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(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No. 2814

Press
Mis.

Dated

1866.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
4th September 1866.*

No. 86. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 23rd August 1866, No. 358 :—

1. I have the honor to submit, for the information of Government, Major Prendergast's Inspection Report* upon the North-West Line of the Madras Railway.

* No. 14, dated 22nd August 1866.

2. The Government will doubtless regret to hear of the ravages which cholera is at present making along the line. This has been a singularly unfortunate year for the Railway, and it is to be feared that from the combined effects of sickness and resignations among the Engineering staff, and of famine and disease among the laboring population, the progress made upon the works will unavoidably fall short of what was anticipated.

3. I have communicated the 2nd paragraph of Major Prendergast's report to the Magistrate of Cuddapah, with a request that measures may be taken to insure the immediate suppression of the inhuman and disgusting practices there mentioned.

4. Paragraphs 3, 7, 8, 9, and 10 of the enclosed report have been communicated to the Agent of the Madras Railway, with an intimation that I approve of the suggestions made by Major Prendergast, and with a request that the construction of a turn-table or a triangle at Moodanoor may be at once undertaken. The advisability of this measure was more than once brought by me to the notice of the Railway authorities, and it was only in consideration of the excellence of the road between Cuddapah and Moodanoor, and the assurance of the Locomotive Superintendent that he thought it unnecessary, that I refrained from pressing the point. From Major Prendergast's report it is clear that since I last inspected it, this part of the line has suffered severely from heavy rains, and I do not now consider it to be in a fit state to allow of engines being driven over it tender foremost.

5. In the Order of Government dated the 6th instant, No. 2,475, a report was called for upon the state of the Chuttrum near the Railway Station at Tripetty. I requested Major Prendergast to inspect this building, and in the 4th paragraph of his report he states that he found it in proper condition, but that the drainage of the ground round it requires attention.

6. With reference to the accident near the Yerragoontla Station, reported to Government upon the 17th instant, Major Prendergast informs me that he was unable to gather any information in

No. 347.
addition to what has already been communicated. The damage sustained by the engine upon the occasion is alluded to in paragraph 6 of the enclosed report.

7. I have called the attention of the Superintending Engineer of the 3rd Division to the oversight which has occurred in laying out the road to the Moodanoor Station.

*Proceedings of the Madras Government, Public Works Department,
4th September 1866.*

From the Deputy Consulting Engineer for Railways, to the Acting Consulting Engineer for Railways, dated Madras, 22nd August 1866, No. 14.

1. I have the honor to report that on the 20th instant I inspected the open portion of the North-West branch of the Madras Railway. The terminus is at Moodanoor, a small village which has not hitherto been severely visited with cholera, but I regret to state that Mr. Mackenzie, formerly an Engineer in the Company's service, and afterwards a Railway Contractor, died there on the 20th instant, and Mr. Outram, the lately appointed District Engineer, died there yesterday, after illnesses in neither case exceeding fifteen hours in duration.

2. The Permanent Way Inspector at Rajampett informed me that in order to avoid cholera many of his Coolies sleep under arches, rather than return to their villages at night. On the other hand, villagers expose their dead and dying on or near the line, rather than allow victims of cholera to remain among them. A few days ago a cholera patient having been found between the rails, on the miles 133-134, near the village of Astram, in the Cuddapah District, he was moved into a Platelayer's hut, where he died. It was not without considerable trouble, nor till the body had been terribly mangled by vultures, that any one could be persuaded to take it from within the Railway fences. A few days before that event a woman was left to die under a bridge, and within the last month two corpses have been thrown into ballast pits within fifty yards of the line. Gang Coolies naturally decline to work where such horrors are to be met.

3. I inspected the Stations and accommodation for travellers on the line; with the exceptions of Yerragoontla and Camlapoor, all were in good order. Scavengers are required for both of the above-named Stations.

4. The Choultry near Tripetty Station is in a fit state, but attention should be paid to the drainage of the ground round it.

5. The road and rolling stock between Arconum and Cuddapah are good, bridges have been built over all the places breached last year.

6. Engine No. 104, which met with an accident last week at Yerragoontla, is in the shed at Cuddapah, her motion is uninjured, one buffer was broken off, and the feed arrangements suffered slightly.

7. Many parts of the line between Cuddapah and Moodanoor are very rough, heavy showers of rain fell early in the month and the banks appear to have settled somewhat, and the rails to have been twisted by heavy loads passing over them when the sleepers were not fully supported. The embankments are of black cotton soil mixed with saltpetre. Sand is used as ballast; it is probable that some time will elapse before the banks can be considered as proof against heavy rain.

8. Engines are seldom or never driven on the best Districts of the line with tenders in front, and I think it undesirable to permit the practice to obtain on the District which is now the worst of all, and which runs over soil eminently treacherous. I therefore recommend that a triangle shall be laid north of Moodanoor, and that engines shall always precede their tenders.

9. When making raised roads over black cotton soil it has been found advantageous not to disturb the surface by cutting drains, but rather to take moorum or other stuff from quarries for the embankments, or if black cotton soil is used for the bank, it is well to prevent its being washed away by covering both the top and slopes with gravel sods, or a protecting surface of some kind. If ditches must be cut, it is suggested that they should be deep rather than broad, so as to obtain as much good stuff as possible from them for the bank.

10. There is no well or means for watering engines either at Yerragoontla or Camlapoor; considering the high winds that prevail in that part of the country, it is suggested that a well shall be sunk and a tank and column erected at Camlapoor Station, where it is said that water stands ten feet below the surface. Water for use in the Yerragoontla Station might be carried in casks from Moodanoor or Camlapoor.

*Proceedings of the Madras Government, Public Works Department,
4th September 1866.*

11. The feeder roads to Camlapoor, Yerragoontla, and Moodanoor are under construction, that at Moodanoor is ill-laid out, it is so lined as to miss the station yard gate by a few yards, but as no metal has been put on, it will cost very little to rectify the mistake.

No. 87. ORDER THEREON, 4th September 1866, No. 2,814.

RAILWAY, No. 9.

1. The Government hope that prompt and effectual measures have been adopted by the Magistrate of Cuddapah for the suppression of the revolting practices which have been resorted to by the villagers in consequence of the panic created by the prevalence of cholera.

2. As the embankments between Cuddapah and Moodanoor are evidently not yet sufficiently consolidated to make the line safe, the Government quite agree in considering that no engine should be driven on the line with its tender in front. The construction of a turn-table or a triangle at Moodanoor seems very necessary.

3. The Superintending Engineer of the 3rd Division will take immediate steps for rectifying the mistake of laying out the road to the Station at Moodanoor.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.
" Superintending Engineer, 3rd Division.

Exd S. T. Augustin.

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 358-

From

Major J. A. M. Shaw Stewart R.E.
Acting Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

I have the honor to submit for the information of Government, Major Prendergast's inspection report upon the North West Line of the Madras Railway.

The Government will doubtless regret to hear of the ravages which Cholera is at present making along the line. This has been a singularly unfavorable year for the Railway, and it is to be feared that from the combined effects of sickness and resignations among the Engineering Staff, and of famine and disease among the laboring population, the progress made upon the works will unavoidably fall

* No. 14. of 22?
August/66.

fall short of what was anticipated -

3 I have communicated the Second para of Major Prendergast's report to the Magistrate of Luddapah, with a request that measures may be taken to insure the immediate suppression of the inhuman and disgusting practices there mentioned.

4 Paragraphs 3, 7, 8, 9 and 10 of the enclosed report have been communicated to the Agent of the Madras Railway, with an intimation that I approve of the suggestions made by Major Prendergast, and with a request that the construction of a turntable or a triangle at Moodanoor may be at once undertaken. The advisability of this measure was more than once brought by me to the notice of the Railway Authorities, and it was only in consideration of the excellence of the road between Luddapah and Moodanoor, and the assurance of the Locomotive Superintendent that he thought it unnecessary, that I refrained from pressing the point. From Major Prendergast's report it is clear that since I last inspected it this part of the line has suffered

Sincerely

7
Sincerely from heavy rains, and I do not now consider it to be in a fit state to allow of engines being driven over it tender foremost -

5 In the Order of Government dated the 6th instant, N^o 2475, a report was called for upon the state of the Chuttrum near the Railway Station at Tripetty. I requested Major Prendergast to inspect this building, and in the 4th para of his report he states that he found it in proper condition, but that the drainage of the ground round it requires attention -

6 With reference to the accident near the Yerragoonthla Station reported to Government upon the 17th instant, Major Prendergast informs me that he was unable to gather any information in addition to what has already been communicated. The damage sustained by the engine upon the occasion is alluded to in para: 6 of the enclosed report -

7 I have called the attention of the Superintending Engineer of the 3rd Division to

N^o 347-

to the oversight which has occurred in laying out
the road to the Station -

Madras
23 August
1866

I have the honor to be,
Sir,

Your Most Obedt Servant.

Thos Henry Maynard
Acting Consulting Engineer for Railways

C. agn 28/11-1666 A. 20/11/66

23/8/66

the information of Govt
a Report from Major
Frederick upon the
North West Line of the
Madras Railway

Dated 23/8/66
Received 27/8/66

The Secretary to Government,
Public Works Department,
Fort Saint George.

The Consulting Engineer
for Railways.

For the
Railway Department.
23/8/66

PROCEEDINGS of the MADRAS GOVERNMENT
Under date the 11th Sept 1866
Read the following

From
The Acting Consulting Eng
for Railways

(Here enter No. 358 dated 23 Aug 1866)

The Government has been
that prompt and effectual
measures have been adopted
by the Magistrate of Cuddalore
for the suppression of the
revolting practices which have
been resorted to by the Villagers
in consequence of the panic
created by the prevalence of
Cholera.

As the embankments
between Cuddalore and
-dams are evidently not yet
sufficiently consolidated to
make the line safe, the Govt
quite agree in considering
that no Engine should be

driven on the line with
its tender in front. The
Construction of a turn table
or a triangle at Moodanoor
seems very necessary.

The S. Engr of the
3^d Dⁿ will take immediate
steps for rectifying the
mistake of laying out the
road to the station at Moo-
danoor.

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[Faint, mostly illegible handwritten text]

The Comg Engr for Railway
Engr 3^d Dⁿ

29th August 1866 On 30th

P. W. 186 & Department.
Propo of Govt for Sept 66
No. 28/4

PROCEEDINGS OF GOVERNMENT.

Dated 4th Sept 66

with me enclosed
Sept 5th 66

12

P W 1866 Defr
Pro. of Cont. for Sept

N^o 2814

Pro. of the Madras Cont

D of 4 September 65.

Passing
orders on the Report on
North-West Line of the
Madras Railway sub-
mitted by the Consult-
ing Engineer for Au-
gust 1866.

A 86.87