

(1) Number of pages 18(2) Date of repair 10-12-62

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2724Press
Mis.366-368Dated 15-9 1865.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
15th September 1865.*

Read the following papers :—

No. 366. Endorsement of the Acting Deputy Consulting Engineer for Railways, in charge, dated Madras, 6th September 1865, No. 447.

From W. S. BETTS, Esq., Agent, Great Southern of India Railway, to the Consulting Engineer for Railways, Madras, dated Negapatam, 2nd September 1865, No. 1,791.

SIR,

Previously to the receipt of your letter No. 330, of the 23rd ultimo, I had called for the information for which you ask, and I now attach copy of the Chief Engineer's reply, which shows that four bridges require their planking to be renewed. I have requested the Chief Engineer to substitute immediately Teak longitudinals and planking as he recommends.

From D. LOGAN, Esq., Chief Engineer, to W. S. BETTS, Esq., Agent and Traffic Manager, dated Trichinopoly, 30th August 1865.

MY DEAR SIR,

* 15th instant.

1. On the same date* upon which I wrote my letter No. 5,923 to you, I called for a report

upon the actual state of the girder bridges, planked in like manner to the one lately repaired. This report has just come to hand.

2. The bridges planked with jungle-wood are :—

(1.) Two 30 feet spans @	19 Miles 76 Chains.
(2.) Four 30 on	63rd mile.
(3.) Four 30 on	64th ..
(4.) Four 30 on	65th ..

The planking on these bridges is not in a satisfactory state, and I would recommend its removal, and the substitution of Teak longitudinals and planking as soon as possible.

(True Copy.)

(Signed) W. S. BETTS,
Agent and Traffic Manager.

Submitted for the information of Government, in reference to paragraph 2 of Colonel Anderson's Observations of the 23rd ultimo, No. 408.

(Signed) H. N. D. PRENDERGAST, Major, R. E.,
Ag. Dy. Cons. Engr. for Railways, in charge.

No. 367. Endorsement of the Consulting Engineer for Railways, dated Bangalore, 23rd August 1865, No. 408.

From W. S. BETTS, Esq., Agent, Great Southern of India Railway, to the Consulting Engineer for Railways, Madras, dated Negapatam, 16th August 1865, No. 1,767.

SIR,

I have the honor to inform you, with reference to the second paragraph of your letter No. 292, of the 29th ultimo, that the Chief Engineer writes to me as under :—
“ I was not, as you are aware, in charge of the Line or of the bridge in question when
“ built, and therefore, every one then connected with the work having long ago

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15th September 1865.*

"left the service, I cannot state with certainty the reason of certain girder bridges
"having been planked partly with Mangoe, but I think the reason was that the
"supply of Teak timber failed at a time when to have waited for more would have
"kept back the opening of the Line."

Extract from a letter from the Agent and Traffic Manager, Great Southern of India Railway, to the
Railway Board, dated 2 July 1865, No. 131.
Bridge at 65th mile.

The girder bridge of seven 30 feet spans has been reported defective. The Resident Engineer informs me writing on the 21st instant, that "the whole bridge along the top of the cross girders has been laid with 3-inch Mangoe planking, and on the top of that about 5½-inch of ballast, and in that ballast in the ordinary manner, the permanent way has been laid. The Mangoe planking has decayed very nearly all over the bridge, and consequent thereon, the bridge has become unsafe. We have since been hard at work, making longitudinals, and I expect if all goes well to have the bridge in perfectly good and sound order by Sunday next." The trains during the last fortnight have been passed cautiously over the bridge, and yesterday while the Line was broken, I shifted the passengers from the train on one side of the bridge to a train on the other side, no Goods' Traffic being worked.

(True Extract.)

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

From Lieutenant-Colonel J. C. ANDERSON, R. E., Consulting Engineer for Railways, to W. S. BETTS, Esq., Agent and Traffic Manager, Great Southern of India Railway, dated Bangalore, 29th July 1865, No. 292.

SIR,

1. I have the honor to remark that the defective state of the bridge at the 65th mile of the Great Southern of India Railway, the arrangements made for conducting the Passenger Traffic, and the stoppage of the Goods' Traffic, which you have brought to the notice of the Railway Board of Directors in your letter of the 25th instant, No. 131, should have been immediately reported for the information of Government.

2. I request that the Chief Engineer may be called upon to explain why Mangoe planks were used on the bridge instead of Teak, or some other durable description of planks; and that in future all interruptions or stoppages to the traffic be reported at once to this Office.

(True Copy.)

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

1. I forward, together with this letter, an extract from the Agent's communication to the Railway Board of Directors of the 24th ultimo, and a copy of my letter to the Agent of the 29th idem, No. 292.

2. It is to be regretted that a better and more durable description of planks were not used. The records of this Office do not contain any report to the effect stated by the Chief Engineer. I have, however, now written to the Agent to report, for the information of Government, on how many bridges, on the Great Southern of India Railway, Mangoe planks have been used, and that he will state whether, or not, he proposes to substitute Teak planks.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

*Proceedings of the Madras Government, Public Works Department,
15th September 1865.*

No. 368. ORDER THEREON, 15th September 1865, No. 2,724.

RAILWAY, No. 46.

The Government approve of Teak being substituted for the Mangoe planking used in the construction of the bridges on the Great Southern of India Railway, referred to in the papers above recorded.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,

Under Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

Extract from a letter from the Agent and
Traffic Manager, Great Southern of India Ry
to the Railway Board, dated 24th July 1865, No 131.
Bridge at 65th Mile

The girder Bridge of seven, 30 ft
spans has been reported defective - The Resident
Engineer informs me writing on the 21st instant that
"the whole bridge along the top of the cross girders
has been laid with 3" Mangoe planking, and
on the top of that about 5 1/2" of ballast, and in
that ballast in the ordinary manner, the
Permanent Way has been laid - The Mangoe
planking has decayed very nearly all over
the Bridge, and consequent thereon the Bridge has
become unsafe - We have since been hard at
work, making longitudinals, and I expect if all
goes well to have the Bridge in perfectly good
and sound order by Sunday next - The trains
during the last fortnight have been passed
cautiously over the Bridge, and yesterday while
the Line was broken, I shifted the Passengers
from the Train on one side of the Bridge to
a train on the other side, no goods traffic being
worked -

(True Extract)

J. W. du Roule Esq.
Cons. Engineer for Railways -

Railway Department

Consulting Engineer's Office

No. 292

From

Limittol J. C. Anderson M.E.

Consulting Engineer for Ry.

To

W. S. Betts Esquire

Agent and Traffic Manager,

G. S. Ry.

Sir,

I have the honor to remark that the defective state of the Bridge at the 65th mile, of the Great Southern of India Railway, the arrangements made for conducting the Passenger Traffic, and the stoppage of the Goods Traffic, which you have brought to the notice of the Railway Board of Directors in your letter of the 24th instant, No. 131, should have been immediately reported for the information of Government.

2

I request that the Chief Engineer may be called upon to explain why Mangoe planks were used on the

Bridge,

Bridge, instead of a Teak, or some other
durable description of planks; and, that
in future all interruptions or stoppages to
the Traffic be reported at once to this
office -

Bangalore
29th July 65

I have &c.
(signed) J. C. Anderson Esq. M.P.

(True Copy)
Cons. Engineer for Ry -

J. Anderson Esq. M.P.
Cons. Engineer for Ry -

N^o 408

I forward together with this letter,
and extract from the Agents Communi-
cation to the Railway Board of Directors
of the 24th ultimo, and a copy of my letter
to the Agent of the 29th idem, No 292.
2.

It is to be regretted that
a better and more durable description
of plans were not used. The records
of this office do not contain any report
to this effect, stated by the Chief Engineer.
I have, however, now written to the Agent
to report for the information of Government,
on how many bridges, on the G. S. of I.
Railway, Mango planks have been
used, and that he will state whether
or not he proposes to substitute Teak
planks.

J. Anderson Esq. M.P.
Cons. Engr for Ry.

Bangalore
23rd Aug/65

To the Chief Secy to Govt
J. St. George

Copy

Trichinopoly 30th August 1865

W L Betts Esq^r

My dear Sir,

15th Inst.

On the same date, upon which I wrote my letter no. 5923 to you I called for a report upon the actual state of the girder bridges, planked in like manner to the one lately repaired - This report has just come to hand -

The Bridges planked with
Junglewood are

(1)	2 - 30 ft spans	on	19 - 76
(2)	4 - 30 " "	on	63 rd mile
(3)	4 - 30 " "	on	64 th "
(4)	4 - 30 " "	on	65 th "

The planking on these bridges is not in a satisfactory state and I would recommend its removal and the substitution of teak longitudinals & planking as soon as possible

Yours truly
David Logan
Chief Engineer

True Copy

William L Betts
Deputy Staff Manager

29/8/68

N^o 447

Submitted for the information
of Government, in reference to para-
graph 2 of Colonel Anderson's ob-
servations of the 23rd ultimo, N^o 408.

Madras
6th Sept/68

W. S. Pringley M. A. R. S.

Ag. Dy. Secy. Engr. for P. W.
in charge

To
The Secretary to Government
Public Works Department
Fort St. George

No. 1791

6000 1
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE.

NEGAPATAM, 2nd Sept 1865

From

THE AGENT

Great Southern of India Railway,

To

The Assistant Engineer for Railways
Madras.

SIR,

I have the pleasure to
acknowledge the receipt of your letter No. 330 of the 20th ult.
and in reply to inform you that the information
called for the information
for which you ask, and I now
attach copy of the Chief Engineer's
reply, which shows that four
bridges require their planking
to be renewed. I have requested
the Chief Engineer to submit
immediately the longitudinal
and planing and recommend
I have the honor to be,
Sir,
Yours obediently
William S. P. S.

11584/1786503.125

No 2366

No 2724-15th Sept 1865

The Agent for Great Southern
 of India Railway
 attached copy of the Chief Engineer's
 reply, which shows that four bridges
 require their planking to be renewed
 from No. 1 to No. 4. There enter 16th August 1865

The Govt. approve
 of teak ~~planks~~ being
 substituted for the
 mangoe planking
 used in the construc-
 :tion of the bridges
 on the Great Southern
 of India Railway
 referred to in
 the papers above
 recorded -

To the Com: Engrs for
 Railways
 do off 15th September

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 referred to in
 the papers above
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Public Works Dept

No 2724

Proceedings of the Madras Government

Under date the 15th September 1865

Read the following

From the Agent for Great Southern
 of India Railway
 attached copy of the Chief Engineer's
 reply, which shows that four bridges
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 on the Great Southern
 of India Railway
 referred to in
 the papers above
 recorded -

To the Com: Engrs for
 Railways
 do off 15th September

AB

Sept 1865 Dep't
Proc. of Govt
Sept

N^o 2724
Proc. of the M^{rs} Govt
Sept 15th 1865

Authority granted
for Teaks being sub-
stituted for the
Mangoe planking
used in the construc-
tion of certain
bridges on the G. S.
of S. Railway.

N^o 366 @ 368