(1) பக்கங்களின் எண்ணிக்கை 20

(2) புதுக்கித் திருப்பிய நாள் 1/91

(3) ஆதாரங் குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

பொதுப்பணித் துறை

அரசாணை எண். 2663 W.

~~மு. கோப்புத் தாள்~~ எண்.

அச்சகம்
பலவகை

நாள் : 18.10.1893. 199

மடிக்கவோ கண்டபடி கையாளவோ கூடாது.

ஆவண. கா. 1—18,006—6-9-90.

18th October 1893, No. 2663 W., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers :—

From the Sub-Division Officer, Nilgiris, to the Executive Engineer, Coimbatore Division, dated 20th September 1893, No. B.

I beg to inform you that the other day a boulder came down the Benhope falls at 17 mile 1 furlong of our road and has sprung the upstream beam of the bridge; I am now propping it up and have written to Mr. Alexander to stop the work above for the present to enable me to put up a temporary bridge and renew the old one with the top booms from Kullar: all the materials are ready and I have given the work to Mr. Groves.

2. The present bridge will be safe enough with the props if the Railway authorities will delay a little, and I would therefore request you to kindly write to the Engineer-in-Chief for necessary orders.

Endorsement by the Executive Engineer, dated 22nd September 1893, No. 3570.

I have written demi-officially to Mr. Weightman this morning to stop throwing all material there till the new bridge is ready.

No. 3576.

Copies forwarded to the Superintending Engineer with reference to this office No. 2026, dated 7th June 1893.

2. This is precisely what I expected; had the bridge been smashed traffic must have been interrupted for several days.

3. No temporary bridge can stand if stones are thrown down.

22nd September 1893.

(Signed) W. C. LEWIS,
Executive Engineer.

No. 375 E.W.

Copy forwarded to the Chief Engineer for information and orders as to whether the Railway contractors may be called upon to pay for the damage done.

25th September 1893.

(Signed) A. W. SMART, Lieut.-Col., R.E.,
Suptg. Engineer, IV Circle.

Office-note from the Consulting Engineer for Railways, dated 3rd Oct. 1893.

Copy of my 22 of 21st June to the Railway Company put up for information. I do not think the Railway contractor can be held liable under the orders issued by Government.

2. During the blasting of the formation near Benhope cliffs, it is possible that damage may be done to the timber bridges below, but I do not think it possible to avoid it as the rock is too hard to be got out by other means. The contractor is bound to patrol the road and prevent danger to the travelling public.

Enclosures.

From the Consulting Engineer for Railways, Madras, to the Secretary and Agent, Nilgiri Railway, dated 21st June 1893, No. 22 O.

I have the honour to forward copy of letter from Superintending Engineer, IV Circle, on the subject of damage caused at 17 mile 1 furlong to a wooden bridge of 26 feet span. As far as practicable I request the precautions suggested may be carried out. I would further remark that the provision of spare beams and planks at the bridge would be an advantage in case of the bridge requiring repair. Please let me know if you can do this.

From the Executive Engineer, Coimbatore Division, to the Superintending Engineer, IV Circle, dated 7th June 1893, No. 2026.

I have the honour to bring to notice that there is a bridge at 17 mile 1 furlong on Ooty-Kullar road of 26 feet span wooden beams. Just above this the railway are excavating a rock cutting and throwing boulders down: the boulders have already smashed two hand rail supports and bruised the main beams; it is quite possible that big rocks may fall on the bridge and break it down, in which case traffic would be completely interrupted for several days.

2. I have the honour to request that the Consulting Engineer for Railways may be asked to issue instructions that all materials thrown down may be broken small so as to minimize the danger, as I believe he has said that there is nothing to be done except thrown materials down that way.

Endorsement by the Superintending Engineer, IV Circle, dated 9th June 1893, No. 234/M.

Copy forwarded to the Consulting Engineer for Railways, Madras, with the request that the necessary instructions may be issued to prevent the likelihood of damage to the bridge at 17 mile 1 furlong, Ooty-Kullar road.

2. The blocking of the roadway consequent on damage to the bridge would be very serious, especially as the south-west monsoon rains may be shortly expected.

Office-note from the Consulting Engineer for Railways, dated 12th October 1893.

Order—dated 18th October 1893, No. 2663 W., Public Works.

It does not seem practicable to entirely prevent damage of the kind brought to notice, but the Railway contractors should be instructed to use all possible precautions both for the protection of the Government works below and of the public using the road.

---

2. All charges incurred for repairing damage done by the disposal of spoil will, in accordance with paragraph 3 of G.O., No. 1185 W., dated 1st May 1893, be met from Imperial (Railway) funds.

(True Extract.)

(Signed) J. HANNAN,
Ag. Joint Secy. to Govt., P.W.D.,
General, Buildings and Roads Branch.

To the Consulting Engineer for Railways.
„ Superintending Engineer, IV Circle.
„ Examiner of Public Works Accounts.

Exd. C. A. Munisawmy.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1893} Madras.

PUBLIC WORKS.

Dated October, 18

Recd.

Encl.

G.O., 18th Oct. 1893, No. 2663 W.

OCTOBER.

Damages

Passing orders in connection with the — done by spoil from the Nilgiri Railway works and the incidence of all charges incurred for repairing such damages.

P-1

24/3

Print — Procs. as [illegible]
[illegible] (5)

(2) Letter from the Consulting Engineer for Railways, Madras, to the Secretary and Agent, Nilgiri Railway, No. 220, dated 21st June 1893.

I have the honor to forward copy of letter from Superintending Engineer 4th Circle on the subject of damage caused at 17 m. 1. furlong to a wooden bridge of 26' span. As far as practicable I request the precautions suggested may be carried out. I would further remark that the provision of spare beams and planks at the bridge would be an advantage in case of the bridge requiring repair. Please let me know if you can do this.

---

(2) Endorsement from the Superintending Engineer 4th Circle, No. 234/M of 9th June 1893.

---

(3) Letter from the Executive Engineer, Coimbatore Dn., to the Superintending Engineer, 4th Circle, No. 2026, dated 7th June 1893.

I have the honor to bring to notice that there is a bridge at 17 mile-1. f on Ooty Kullar Road of 26 ft. span wooden beams, Just above this the Railway are excavating a rock cutting and throwing boulders down the boulders have already smashed the hand rail supports and bruised the main beams it is quite possible that big rocks may fall on the bridge and break it down in which case traffic would be completely interrupted for several days.

I have the honor to request that the Consulting Engineer for Railways may be asked to issue instructions that all materials thrown down may be broken small so as to minimize the danger as I believe he has said that there is nothing to be done except throw materials down that way.

Copy forwarded to the Consulting Engineer for Railways, Madras with the request that the necessary instructions may be issued to prevent the likelihood of damage to the Bridge at 17 mile 1 f. Ooty Kullar road.

The blocking of the roadway consequent on damage to the bridge would be very serious especially as the South West Monsoon rains may be shortly expected.

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(1) ~~11~~ 266 3/4 P-2

Letter from the Sub-division Officer Nilgiris to the Executive Engineer Coimbatore Division dated 20th September 1893, No. B.

I beg to inform you that the other day a boulder came down the Benhope fall at 17m 1 f. of our road and has sprung the upstream beam of the bridge, I am now propping it up and have written to Mr. Alexander to stop the work above for the present to enable me to put up a temporary bridge and renew the old one with the top booms from Kullar: all the materials are ready and I have given the work to Mr. Groves.

2. The present bridge will be safe enough with the props if the Railway authorities will delay a little, and I would

therefore

therefore request you to kindly write to the Engineer-in-Chief for necessary orders.

~~(4)~~ (2)

Executive Engineer's endorsement thereon No. 3570 dated 22 Sept. 1893

I have written D.O. to Mr. Weightman this morning to stop throwing all material there till the new bridge is ready.

No. 3576.

~~(6)~~ (3)

Copies forwarded to the Supdg. Engineer, with reference to this office No. 2026 dated 7 June 1893.

2. This is precisely what I expected, had the bridge been smashed traffic must have been interrupted for several days.

3. No temporary bridge can stand, if stones are thrown down.

(Sd.) W. C. Lewis
Executive Engineer
22-9-93.

~~(7)~~ (4)

No. $\frac{375}{E.W.}$ of 25th September 1893.

Copy forwarded to the Chief Engineer, for information and orders as to whether the Railway Contractors may be called upon to pay for the damage done.

Lt. Col. R.E.
Superintending Engineer 4th C.

E.W.S.

P. W. [illegible]NT No. 8231

From

The Supg. Engineer,
IV Circle –

Dated 25th }
Despd. 26th } September 1893
Recd. 27th }

No. 375
E.W.

Bridges on the Ooty-Kullar Road –

Requesting orders whether the Railway Contractors may be called upon to pay for the damage done to ——

2663/6

No. 960 Ddy 3rd october 1893

To E R

For favour of remarks

JH
2.10
W

OMB
2.10.93

(5)

Copy of my 22 of 21 June to the Ry Co. put up for information. I do not think the Ry Contractor can be held liable under the orders issued by Govt.

During the blasting of the formation near Ben-hope Cliffs, it is possible that damage may be done to the timber bridges below but I do not think it possible to avoid it as the rock is too hard to be got out by other means –

The Contractor is bound to patrol the road & prevent danger to the tra public

FRM
3/10

Recd 5/10

32

Ch. 8231

11068

E.R.'s Endt. d/ 3rd Oct.

2663/7

ER says that the Contractor is not liable – and this seems quite right. The question as to whether Imperial funds should pay for the damage is not touched on. The Govt. has undertaken to pay the cost "of enabling the Ry. Co. to dispose of its spoil" – vide para 3 of G.O. 1185 W d/ 1st May 93 – but at the expense of Imperial funds –

ER should perhaps be asked to say whether he sees any objection to an order issuing in which the liability of Imperial funds for the damage in quest & future damages of the same kind, a affirmed.

RS
6 Oct

Yes OMB
6.10.93

No. 1016 Ddy 11th october

Government of Madras.

PUBLIC WORKS DEPARTMENT.

OFFICE NOTE.

From W.

To ER.

Your office note d/ 3rd october.

It will be seen from para 3 of G.O. 1185 W d/ 1st May 1893 that Imperial Funds are held liable for the cost" of enabling the Railway Company to

dispose

(60—2,000—12-5-93.

P. W. CURRENT No. ~~8231~~

~~From~~

The Supg. Engineer,
IV Circle.

Dated 25th }
Despd. 26th } September
Recd. 27th }

No. 375
C.W.

Bridges on the Ooty-
Road.

Requesting orders
whether the Railway Contr
may be called upon to p
for the damage done to

No. 1016 D of 11th October

2463
8

Government of Madras.

PUBLIC WORKS DEPARTMENT.

OFFICE NOTE.

From
W.

To
C.R.

Your office note of 3rd October.

It will be seen from para 3 of G.O. 1185-W of 1st May 1893 that Imperial Funds are held liable for the cost "of enabling the Railway Company to

dispos

disposal of its spoil.
Please say whether, in accordance with this ruling, you see any objection to the issue of an order affirming the liability of Imperial funds for the present & future damages of the same kind.

J.H.
9.10

O.W.S.
7.10.93

W.
I don't see the necessity but there is no objection.
12/10

No. 1016 D af 11-10-93
960 D af 3-10-93
1183 W af 1-5-93
588 R af 21-3-93
2978 R af 10-12-92
2181 R af 10-9-92
2003/4 R af 15-8-92

2663 W

No 2663 W af 18 October 1893

P.W.
civil Works

PUBLIC WORKS DEPARTMENT.

9

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

From the Supg Eng IV Circle, No 375 RW af 25-9-93.
Office note from the Cons Engr for Rlys. af 3 Octr 1893.
Do " — Do — af 12 Oct 1893.

P 6

It does not seem practicable to entirely prevent damage of the kind brought to notice, but the Railway Contractors should be instructed to use all possible precautions both for the protection of the Govt. works below and of the public using the road.

2. All charges incurred for repairing damage done by the disposal of

spoils will, in accordance with para 3 of G.O. 1185W of 1st May 1893, be met from Imperial (Railway) funds.

OHS.
14.12.93

JH / 14.12

Damage done by Spoil from Villupuram Ry tanks.

DESPATCHED
31 DEC 93

The Consg Engr for Rys /
Supdg Engr IV Circle /
Exr P.W. Accts /
31/12/93

10

C No. 8231

Govt. of (1893) Madras.
PUBLIC WORKS.

Dated 18/10/93

Recd.

Encl.

G.O., 18 Octr 1893, No. 2663 W

Damages

Passing orders in connection with the — done by spoil from the Nilgiri Railway Works and the incidence of all charges incurred for repairing such damages.

8/6

J.C. 18.4

Id 18/10.