 4.8.3
of the 30th of April last, with which you
forwarded me a copy of Order of Government
No. 1047 dated the 15th idem. I have the honour
to enclose for your information the copy of a
letter which the Chief Engineer has addressed
to me upon the subject of the inspection
of Lankes by Officers of the Railway.

I purpose sending a copy of
Mr. Stedman's letter to the Board by the
mail of the 2^d proximo and asking for
instructions upon the subject.

I have the honour to be,

Sir,

Your most obedient Servant.

Robert B. Edwin

Agent and Manager.

6016/15/75 No. 390-391
No. 2673/3/75

P. W. 1875 20/11/75

No. 3579

RAILWAY DEPARTMENT.

From

The Consulting Engineer,
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated

31st May 1875

Recd.

1 June

No. 3579
16. May 1876 / 16.6.75
submitted

Letter from the Engineer

Madras Railway Company

his opinion upon the

subject of the inspection

of all Lankes &

the proposed

No. 356

Rev. 5-4-75 1875/76
1875/76 1-4-75

Public Works Dept

Proceedings of the Madras Government.

Under date the 18th May 1875

Read the following

From
The Chief Engineer for } (M.C. No. 309 of 31st May 1875)
Railways -

G.O. no. 1696 of 16th June 75
The Honble the

Governor in Council will
defer dealing with the
question raised in this
correspondence till he
is furnished with the

reply of the Board of
Directors to the reference
which has been made
by the Agent and Manager
of the Madras Railway.

It appears how-
ever to the Govt. that the
+
Chief

2nd. It appears however to the
Government that the Consulting
Engineer ~~has~~ has
called upon the Railway
Officers in reference to G.O.
1047 of the 18th April 75, to
do what was then contemplated
in that order.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 29th May 1875

M. 31.

No. 564

Regarding the protection
of Works by Officers
of the Railway.

M. 31/75
2/75

7
Chief Engineer of the
Madras Railway has
misunderstood the 2nd
sentence of para 2 of
G.O. No 1047 of the 15th April
1875 and that it is of far
more importance to get
the palpable defects of
private tanks remedied,
than to avoid possible
inadequate treatment
lest the owners should
be relieved from res-
ponsibility.

Yours

X^d attch

Chief Engr for Ry.
Office for Ry.
S C Orm - 28.6.75

3579

Gobt. of 1875 Madras.

PUBLIC WORKS.

To

The Engineering

Dated

Issued

Recd.

Encl.

G. O. 16 June 1875

Nos. 356 - 357

Janks in the Presidency which
threaten the safety of the
line of Railway. The
question of the Chief
Engineer submitting a
report of — deferred till
the reply of the Board of Directors
to the reference made by
the Agent and Manager of
Madras Railway, has been received.

356/7