Public Works (189) Department.

G.O., No. 501 W

DATED 10 – 2 – 96

[Despatch Abstract.]

Private Tank affecting Railways – Ordered directing that some glaring case of neglect to keep in proper repair be selected and action taken thereon in the manner laid down in Madras Act IV of 1886, and that the result be reported to Govt.

Indexed.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated February, 10th.

Recd. *Encl.*

G.O. No. 501 W., 10th Feb. 1896.

FEBRUARY.

Private Tanks affecting Railways

Orders directing that some glaring case f neglect to keep — in proper repair be elected and action taken thereon in the anner laid down in Madras Act IV of 886, and that the result be reported to overnment.

No. 501 W., 10th February 1896.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers:—

From the Chief Engineer for Irrigation, dated 10th September 1894, No. 39 W.
,, ,, ,, ,, 14th ,, ,, ,, 40 W.
,, ,, ,, ,, 14th November ,, ,, 54 W.
,, ,, ,, ,, 26th ,, ,, ,, 62 E.W.
,, ,, ,, ,, 17th June 1895, ,, 44 E.W.
,, ,, ,, ,, 7th December ,, ,, 72 E.W.

Order—No. 501 W., dated 10th February 1896.

The papers read above relate to the question of the repair of zemindari or private tanks which affect lines of railway, and on the breaching of which damage has been, or is likely to be, caused to railways concerned.

2. In G.O. No. 862 I., dated 8th November 1894, the Government directed that early steps should be taken in the Public Works and Revenue Departments to put all railway-affecting tanks under their charge in order. As regards zemindari and private tanks, Collectors were directed, pending the settlement of the question whether plans and estimates for repairing them should be drawn up by the Public Works Department or not, to take the preliminary steps necessary for inducing the owners to repair their tanks.

3. Superintending Engineers have sent up to the Chief Engineer for Irrigation proposals for the entertainment of temporary establishment for preparing estimates for the repair of zemindari tanks, and these have, from time to time, been transferred to the Chief Engineer, Public Works Department, in view to the orders of Government being obtained thereon.

4. Some doubt has been expressed as to whether the provisions of Madras Act No. IV of 1886 can be rendered operative as against the owners of private tanks who neglect to take the requisite precautions to keep their tanks in a proper state of repair. No attempt, however, seems to have been made under the Act to force private owners to repair their tanks. The introduction and extension of the East Coast Railway through a country abounding in tanks, many of which threaten the safety of the line, add considerably to the importance of the subject, and it becomes a matter of serious consideration whether the question should not now be forced to a legal issue.

5. The Chief Engineer for Irrigation will, in communication with the Collector of the District concerned, select some glaring case of neglect to keep a tank or group of tanks in proper repair and proceed thereon in the manner laid down in the Act. The result will, in due course, be reported to Government for such further orders as may be required.

(True Extract.)

(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.

To the Chief Engineer for Irrigation.
,, the Consulting Engineer for Railways.
,, Superintending Engineers.
,, the Revenue Department.

Exd. T. K. Narayana Aiyangar.
Spare Copies

Public Works Department.

No 501 W. of 10th February 1896.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

B. R.
Civil Works

Read the following

Quote

from the Chief Engineer for Irrign. No. 39 W dated 10 Septr '94
do 2 " 40 W " 14th " "
do 3 " 54 W " 14 Novr "
do 4 " 62 E.W. " 26th " "
do 5 " 44 E.W. " 17 June 1895
do 6 " 72 E.W. " 7 Decr "

Y P

The papers read above relate to the question of the repair of zemindary or private tanks which affect lines of railway, and on the breaching of which damage has been, or is likely to be, caused to railways concerned.

E.W.
5 Feb

B.R.
6/2/96

7/2/96

2. In G.O. No. 862 I dated 8 November 1894 the Government directed that early

(40—1,000—21-4-94.)

steps should be taken in the Public Works and Revenue Departments to put all railway-affecting tanks under their charge in order. As regards zemindary and private tanks, Collectors were directed, pending the settlement of the question whether plans and estimates for repairing them should be drawn up by the Public Works Department or not, to take the preliminary steps necessary for inducing the owners to repair their tanks.

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~~matter~~ question should not now be forced to a legal issue.

5. The Chief Engineer for Irrigation will, in communication with the Collector of the District concerned, select some glaring case of neglect to keep a tank or group of tanks in proper repair and proceed thereon in the manner laid down in the Act. The result will, in due course, be reported to Government for such further orders as may be required.

4/2/96

4.2.96

Private tanks which affect Railway lines

Chief Engineer for Irrign.
Consg. Engr. for Railways
Supdg. Engineers
Revenue Dept.

[illegible] 13 FEB 96

R.S.
R/ circ 4/2 R 8/2

P. W. DEPARTMENT.

No. 501 W dated 10 February 1896

READ the following:—

From the Chief Engineer for Irrign. No. 39 W dated 10 September 94
do " 40 W dated 14th " "
do " 54 W dated 14th Novr. "
do " 62 EW dated 26th " "
do " 44 EW dated 17 June 1895
do 72 EW dated 7 Decr.

FOR ORDERS.

Evidently it is of no use going to the expense of preparing plans and estimates of these private and Zemindari tanks, unless we are in a position to prosecute the matter further.

It seems to me that as we have got an Act, wh. if properly worked, would save much of our railways from destruction we ought to try if it can be worked. But it will be extremely difficult because I do not think that however much we pressed it, we could get for instance the Zemindars of Karvetnagar or Kalahasti to lay out the money they ought to – or if we did the work for them, could we recover the money from them.

However there is the Act, and unless we put it in force, of course it will remain a dead letter.

I am not aware whether any attempt has been made under this Act to force

43—500—27-4-94.

The papers quoted above relate to the question of the repair of zemindary or private tanks which affect lines of railway, and on the breaching of which damage has been, or is likely to be, caused to railways concerned.

2. In G.O. No. 862 I dated 8th November 1894 the Government directed that early steps should be taken in the Public Works and Revenue Departments to put all railway affecting tanks under their charge in order. As regards zemindary and private tanks, Collectors were directed, pending

Secreta

the settlement of the question whether plans and estimates for repairing them should be drawn up by the Public Works Department or not, to take the preliminary steps necessary for inducing the owners to repair their tanks.

3. Supty Engineers have sent up to the Chief Engineer for Irrigation proposals for the entertainment of temporary establishment for preparing estimates for the repair of zemindary tanks, and these have, from time to time, been transferred to the Chief Engineer Public Works Department in view to the orders of Government being obtained thereon. Colonel Pennycuick × however held the opinion that Government has no power to compel the owners of these tanks to execute repairs or improvements and that it is therefore of little use designing or estimating for works which are not likely to be carried out. He pointed out that after the decision of the House of Lords in the Carvetnagar zemindary case it is almost impossible to hold private owners responsible for damage done by the action of their tanks, and that it would be still more difficult in the case of the East Coast Railway, which is being made with the clear knowledge of the existence of the tanks and of the risks arising therefrom.

4. This opinion was communicated to the Chief Engineer for Irrigation & who remarked as follows "The preparation "of plans and estimates for the "repair of private tanks which "affect a railway appears to "be a waste of time and "money, but unless Government "will issue an order that "Collectors are not to call "on the Public Works Department "under section IV of Act IV "of 1886 to prepare these plans "and estimates, the Public "Works Department are bound "to comply."

5. With his office note

any private owner to repair his tanks under the Act. The introduction and extension of the East Coast Railway through a country abounding in tanks, many of wh. threaten the safety of the line brings the subject up – and it becomes a matter for serious consideration whether we sh^d. now push the matter. Col. Pennycuick & the other Engineering Officers – Irr^n. and Railway have always deprecated moving in the matter – but Col. Campbell now advocates our taking action. Before anything is done, the different views should be laid before the Advocate General, and he should advise us if we can proceed. I have little doubt myself that we can, but in face of what has been urged, I think his opinion sh^d. be called for.

W
25 Jan

× vide office note No 232 C dated 19 Aug: 94.

I have no objection, though I don't quite see upon what point the Adv. Genl. is to advise – Having got the Act, we should certainly not proclaim it a failure or useless, until we have proved by actual trial that it is unworkable – I should advise the selection of some glaring case of neglect to keep a tank bank in decent repair to proceed upon. Of course if the landholder were impecunious, as in the instances given by W.E., there might be some difficulty in recovering the expenditure; but if a decree were obtained it would be operative against the defendant's whole property & these are not likely to be

vide printed copy of judgment in the file

Many cases in which the value of a Zamindari or Inam village would be less than the cost of ordinary repairs to a tank or two – I say "ordinary repairs" because I presume that the construction of costly calingulas is not contemplated, but merely the ~~[illegible]~~ raising of the earthwork to proper & secure sections

30/1/96

& Office note No 22 d/28 Aug 1894.

The expenditure that would be necessary for a general preparation of plans & estimates cannot be justified at present, but, as the Hon: Mr. Bliss says, glaring cases may be selected, plans & estimates for absolutely necessary repairs prepared in those cases, & the Act put in force with regard to them. When we have seen the effect of this further orders can be passed.

J G
31/1/96

Very well – let the C.E. & Ry. find out a good case – & try.

W
2 Feb

ote No. 606C dated 10 Feby 1894 Colonel Pennycuick referred the matter to the Consulting Engineer for Railways for his views adding—"My own view is that Act IV of 1886 must always remain a dead letter, as it is opposed to the obvious principle that if railways are constructed in places where irrigation works already exist it is for the former to take such steps as may be necessary for protection against the action of the latter. Reading section XV of the Act by the light of the judgment of the Privy Council in the Carnetnagar case, it is clear that to enforce the liability of the landholder it is practically impossible."

6. On this reference the Consulting Engineer remarked as follows:—"I am of your opinion that the railway must protect itself against the effects of damage caused by bursting of Irrigation tanks that existed prior to the railway. I do not believe any useful result will be effected by the establishment of Inspectors to see that the Irrigation tanks owned by private people are kept in repair. The two courses open to the railway are:—To provide waterway by bridges or causeways or both combined, or to repair the embankments where breached. Speaking generally, I think the latter course the most economical taking into account the interest on the cost of constructing bridges or causeways and the probable recurrence of damage and per contra the loss of traffic during interruption. Why should not Act IV of 1886 be repealed if, as seems certain, it remains inoperative?"

FOR ORDERS.

7. Having in view these opinions, Colonel Pennycuick forwarded+ the earlier papers

+ No. 1086 D d/26 Sept 1895.
" 3564C d/20 Novr 1895

relating to the question.

8. There are still however some later papers left by Colonel Pennycuick undisposed of, which are read at the head of this note, containing applications for establishment for investigations in connection with this question of repairing of zemindary and private tanks; and it, in connection with these my attention has been drawn to the general question which still requires solution. The matter is accordingly submitted for such orders as Government may be pleased to pass.

9. I regret that I cannot agree with Colonel Pennycuick's opinion, the Carvetnagar Zemindary case ~~&c~~ seems beside the question as it was then decided that the banks of the tanks

R.S.

were properly attended to and kept in repair, and that the damage to the railway was the result of Vis major or the act of God, or other influences beyond the Defendants' control. Colonel Pennycuick's view is that if railways are constructed in places where irrigation works already exist it is for the former to take such steps as may be necessary for protection against the latter, this is perfectly correct inasmuch as that the railway authorities to see that sufficient waterway is provided over canals, surplus channels &ca, and should they not do so they are responsible for any damage that may result to the line: but they cannot be expected to guard against accidents caused by the collapse of a private work owing to the owner having neglected to repair it though the damage likely to result had been pointed out to him, and I consider that if a Government officer estimates that certain repair work to a tank is necessary to prevent damage to life and property, the owner of that tank is responsible for any damage that may result owing to his failure to carry out the required work.

10. There is no doubt that it will be extremely difficult to make the Zamindaries pay for such repairs to a tank as may be considered necessary by this Department, and it is probable that many law suits will be the result, but the fear of this should not I think render Act IV of 1886 inoperative as it apparently is at present.

27/11/86

CH NB
27/96

9941

I regret that I cannot
agree with Col. Pennycuick's
opinion, the Courts have
Zemindary [illegible] [illegible] [illegible]
the question [illegible] [illegible]
then decided that the
bursting of the tanks [illegible]
attending to & keep in
repair [illegible] that the damage
to the railway was the
result of an [illegible] or the
Act of God or other [illegible]
beyond the defendants'
control. Col. Pennycuick's
view is that if railways are
constructed in places where
irrigation works already exist
it is for the former to take
such steps as may be necessary
for protection against the
latter, ~~that~~ this is perfectly correct
[illegible] is that the railway
authorities must in their
[illegible] [illegible] [illegible]

~~Gir~~

Repair of Zemindary or private tanks which affect lines of railway

Recirculated to His Excellency for further orders with reference to the remarks of Honorable Members.

31/1/96
W

Copy of Letter No. 735 RS 2-7-94 from the Superintending Engineer, No II Circle, to the Collector of Kistna.

In reply to your letter No. 2945/Rev dated 19th June 1894, I have the honor to return herewith the Statements of 197 tanks said to affect the East Coast Railway in the Nuzvid Taluk, and to inform you that as there is no Tank Restoration Party working in the Second Circle, I am unable to undertake the preparation of plans and estimates for repairing the private and Zemindari tanks in the above Taluk.

2. I cannot find any Government order requiring the D. P. W. to undertake the investigation of private or Zemindari tanks affecting Railways except when T. R. party is working in the basin in which the tanks are situated — Vide G.O. No. 627 I dated 17th July 1893.

(True copy)

(Sd) W. H. Hughes
For Collector

(True copy)

Secretary

CHIEF ENGINEER
13 AUG. 94

Rev E.2
6971/94

(22—2,000—11-9-93.)

Proceedings of the Board of Revenue

(Revenue Settlement, Land Records and Agriculture).

Dated 10" August 1894

No. 4856 Mis

Read the following letter from the Collector of Kistna, dated 17" July 1894, Ref. on C. No $\frac{2945}{Ver}$ 9

In accordance with the instructions issue contained in Board's Proceedings dated 25 November 1893, No. 480, a list of privat tanks said to affect the East Coast Rail way in the Kistna Eastern Division was fur nished to the Superintending Engineer II circ with this office letter dated 19" June 1894 No. 2945, Vernacular, in which he was requested to prepare the necessary plan and estimates for their repair. This list was returned by the Superintend engineer with his letter dated 2nd July 1894, No. 735 R. I., copy of which is enclosed. This states that he cannot find any G.O. requiring the Public Works Department to investigate private tanks affecting Railways, when there is no Tank Restoration party working in the Division.

2. I was fortunate to find an opportunity to consult Major Baddeley in the matter yesterday, and it was then discovered that the difficulty arose from the Board's instructions ~~being~~ being based not upon a G.O. but upon a letter from the Chief Engineer for Irrigation addressed to you dated Madras 1st November 1893, No. 607 M. This letter does not appear to have been communicated to the Public Works Dept. generally,

3. I have therefore the honor to request you to move Government to issue full instructions as to the duties of Public Works and Revenue Departments respectively in the matter of such private tanks.

Resolution:—

Forwarded to the Chief Engineer for Irrigation with the request that the necessary orders may be issued in the Public Works Department.

(True copy & Extract)

Secretary

To,
The Chief Engineer for Irrigation with enclosures
The Collector of Kistna.

Exd

1894.

Board of Revenue.

Revenue Settlement: Land Records & Agriculture)

Madras.

R 396 M

To,

The Chief Engineer for Irrigation

Pws. 1
6571/94

Proceedings dated 10-8-94
No. 4856 Mis

Private tanks

Forwarding with remarks, to the Chief Engineer for Irrigation letter from the Collector of Kistna requesting that Government may be moved for issuing instructions regarding the duties of D. P.W. and Revenue Departments in the matter of repairing

---

To D. P. W.

CHIEF ENGINEER
No.
13 AUG. 94
FOR IRRIGATION

Former Case
3607 M of 11-93

23/8

27/8

From
The Chief Engineer for Irrigation

To
The Secretary to Govt. P.W.D.

No 39 W.
Date 10-9-94

R. 606 C
10-2-94
with cns 1195 sent to Govt. 11/10/94

Subject

Private Tanks — Board's Procgs No 4856 of 94 requesting to move Govt for the issue of instructions regarding the duties of D.P.W. & Rev. Depts in the matter of repairing — Forwarded for disposal in continuation of this Office No. 22 d. 28/1/94

No 39 W.

Forwarded to the Secretary to Government P. W. D for disposal with reference to this Office Note No 22 dated 28th January 1894.

Rundall Buchanan
Colonel R.E.
Chief Engr for Irrigation

Stonehousehill
10th September 1894

W. CURRENT No. 6971

Encl 2
Rec: 15-9-94

6971

S.a.W.

C No. 1195 is one of the papers taken by W for disposal on tour.

The entries against it in the Arrears list are:–

W 16.2.94
" to Ootacamund on 11.4.94.

RwR.
15/8

AC

This letter keep this until W's return

Cy
15/8

Superintending Engineer's Office,
Bezwada
II Circle,

No. 1308 K.S.

Dated 10th Septr: 1894.

From,

Major W. L. C. Baddeley ~~Esquire~~ R.E.,
Superintending Engineer,
II Circle.

To,

The Chief Engineer,
For Irrigation
Madras.

Sir,

With reference to this Offic No. 261 K.S. dd 12th May 1894, requesting that early sanction of Government may be obtained for the additional establishment required for the investigation of tanks in the Ellore Taluq, Godavari District I have the honor to inform you that an application was made in Decr/93 for the extra establishment to investigate the tanks affecting the railway in the Ellore taluq as required by the Collector, and no orders have as yet been passe

CHIEF ENGINEER
No. 180 ~~[illegible]~~
12 SEP. 94
FOR I[illegible]

From

The Supg Engineer
Second Circle

To The Chief Engineer
For Irrigation

Dated 10" September 1894

~~[illegible]~~ No. 1308 KS

Tanks affecting railways in Ellore Taluq —
Requesting that early sanction of Govt. may be obtained for the additional establishment applied for, for investigation of —

2" July 1894

From,
The Superintending Engineer,
II Circle.

To,
The

Dated
Received } 18 .

Enclosures.

NO. .

SUBJECT.

P. W. CURRENT No. 7050

From

Coll. R. R. E. Drake Brockman R.E.
Chief Engineer for Irrign

To

The Secretary to Govt. P.W.D

No 40 W.
Dated 14-9-94
Recd 17-9-94

Subject

Tanks affecting Railways in Ellore Dy. – Forwards in continuation of this Office No 39 W of 94 letter from the Supg. Engr II Circle requesting early sanction for the Rs [illegible] applied for for investigating the —

No 40 W
– Forwarded to the Secretary to Government P.W.D in continuation of this office endorsement No 39.W dated 10th Septr 1894.

Cn 6971
(to tell Wireless)
with [illegible]

R. E. Drake - Brockman
Colonel R.E.
Chief Engineer for Irrign

Ootacamund
14 September 1894

N^o. 440 N.L.

Encl No 1 to letter No $\frac{3359}{IV}$
dated 15 October 1894

Superintending Engineer's office
Bezwada.
II Circle
Dated 2nd October 1894

From

Major W. L. C. Baddeley R.E.
Superintending Engineer
II Circle

To

The Collector,
Nellore District.

Sir,

With reference to your letter No $\frac{3161}{IV}$ of the 26 September 1894, I have the honor to inform you that the Chief Engineer for Irrigation in his memo No $\frac{II}{63 \text{ N.L}}$ dated 6th ultimo informed me "that no steps should be taken to prepare estimates for the repair of Zamindari Tanks pending further orders."

I have etc
(Sd) W. L. C. Baddeley.
Major R.E.
Supg Engr. II Circle

(True Copy)

T. Jagannatham

For Dy Coll
for Coll

Compd
1610

NELLORE COLLECTOR'S OFFICE,
Dated 15th October 1894.

Despd 16 Oct

No. 3359 / Ver

From R. A. Wynne Esq
Ag Collector of Nellore.

To the Secretary to the Board of Revenue
Revenue Settlement, Land Records
and Agriculture, Madras

Sir,

With reference to Board's Proceedings N° 353[+] dated 30 August 1894, I have the honor to state that the Superintending Engineer was in this office letter N° 538/Ve dated 24 February 1893 requested to have plans and estimates prepared for the repairs of the Zemindary tanks situated on the Railway line under Sections 4 & 5 of Act IV of 1886. In his reply N° 874, dated 3rd May 1893 the Superintending Engineer stated that he had applied for Special establishment for the purpose and that the matter would be taken up when it is sanctioned

[+] not recd in S.D. Office -

[Eng.; 8-7-94.]

His attention was again drawn to the subject in this office Ref No $\frac{468}{Vr}$ B dated 28th June 1893. But nothing had been heard from him. On receipt of the Board's Proceedings under reference, I again applied to him in this office No $\frac{3161}{Vr}$ dated 26th September 1894 to let me know what steps have been taken to have the estimates prepared. A copy of his reply No 440 dated 2nd October 1894 is enclosed from which it will be seen that he is under orders not to take the work in hand for the present. The Rajah of Venkatagiri who owns the tanks has asked for plans and estimates and in these circumstances, it seems impossible to enforce the provisions of the Act without them.

I have the honor to be
Sir
Your most obt Servt
S Jagannathan
Dy Dy Collr
for Collr

CD

comps $\frac{PKa}{16/10}$

From the Collector of
Nellore.

BOARD'S GENL. REG. No 6864 OF 1894
SETTLEMENT, LAND RECORDS & AGRICULTURE.

To
The Secretary to the Board of Revenue, Revenue Settlement, Land Records & Agriculture, Madras.

Dated 15 October 1894
Rd - 18
No. 8359 / Rev

Inf

Subject.
Report regarding preparation of estimates & plans for repairs to Zamindary tanks that affect the safety of the Railways in the Dist.

P.W.E.1
8798/94

P.T.O

B.R.
25.10.94

[Eng.; 21-7-03.]

5718

25 OCT. 94
FOR IRRIGATION.

Referred to the Chief Engineer for Irrigation for favour of remarks.

Board of Revenue
Rev Settl. L Rds & Agr.
Madras, 25-10-94

Secretary.
24-10-94

PG
25.x.

To The Chief Engineer for Irrigation, with papers in original to Government.

papers

A. Lalithan
Recd 18 10 94
Rcd 19-10 94

---

x No 606 E / 10-2-94

with C.No 1195 ~~with~~ W.
investigation of private tanks which affect Rys - [illegible] Secy Ry Bd. [illegible] his opinion [illegible] —

No 54 W

Forwarded to the Secretary to Government, Public Works Department, with a request that he will inform the undersigned what action he has taken on this office Note No 22 dated 28th January 1894.

2. As Act IV of 1886 contains no provision for recovering the cost of establishment required to prepare plans and estimates for tanks affecting Railways it is presumed that the expense must fall on Government.

Whipple

For Chief Engineer for Irrigation

Chepauk
14th November /94

P. W. CURRENT No. 8798

From

Col. R. R. E. Drake Brockman R.E.

Chief Engineer for Irrign.

To,

The Secretary to Govt.

P. W. D.

Enclos. 2

No 54. W.

Dated 14-11-94

Reco: 16-11-94

Subject

Zemindary Tanks affecting Railways in the Nellore Dt. Forwards letter from the Collr. of Nellore with B.O. endst. thereon regarding & requests to be informed what action has been taken on this office No 22 of 94

W / Submitted in continuation of previous paper. R.B. 17 Nov 94

1010 md,

OFFICE OF THE SUPERINTENDING ENGINEER,

6TH CIRCLE,

Trichinopoly, 19 November 1894.

D 19/-

FROM

Major O. V. Boddy R.E.

~~THE~~ SUPERINTENDING ENGINEER,

6th CIRCLE.

TO

THE CHIEF ENGINEER,

for Irrigation.

SIR,

ENCLOSURES.

I have the honor to request the favor of an early reply to this office No. 53 M.D. of the 19 April 1894, applying for orders as to whether plans and estimates for certain private tanks affecting South Indian Railway, in the Madura Division, should be prepared by this Department or not.

2. The Executive Engineer reports that the Collector has since sent in a reminder on the subject.

I have the honor to be,

Sir,

Your most obedient Servant

Ex. Engr.

for Supg. Engineer

259—13-11-93.

P. W. [illegible] 53 md 9109

29 NOV 94

P. W. D 6th CIRCLE

FROM

THE SUPERINTENDING ENGINEER,
6TH CIRCLE.

TO

THE CHIEF ENGINEER,
for Irrign

No. 1010 md

Dated 19 / 29 } November 1894
Received 29 }

Enclosures.

Private tanks affecting South Indian Railway, in the Madura Dn:—

Requests early reply to his No. 53 md d 19 Apl/94 applying for orders as to whether plans & estimates for certain —— shd be prepared by this Department—

No. 62 Ew

—Forwarded to the Chief Engineer, P. W. D. for favour of early disposal in continuation of this office No. 31 E.W. dated 27th April 1894—

Rudrahi Buchanan
Col R.E.
—Chief Engineer for Irrigation

Chepauk
26th November /94

Gt 3401 of 94 [illegible]

29-11-94

Government of Madras.

1894.

P. W DEPARTMENT.

CURRENT No. 9109

From

The Chief Engineer for Irrigation

ENCLOS.

No. 62 E. W

Dated 26. 11. 94

Received 29. 11. 94

SUBJECT.

Private tanks affecting South Indian Railway in the Madura Division: Forwarding letter from the Supdg: Engineer VI circle requesting reply to his letter regarding the preparation of plans and Estimates for certain—

29—2,000—6-2-94.

DISPOSAL.

No. dated

W

For orders in continuation of previous papers. Vide also G.O. 862 I.d. 8 Nov 94

29/11

Of y Superintending Engineer

Second Circle. Kistna Northern Division s Office,

Proposition Statement for Temporar stablishment, for investigating and reporting in on Tanks affecting Railways and preparin mates for repairing them.

No.	Date. order sanctioning the present Establishment.	Office to which the proposition refers	Nature of Changes.														Proposition.						Remarks.
			Present Scale.							roposed Scale							Permanent		Temporary				
					Pay							Pay					Increase per month	Decrease per month		Increase per month		Decrease per month	
			No.	Designation.	Minimum.	Increment.	Maximum.	Average or fixed.	Total Cost.	No.	Designation.	Minimum.	Increment.	Maximum.	Average or fixed.	Total Cost.	Amount.	Amount.	Period.	Amount.	Period.	Amount.	
		Kistna Northern Division.								2	Survey s on Rs 50 each.	-	-	-	100					100			
										1	Over or 1st Grade.	-	-	-	100					100			
										1	Cle k.	-	-	-	15					15			
										9	Lasca on Rs 6 each.	-	-	-	54					54			
											Tota for 1 Month	-	-	-	-	269				269			
											Total or 7 Months.	-	-	-	-	1,883				1,883			

(Signed) W. M. Ellis, Captain, R.E.,
Executive Engineer,
Kistna Northern Divn.

Captain, R.E.,
Superintending Engineer,
II Circle.
4.6.95

Superintending Engineer's Office,
Bezwada

No. 556 K.I.

II CIRCLE,

Dated 5 June 1895.

From,

Major, W. L. C. Baddeley ~~Esquire~~, R.E.
Superintending Engineer,
II Circle.

To,

The Chief Engineer,
For Irrigation,
Madras.

Enclosure
1 Proposition
Statement

Sir,

With reference to your No. 8 II dated 2nd March 1895, I have the honour to forward herewith for your approval and sanction of Government a Proposition Statement for temporary Establishment required for the investigation of tanks affecting railways in the Kistna District.

There are 202 tanks, (all private) which might affect the East Coast Railway and a few in the Guntur Sub Division, and ~~Masulipatam~~ Nandigama Taluq, which require investigation in the interests of the Southern Mahratta and Nizam's Guaranteed State Railways.

I have the honour to be
Sir,
Your most obedient Servant
Captain, R.E.
14.6.95 For Supt. Eng. II Circle

CHIEF ENGINEER FOR IRRIGATION
24 JUN 95

From

The Supy Engineer

Second Circle

To The Chief Engineer

For Irrigation

Dated 5 June 1895

Encl 1

No. 556 K.S

Tanks affecting Railways in the Kistna Dist.

— Forwards a proposition statement of temporary Establishment required for investigating for sanction

From,

The Superintending Engineer,

II Circle.

To,

The

PWS.2
4752/95

Dated } 18
Received }

Enclosures.

NO.

SUBJECT.

1895

~~Col:~~ R. R. E. Drake Brockman R.E.
Chief Engineer for Irrigation

To

The Chief Engineer P.W.D.

No. 44. E.W.
Dated 17-6-95

Enclosure 1

Tanks affecting Railways in the Kistna District — Forwards for disposal in continuation of this Office No. 22. O.N of 94 Letter from the Superintending Engineer II Circle submitting Proposition statement for temporary establishment required for investigating — with a request that the question raised in above O. N. may be referred to Government for orders at an arly date

No. 44 EW Es. 1

Forwarded to the Chief Engineer P.W.D. for disposal in continuation of this office No. 22 dated 28th Jany 1894. If it is impossible to force the owners of private tanks affecting Railways to repair them the proposed investigation is likely to be a waste of money. It is requested that the question raised in the letter above quoted may be referred to Govt. for orders at an early date.

606 C.D. 10.2.94 with Circ 1195 sent to W on 16.2.94

D.D. 22-6-95

Ruedrake Brockman
Col. R.E.
Chief Engineer for Irrig.
Ootacamund
17th June 1895

R

816

Offg. Superintending Engineer

P. W. CURREN 470

Enclo 2

Recd: 21.6.95

Submitted in continuation of the previous correspondence [illegible]

No 167

Superintending Engineer's Of
Bezwada
II CIRCLE,

No. 1336 RS

Dated 20th September 1895.
Despd 21

From,

A. S. Russell. Esquire,
Offtg Superintending Engineer,
II Circle.

To,

The Chief Engineer,
for Irrigation.
Madras

90

Sir

In continuation of this office No. 536 R.S. dated 5th June 1895, forwarding a proposition statement of temporary establishment required for the investigation of tanks affecting Railways in the Kistna District, I have the honour to request that you will be so good as to obtain early sanction of Government for the establishment applied for, in view of the disastrous damages lately done in the Kistna District by the bursting of tanks, and of the Collector's pressing for early steps to be taken for making the tanks safe.

I have the honour to be,
Sir,
Your most obedient Servant,
A S Russell
Offg Superintending Engineer

CHIEF ENGINEER
FOR IRRIGATION.
23 SEP 95
No. 179K

From
The Supdg Engineer,
II Circle,
Bezwada

To,
The Chief Engineer,
for Irrigation
Madras.

Dated 20th } September 1895.
Despd 21 }

No. 1336 KS

Enclosures

Subject.

Tanks affecting Railwa
Establishment required
for investigation of
Requesting to obtain
sanction for the appl
for in this Office No. 55/5-6

P. W. CURRENT No. 9941

Recd: 13-12-95

From,
The Superintending Engineer,
II Circle.

To,
The

No 627 D of 17-7-93
" 254 D " 17-3-94
Circ. No 175 " 2-5-84 E.D.
" 862 D " 8-11-94
" 3852 C " 1-12-94
" 1086 D " 26-9-95
" 2797 W " 4-11-95
" 1000 D " 13-12-94
" 3564 C " 20-11-95.

Dated }
Received } 18 .

Enclosures.

NO.

SUBJECT.

No 72 Ew

Forwarded to the Chief Engineer, P.W.D. for disposal in continuation of this Office No 44 W.* dated 17th June 1895.

* C. No 4752

The Chief Engineer for Irrigation

No