

- (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.	882	(9)	Press
B.P. No.			Mis.
Dated	4-4-	1876	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
4th April 1876.*

No. 54. Read the following endorsement of the Chief Engineer for Irrigation,
dated Fort St. George, 28th March 1876, No. 22 W. :—

From W. B. LEGGATT, Esq., A.I.C.E., Officiating District Engineer, Bellary, to
Lieutenant-Colonel J. MULLINS, R.E., Chief Engineer for Irrigation,
dated Camp at Ramandroog, 14th March 1876, No. 3,132.

With reference to your memorandum, No. 1,126, of the 27th September last,
I have the honor to forward a revised return of tanks affecting the line of railway
in the Pennacondah Range of this district, and to state that it has been prepared with
reference to your remarks on the original return.

2. The figures given in column 12 are approximate; the depths of water are
obtained from levels taken by the Range Officer.

3. A great number of tanks surplus into the Chittravutty River, and the Range
Officer states that he is unable to give the entire list as was done in the case of tanks
in the Tripatore Range, Salem District, "as the preparation of such a list for the
Bookapatam and Dhurmavaram Tanks would entail the labor of a Surveyor for this
work alone for six months."

4. If you should wish this to be done, I shall forward an estimate for sanction
prepared in accordance with your circular, No. 62, of 18th May 1874, but I think it
is hardly necessary.

5. I regret the delay in the submission of this return, but the press of work in
the Pennacondah Range has been unusually heavy in the past six months.

BELLARY DISTRICT, PENNACONDAH RANGE.

Return of Tanks affecting Lines of Railway for the Half-year ending 30th June 1875, prepared with reference to G. O., No. 3,210, dated 13th November 1874.

*Proceedings of the Madras Government, Public Works Department,
4th April 1876.*

Return of Tanks affecting Lines of Railway for the Year 1907.															
District.	Line of Railway.	Point at which Surplus crosses.	Name of Tanks.	Area of Catchment Basin, Square Miles.	Estimated Maximum Flood discharge, Cubic Feet per second.	Intended Maximum depth of water on crest of Surplus Weir.	Length of Surplus Weir required.	LENGTH OF EXISTING CALINGULAH AND SURPLUS WEIRS.	Additional length of Surplus Weir required.	HEIGHT OF TOP OF BUND ABOVE WEIR CREST.	APPROXIMATE OR ACTUAL.	Special Remarks.	General Remarks.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14		
		MS. CHS.						Total. Effective.		Weir Crest. Top of Dam Stones.	Area of Tank. Capacity when full.				
			Bookapattam Tank.	360 Sq. Miles ...	38,215	36	2,189	583 120 323 351 1,417	772	6	None.	SQ. FEET. 167,270,400	C. YDS. 23,232,000	Government.—One of the largest tanks in the district. The bund is built across the Chitravutti river and between hills. These hills being a substitute for portions of the bund. From east to west extremity the length is 3½ miles. The bund is revetted in front throughout; a portion of rear slope is also revetted. The transverse section of bund is strong. In some few places the revetment requires rebuilding, and which is provided for in estimate already sanctioned. The tank breached in October 1874 at No. 3 calingulah, owing to the wing wall being of rough stone. No. 1 calingulah was undermined for half its length, and was only held together by cohesion; it was built on a rough stone arvon and had no foundation. The damages have now been repaired in a substantial manner and further repairs can be commenced as soon as funds are available. The extra calingulah required can be constructed at the east end of bund. Estimates are under preparation. Government.—The bund of this tank is 3½ miles long and is built across the Chitravutti river, which is joined by the Vankah Pairoo 4 miles below the Bookapattam tank. It is the terminal of a large number of tanks, including Bookapattam tank	C in column 6 = 562.5. Country undulating and portions of gathering grounds amongst hills. C in column 8 = 623. Considered safest to adopt. The greatest height to which water has been known to rise above crest of calingulah is 3½ feet, which was in October last; since then 150 feet of additional calingulah has been added, but this is not included in column 9; it was built at the site of a breach on emergency by order of the Superintendent Engineer in place of closing the breach; the additional length of calingulah therefore now required is 622 feet. Further repairs and improvements are under preparation. C in column 6 = 562.5. Country undulating and portions of gathering grounds amongst hills. C in column 8 = 623. Considered safest to adopt.
			Tank	710 Sq. Miles ...	46,013	36	2,636	241 431 464 263 119 1,462	1,174	6	None.	125,452,800	14,664,033		

*Proceedings of the Madras Government, Public Works Department,
4th April 1876.*

Station	180 Sq. Miles ...	17,933	36 1,027	431 369 800	800	227	* 6	None.	25,200,000	2,363,200
Not										
North-west										
Bol										

Golloor Tank.

Dharmaveeran

... has been removed and it is now 9 feet below top of bund, but as it is again to be restored when bund settles, the intended height of 6 feet is shown.

CAMP AT RAMANDROOG,
14th March 1876.

(Signed) **W. B. LEGGATT, A.I.C.E.,**
Offg. District Engineer, Bellary.

*Proceedings of the Madras Government, Public Works Department,
4th April 1876.*

SUBMITTED for the information of Government.

(Signed) A. DEC. SCOTT, Major, R.E.,
*Deputy Chief Engineer for Irrigation,
for Chief Engineer for Irrigation.*

No. 55.

ORDER THEREON, 4th April 1876, No. 883.

IRRIGATION, No. 1-A.

ORDERED to be recorded.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

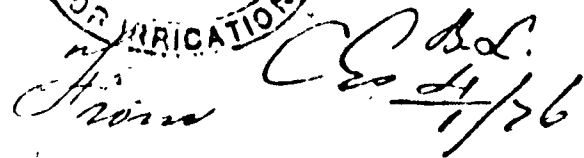
To the District Engineer, Bellary.
" Chief Engineer for Irrigation.
" Consulting Engineer for Railways.
" Revenue Department.

W. H. Line

Return of Spikes affecting Line of Railway for the half year ending 30 June 1905

Spikes

1	Distance																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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The City Dist. Engineer
Bureau

For

The Chief Engineer
for Irrigation
Mexico

Dirk H.

Recd. 15 March 1866

Revised Return of Funds

affecting lines of Railway

for the Half year ending

30 June / 75 in Pina.

Conda Range.

7
49 10 96 11 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 1041 1042 1043 1044 1045

2287/10

OFFICE OF THE CHIEF ENGINEER
FOR IRRIGATION,
Fort Saint George,
28th March 1876.

No. 2217.

2 ps. Letter No. 3132 dated 14th March 1876 from the
 Officiating District Engineer, Bellary with enclosure.

Submitted for the information of Govern-

- Ment

Amesbury.

Major R.E.

By Chief Engineer for Irrigation
for Chief Engineer for Irrigation

Secretary to Government
Public Works Dept.

67-10212-118

Pt 1876 Dept
No 228.

From
The Chief Engineer
for Irrigation

Dated 28 March 1906
Rev. 29
No 22 W

Encl 2 A

Submitting a
letter from the Dy. Engineer
Bellary with a
Revised return of
Lands affecting
the line of Railway
in the Pennacord
Range.

D. E. Bellary
Ch. Engr
C. E. for Irr.
Rev. Dept.
Dated 24/4/06
Comptroller

No 883 Public Works Dept.
Proceedings of the Madras Government
Under date the 4 April 06
Read the following

From
The Chief Eng. for Irrig. (H.E. No 22 W. of 28 March 06)

Ordered to be recorded.

Aug

Amr

Ch 4. 117601 54

2284

Gobt. of 1876 Madras.
PUBLIC WORKS.

To

The R. G. Bellary

5/4/70

G. O. A. April 24. 883

Recd. 54/5

Sanke affecting line of
Railway in the Panna
condah Range, Bellary
District — The revised
return of — recorded

Let. to R. G.
24-4-76