

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 3887	Press ~~Mis~~
134-135	
Dated 10-12-1866.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
10th December 1866.*

No. 134. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 30th November 1866, No. 452:—

Read the following letter from the Deputy Consulting Engineer for Railways, to the Consulting Engineer for Railways, dated Madras, 30th November 1866, No. 17.

1. I have the honor to report that I inspected the North-West Branch of the Madras Railway in November 1866.

2. The Line is throughout in fair order. Between Cuddapah and Moodanoor the Ballast Engine has been at work, but much care is still required to preserve the banks and curves on black cotton soil.

3. The triangle at Moodanoor has been marked out, and will be laid in a few days.

4. The Station-houses are all in a fit state. Lime appears to have been used for purifying the urinaries for the Office Establishment at Royapoorum, as it has the contrary effect, it would be well to discontinue its use. The rule is to tar all such places once a month, but a better plan would be to use the same amount of labor and material in cleansing the necessities of principal stations more, and those at minor stations less frequently.

5. The walls of huts remain in the Camalapoor Station ground, though the roofs have been removed. The Pootoor Station ground would look better and probably be cleaner if the wood for fuel were more carefully stacked.

6. The new Waiting-room for gentlemen at Arcohum is finished, but the whole station requires better ventilation.

1. The triangle or siding for reversing the engine should have been completed before this, as the practice of propelling of the train by the engine from behind is very objectionable and contrary to Standing Orders.

2. The Agent and Manager's attention has been called to the suggestions made by Major Prendergast in paragraphs 4, 5, and 6. The Refreshment and Waiting-rooms at Jollarapett have, within the last year, been improved by the addition of ventilating windows in the walls, and a similar improvement might be carried out at Arconum and other places; but I would leave this to the Agent's discretion until the North-West Line is opened throughout, and passenger traffic is increased.

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

No. 135. ORDER THEREON, 10th December 1866, No. 3,887.

RAILWAY, No. 4.

Ordered to be recorded.

(True Extract.)

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

To the Consulting Engineer for Railways.
" Editor's Table.

- Ed. S. T. Augustin.

Railway Department Consulting Engineers Office
No. 13.

From Major R. H. D. Prendergast V. C. R. E.
Consulting Engineer for Railways

To Lieut. Colonel J. Anderson
Consulting Engineer for Railways

Sir

I have the honor to report that I inspected the North West Branch of the Madras Railway in November 1885.

2 The line is throughout in fair order, the
between Suddapah and Moodanoor the Ballast Engine
has been at work but much care is still required to
preserve the banks and curves on black cotton soil

3 The triangle at Moodanoor has been
marked out and will be laid in a few days -

4 The Station houses are all in a fit
state. Some appear to have been used for purifying
the urinalia for the office establishment at Royapuram
as it has the contrary effect it would be well to
discontinue

discontinue its use. The rule is to tar all such places once a month but a better plan would be to use the same amount of labor and material in cleansing the necessities of principal Stations more and those at minor Stations less frequently.

5. The walls of huts remain in the Camalapur Station ground tho' the roofs have been removed. The Pooloor Station ground would look better and probably be cleaner if the wood for fuel were more carefully stacked.

6. The new waiting room for Gentlemen at Arcorum is finished, but the whole station requires better ventilation.

I have the honor to be,
Yr^{rs} Most Obedt Servt.

Madras
30 November
1860

W. Prudgast Major V.R.E.

Dy Consulting Engineer Railways

No 452.

The triangle or siding for reversing the engine should have been completed before this, as the practice of propelling of the train by the engine from behind is very objectionable and contrary to standing orders.

2. The Agent's Manager's attention has been called to the suggestions made by Major Prudgast in paras 4, 5 and 6. The refreshment and waiting rooms at Gollanapett have within the last year been improved by the addition of ventilating windows in the walls, and a similar improvement might be carried out at Arcorum and other places; but I would leave this to the Agent's discretion until the North West Line is opened throughout and passenger traffic is increased.

Madras
30 November
1860

W. Prudgast
Consulting Engineer for Railways

To
The Secretary to Government
D. P. Works
Fort Saint George

W. H. P. S. Esq.
P. of Govt. for Decatur
 1866

RAILWAY DEPARTMENT.

From
 The Consgr. Engineer for Railways,
 To
 The Secretary to Government,
 P. W. Dept.

Dated *3rd Decr* 1866.
 Received *11th Decr 1866*
 No. 452.

Enclosures, No.
CN 3887 - 10th Decr 1866
 Indorsement.
 on Major Brander's
 Report of Inspection
 on the North West Branch
 of the Hudson R.R.

N. JP 3887
W. H. P. S.
 Recd
 Editor
 Decr

Dec 14 - 1866
C. 5th Decr 1866

Just George
10th Decr 1866

3887

Dec 14 - 1866
Dec 14

My friend, I have for you
Editorial

Dec 14 - 1866