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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3258 Press / Mis.

Dated 24 1 18

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
21th September 1866.

No. 592. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 6th September 1866, No. 368 :—

1. In submitting, for the information of Government, the Deputy Consulting Engineer's Inspection* Report upon the South-West Line of the Madras Railway, I have the honor to state that the special attention of the Agent has been solicited to the various points noted by Major Prendergast.

* No. 15, dated 4th September 1866.

2. It has long been the rule in this Department that every portion of the open lines of Railway in the Presidency shall be inspected at least once in each month, by the Consulting Engineer or his Deputy; and, in compliance with the Order of Government, dated the 20th June 1864, No. 396, their reports have been regularly submitted to Government. These reports, for the most part, refer necessarily to points of detail and to other minor matters which are easily and readily disposed of by this Office, in communication with the Agents of the respective Companies; and it seems to me scarcely neeessary to trouble the Government with their perusal, except when they contain subjects of importance.

3. I would suggest that, in future, the monthly inspections of the open lines be made as heretofore, but that only matters of importance, or points upon which there may be differences of opinion between the Railway authorities and the Consulting Engineer, be laid before Government.

From the Deputy Consulting Engineer for Railways, to the Acting Consulting Engineer for Railways, dated Madras, 4th September 1866, No. 15.

1. I have the honor to report that, in August 1866, I inspected the South-West and Bangalore Lines of the Madras Railway, the road was in fair order, and all the stations and offices were clean.

2. The Jollarapett Station might be improved by draining the platform, especially the part of it lately covered in; by ventilating the booking office, and by covering the platform used by Bangalore trains.

3. Wooden trenails have been used quite lately to attach chairs to sleepers close to the Perambore Station, and on the 4th Division they are in common use, although the Board of Trade Regulations require iron spikes, and although an accident which occurred on the 18th August was attributed to wood trenails breaking.

4. The northern section of the Kuddlehoondy bridge will probably be finished before Christmas; but as regards the southern section, which will not be completed for a long time, it might be well to take measures for transferring the whole load from those of the old piles, which have suffered much at the water line, to the outer piles, which are more able to bear it.

5. A Native, quite unfit to be a Guard, and who had not passed the examination, did duty with a passenger train, as second Guard, on the 4th August.

6. The men who wear Porters' belts at Royapooram, Perambore, and Arconum never carry passengers' luggage, they are evidently in league with the unlicensed coolies who frequent the stations. The Railway Company might advantageously admit licensed outside coolies wearing badges, or compel its own Porters to assist travellers.

7. At this time of year there is so little traffic towards Beypoor, that eatables are not always ready at the Hotel; it would be well to warn passengers, by placards, at the large stations, and by a notice in the Time-table Book, that they should write or telegraph to the Hotel keeper when they wish for refreshment.

Proceedings of the Madras Government, Public Works Department, 24th September 1866.

8. Although night fares are charged on the Bangalore Branch, no sleeping carriages run between Jollarapett and Bangalore.

No. 593. ORDER THEREON, 24th September 1866, No. 3,058.

RAILWAY, No. 41.

1. The Government consider it desirable that they should, as heretofore, be furnished with the monthly reports of the inspection of open lines of Railway by the Consulting Engineer or his Deputy in extenso, and they cannot therefore accede to the recommendation in paragraph 3 of Major Shaw Stewart's letter.

2. The Consulting Engineer will, with reference to paragraph 3 of Major Prendergast's letter, report what steps have been taken for replacing by iron spikes, the wooden trenails which are stated to have been used for attaching chairs to sleepers.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. T. O'Connor.

Railway Department — Cons: Engineer's Office

No. 15. 27

From

Major H. St. D. Prendergast R. E.
Dy. Cons: Engr for Railways

To

Major J. W. St. Shaw Stewart R. E.
Acting Cons: Engr for Railways.

Sir,

I have the honor to report that in August 1866, I inspected the South West and Bangalore Lines of the Madras Railway. The road was in fair order and all the Stations and offices were clean.

2. The Jollarapett Station might be improved by draining the platform especially the part of it lately covered in; by ventilating the booking office, and by covering the platform used by Bangalore trains.

3. Wooden trenails have been used quite lately to attach chairs to sleepers close to the Perambore Station, and on the 4th Division they are in common use altho' the Board of Trade Regulations require iron Spikes, and altho' an accident which occurred on the 18 August was attributed to wood trenails breaking

breaking:-

4. The Northern Section of the Cuddlekoody Bridge will probably be finished before Christmas, but as regards the Southern Section which will not be completed for a long time, it might be well to take measures for transferring the whole load from those of the old piles, which have suffered much at the water line, to the outer piles which are more able to bear it.

5. A native quite unfit to be a Guard, and who had not passed the examination did duty with a Passenger train as 2d Guard on the 4th August.

6. The men who wear Porters' Belts at Royapooram, Perambore and Arconum never carry passengers' luggage, they are evidently in League with the unlicensed coolies who frequent the stations. The Railway Company might advantageously admit licensed outside coolies wearing Badges or compel its own Porters to assist travellers.

7. At this time of year, there is so little traffic towards Veypoor that as Clerks are not always ready at the Hotel, it would be well to warn passengers by placards at the larger stations, and by a notice in the time table book that they should write or telegraph to the Hotel keeper when they wish for refreshment.

8. Altho' night fares are charged on the Bangalore Branch no sleeping carriages run between Jolarpett and Bangalore.-

I have the honor to be,
Sir,
your most obedient Servant.

Madras
1st September
1866.

W. D. Prendergast Major R.C.R.E.
Dy. Consulting Engr for Railways

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 368.

From Major C. A. de Mau 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 am submitting for the information of Government, the Deputy Consulting Engineer's Inspection report upon the South West Line of the Madras Railway. Hence the honor to state that the special attention of the Agent has been solicited to the various points noted by Major Prendergast.

2. It has long been the rule in this Department that every portion of the open lines of railway in the Presidency shall be inspected at least once in each month, by the Consulting Engineer or his Deputy;

6th to 15th & 4th to 15th/66.

Deputy; and, in compliance with the order of Government dated the 20th June/64, Gl. 396, their reports have been regularly submitted to Government. These reports, for the most part, refer necessarily to points of detail and to other minor matters which are easily and readily disposed of by this Office in communication with the Agents of the respective Companies; and it seems to me scarcely necessary to trouble the Government with their perusal, except when they contain subjects of importance.

3. I would suggest that, in future, the monthly inspections of the open lines be made as heretofore, but that only matters of importance, or points upon which there may be differences of opinion between the Railway authorities and the Consulting Engineer, be laid before Government.

I have the Honor to be,
Sir,
Your most obed't Servant
J. MacStevens Major R.E.
Acting Consulting Engineer
for Railways.

Madras
6th Sept'r/66

To Public Works Department.

No. 3058

PROCEEDINGS of the MADRAS GOVERNMENT
Under date the 24th July 1866.
Read the following

From Lewis Sullivan Esqr
Consulting Engineer for Railways —

(Here enter No. 368 dated 6th Sept: 1866)

(The Consulting Engineer for Railways obtained Mr. Thos. Thorp's and Messrs. Kinnersley's Estimate for the Bridges on the Cuddapah Branch of the Madras Railway, and forwarded the same with his Report for the orders of Government.)

Read also the Proceedings of Government, Public Works Department, dated 24th July 1866, No. 3058, submitting the Estimate for the Bridges on the Cuddapah Branch of the Madras Railway, and requesting the orders of Government thereon.

Ordered, that the Consulting Engineer for Railways be informed that the Government approve of the Estimate for the Bridges on the Cuddapah Branch of the Madras Railway, amounting to Rupees 1,12,000, and that he be requested to proceed with the construction of the Bridges in accordance with the Estimate.

(True Extract)
(Signed) H. Bingham
Secretary to Government.

To
The Consulting Engineer for Railways,
Fort St. George.

Ct. 7th 1866 Copies
Pro. of Govt. dated 1st September
No. 3097

RAILWAY DEPARTMENT.

Circulated for the information and orders of Government

Chas. D. Ct. Ct. M. R.
Secy. to Govt.

Fort St. George
10th Sept. 1866.

The course proposed for adoption by the Consulting Engineer appears unobjectionable, and I think all requisite purposes will be answered by the Resolution of Government called for.

H. M.

Dated 6th
Received 8th } September 1866.

No. 368
Ex. 3058 - 24th July/66

Submitting for the information of Government, the Consulting Engineer's Report upon the South West Line of the Madras Railway.

For Orders

No. 592

C. 12th Sept. 1866 D. 11th

No charges recommended for attaching chairs to steamers.-

P. W. 186 C. Department.

Pass of Coach for Sept.r

No. 3257

PROCEEDINGS OF GOVERNMENT. of Madras

Dated 24 September 1866

Passing orders on a letter from the Executive Engineer forwarding the Subscriptions paid on the Coast and Bangalore Lines of the Madras Railway for August 1866.

A° 592-573

Rec.d Engr for Railways
Rec.d 25 Sept.r