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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 866	Press ~~Mis.~~
348.357	
Dated 16-3-1866.	

Not to be folded or roughly handled

Read the following papers :—

No. 348. Endorsement of the Deputy Consulting Engineer for Railways, in charge, dated Madras, 3rd March 1866, No. 108.

From the Deputy Consulting Engineer for Railways, to the Acting Consulting Engineer for Railways, dated Madras, 28th February 1866, No. 6.

1. I have the honor to report that I have, in February, inspected all the Stations on the South-West and Bangalore Lines of Railway; with the exception of the Sholinghur station latrine (visited on the 18th) all the stations and latrines were in a fit state.

2. It will be a convenience if in all new stations the boards showing the directions "for men," "for women," &c., be placed so that they will be quite out of the way of passers-by; this has generally, but not always, been arranged in existing stations.

3. At Tinnanore station trenails instead of iron spikes have been used to affix the chairs to the sleepers.

4. There is often difficulty in persuading horses to step into their boxes. If a board four or five feet broad, and long enough to form an easy slope when one end is on the floor of the horse-box and the other end on the platform, were carried with each horse-box, a decided boon would be conferred on horse owners.

5. A lid of a grease box of 1st class carriage A No. 1, and the ventilator of carriage A No. 11, incommode travellers by their constant rattling when trains are in motion.

6. A firm stratum has been found at a moderate depth for the screw piles of the western section of Kuddelhoondy bridge, but there is still difficulty about the eastern section.

7. In consequence of a difference with the timber Contractor, the erection of the pier at Beypoor has been slightly delayed, but the Engineer hopes to complete the pier before the commencement of the monsoon.

8. I inspected the timber-yard at Trippinad, where the Boucherie process of preparing sleepers is carried on. The system appears to have answered well in most cases, but in two kinds of woods, insects, hardy enough to live and breed in sleepers impregnated with sulphate of copper, have been discovered. The Contractors have been restrained from supplying any more sleepers of these kinds of wood. Various experiments will be made by the Committee appointed to investigate the circumstances under which pickled sleepers are likely to be attacked by insects, and the results will be communicated hereafter.

9. The grass on the banks of portions of the Railway, especially near the western coast, has been burnt, such fires endanger persons and goods in the trains and should, if possible, be prevented.

1. Submitted for the information of Government.
2. A copy of this letter has been communicated to the Agent and Manager, and his attention has been called to the remarks in paragraphs 2 and 3.

3. Adverting to the last paragraph of the report, I find from the Proceedings of Government of the 16th March 1864, No. 176, that the Collector of Malabar, had instructed the Taluq and village authorities to prohibit burning within 400 yards on either side of the line, and that land-owners and cultivators were also warned on the subject.

(Signed) H. N. D. PRENDERGAST, Major, V. C., R. E.,
Deputy Consulting Engineer for Railways, in charge.

No. 349. Endorsement of the Deputy Consulting Engineer for Railways, in charge, dated Madras, 9th March 1866, No. 117.

From the Agent and Manager, Madras Railway Company, to the Deputy Consulting Engineer for Railways, in charge, dated Madras, 8th March 1866, No. 150.

1. Adverting to Major Stewart's letter of the 1st instant, and to paragraph 4 of your Report of inspection of stations, No. 6, I have the honor to submit for your information the following observations,† which have reached me from the Traffic Manager:—

† No. 113, 5th instant.

“At all the principal stations we have horse docks for loading and unloading horses, and the platform of the dock is so constructed as to form a perfect level, when the flap of the horse-box door is open, for a horse to walk in and out of the box.

“At other stations we use a loading board, similar to that described by Major Prendergast, though not so wide. It would be inconvenient in many ways to carry this board in the horse-box, and one great objection to such an arrangement is that no one in particular could be held responsible for its production when required, whereas the Station Master is responsible for all stores issued to his station.”

2. Under the circumstances mentioned by Mr. Church, I trust you will consider that the requirements of the traffic are fully met by supplying Station Masters with boards for loading and unloading horses, and by making them responsible for the production of the boards, when needed.

1. Submitted for the information of Government, with reference to my observations of the 3rd instant, No. 108.

2. In reference to the explanation afforded by the Traffic Manager in the second clause of his letter, I would observe that at the Pootoor station, on the North-West Line, it took full half an hour to get my horse into the box, in consequence of the platform being too low.

(Signed) H. N. D. PRENDERGAST, Major, V. C., R. E.,
Deputy Consulting Engineer for Railways, in charge.

No. 350. Endorsement of the Deputy Consulting Engineer for Railways, in charge, dated Madras, 12th March 1866, No. 118.

From the Agent and Manager, Madras Railway Company, to the Deputy Consulting Engineer for Railways, in charge, dated Madras, 10th March 1866, No. 159.

1. Adverting to Major Stewart's letter of the 1st instant, No. 135, and to paragraphs 5 and 9 of your Report of inspection of stations, No. 6, I have the honor to quote as follows from a communication,* which has this day reached me from the Locomotive Superintendent:—

* No. 84, 9th March.

“A No. 1 Carriage is now in the Workshops. This carriage is fitted with oil axle-boxes, which are so made as to be greased through a plug-hole in the keep or pan of the box. The lids are screwed down by means of screws, and should be fixtures, but on examination, I find they have been hammered, and two of the screws are broken. This has, I presume, been done by some of the Greasemen on the line, who have tried to open the fixed lids to put grease in them. This would account for the rattling complained of by Major Prendergast.

“The ventilator of carriage A No. 1 was a fixture when it left this shop, but a passenger who travelled in it recently tried to open it, and with the assistance of the Guard and one of our men succeeded in breaking it open. This carriage was also sent in here for repairs. If the ventilators are not interfered with they cannot possibly rattle, as they are all made fixtures, in consequence of passengers having constantly injured them, and complaints being made of the noise they occasioned.

“I know of no means of stopping the burning of grass on the sides of the Line. It is as inflammable as tinder during the dry season, and the slightest spark will fire it. When last on the Western Coast I saw the Natives setting fire to the dry grass in their fields, and was informed that it is their practice to do so, and that these fires extend to and burn down the grass on the Line. No doubt a good deal of grass is also set on fire by coal-burning engines. Engines running with spark catchers burning firewood are less likely to fire the banks. In coming down from Bangalore on the 6th March my attention was called to the fact of the grass not being burnt at all on that Line, although very dry, and the driver on whose engine I rode, attributed it to the engines there burning wood, but my own opinion is, that it is practically impossible to guard against such fires, where engines of any kind or description are at work.”

2. Trusting that Mr. Wright's explanations will be considered satisfactory.

Submitted for the information of Government, with reference to observations Nos. 108 and 117, dated the 3rd and 9th instant.

(Signed) H. N. D. PRENDERGAST, Major, V. C., R. E.,
Deputy Consulting Engineer for Railways, in charge.

Proceedings of the Madras Government, Public Works Department.
16th March 1866.

No. 351.

ORDER THEREON, 16th March 1866, No. 866.

RAILWAY, No. 41.

The special attention of the Collector of Malabar will be drawn to the remarks of the Deputy Consulting Engineer, regarding the burning of grass on the banks of the Railway, and he will be requested to take measures for effectually preventing the continuance of this dangerous practice.

(True Extract.)

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

To the Consulting Engineer for Railways
,, Collector of Malabar.

Exd. S. T. Augustin.

No. 150

MADRAS RAILWAY COMPANY.

AGENT AND MANAGERS OFFICE.

Madras, *March 8th* 1866

From

R. B. Elwin Esq.

Agent and Manager.

To

Major W. S. D. Orendengast, R.E.
Deputy Consulting Engineer for Railways. *in charge*

SIR,

** p 113, 5th instant.*

Addressing to Major Stewart's letter of the 1st instant, and to para 4 of your Report of Inspection of Stations, etc, I have the honor to submit for your information, the following observations, which have reached me from the Traffic Manager "At all the principal Stations we have Horse Docks for loading and unloading Horses, and the Platform of the Dock is so constructed as to form a perfect level, when the flap of the Horse Box door is open, for a Horse to walk in and out of the Box." "At other Stations we see a loading Board similar to that described by Major Orendengast, though not so wide. It would be inconvenient in many ways to carry this Board in the Horse Box, and one great objection to such an arrangement is that no one in particular could be held responsible for its production when required, whereas the

"The Station Master is responsible for all
"Horses issued to his Station."

2. Under the circumstances mentioned
by Mr. Kusch, I trust you will consider
that the requirements of the Traffic are
fully met by supplying Station Masters
with boards for loading and unloading
Horses, and by making them responsible
for the production of the boards, when
needed.

I have the honor to be,
Sir,
Your most obedient servant,

Walter J. Scooper
for Agent and Manager

No 117.

Submitted for the information
of Government with reference to my observations
of the 3^d incline, No 108.

2 In reference to the explanation
afforded by the Traffic Manager in the 2^d clause
of his letter, I would observe that at the Poolier
Station on the North West Line, it takes full half
an hour to get my horse into the box, in consequence
of the platform being too low.

Mudras 2
Wm 9 March 3
1883

W. S. Prudgast Major V. C. R. E.
Deputy Consulting Engineer for Railways
in charge

To

The Secretary to Government
D. P. W.
Fort Saint George

18311
MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer •
for Railways

Dated 8th March 1866
Recd. G. ———
No. 157.

Submitting the observations
of the Traffic Manager
with reference to the loading
unloading of horses
noted in para 4 of
Major Pendergast's report
of inspection of stations
etc.

No 159.

MADRAS RAILWAY COMPANY.

AGENT AND MANAGERS OFFICE.

Madras, *March 10th* 1866.

From

A. B. Ewin Esq.
Agent and Manager. *At No*

To

Major H. S. D. Pendergast, V.C.
Deputy Consulting Engineer for Railways. *in charge*

SIR,

Addressing to Major Stewart's letter of the 1st instant, No 135, and to paras 5 and 9 of your Report of Inspection of Stations No 16, I have the honor to quote as follows from a communication, which has this day reached me from the locomotive Superintendent.

"A No 1 carriage is now in the Workshop. This carriage is fitted with Oil Cello-boxes which are so made as to be pressed through a plug-hole in the keel or pan of the box. The lids are secured down by means of screws, and should be fastened, but on examination, I find they have been hammered, and two of the screws are broken. This has I presume been done by some of the greasemen on the line who have tried to open the fixed lids to put grease in them. This would account for the flattening complained of by Major Pendergast. The Venticator of carriage No 1 has a fixture when it left this shop, but

P. W. Dept
No. of Jour. for March
Press N. 3850, G. M. - 27-2-66 - 100.

1866. *1999*

RAILWAY DEPARTMENT.

From

separately
The Consig. Engineer for Railways,
in charge.

To

The Secretary to Government,
P. W. Dept.

Dated

Received

9 } *March* 1866.

No. 117.

Enclosures, No.

Observations on Agent & Manager's letter No 150 of the 8th instant, submitting explanation from the Traffic Manager regarding the loading and unloading of Horses.

1349.

No 866 - 16th March 1866.

No 811, 9th March.

18
"a passenger who travelled in it recently tried
"to open it, and with the assistance of the
"guard and one of our men succeeded in
"breaking it open. This carriage was also
"sent in here for repairs. Of the Ventilators
"are not interfered with they cannot possibly
"harm, as they are all made fixtures, in
"consequence of passengers having constantly
"injured them and complaints being made
"of the noise they occasioned.

"I know of no means of stopping
"the burning of grass on the sides of the line.
"It is as inflammable as tinder during the
"dry season, and the slightest spark will
"ignite it. When last on the Western coast
"I saw the natives setting fire to the dry
"grass in their fields, and was informed
"that it is their practice to do so, and that
"these fires extend to and burn down the grass
"on the line. No doubt a good deal of grass
"is also set on fire by local burning engines.
"Engines running with spark catches burning
"timber are less likely to ignite the banks.
"In coming down from Bangalore on the 6th
"March my attention was called to the fact
"of the grass not being burnt at all on that
"line although very dry, and the driver
"on whose engine I rode, attributed it to the
"engines there burning wood, but my own opinion
"is, that it is practically impossible to guard
"against such fires, where engines of any
"kind or description are at work."

19
"Explanations will be considered satisfactory,

I have the honor to be,
Sir

Your most obedient servant,

Walter F. Cooper
for Agent and Manager.

W.F.C.

2
Trusting that Mr. Wright's
explanations

15

No. 118.

Submitted for the information of Government, with reference
to observations Nos 108 & 117 of the 3rd & 4th Inst.

L. D. Prandyat Major R. B. D.

CONSULTING ENGINEER'S OFFICE,
Madras, 12th Decr 1866.

By Cons. Engr. for Railways.
in charge.

To

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

18321.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

J. D. Prandyat

Dated March 10th 1866
Recd. " - 12.

No. 139.

Forwarding Application
from the Secy: to the
Govt. reference to the
particular of A No 1 Canal
to be built, in the
Pondicherry Report of
the Commission of Enquiry,
etc.

Supervisor of works

27 1856 Dept
RAILWAY DEPARTMENT.

Pres. of Govt. for March 1866

From By
The Consulting Engineer
for Railways,
in charge

To
The Secretary to Government,
P. W. Department,
Fort St. George,

Dated 12th }
Received 13th } March 1866.

Ca: me No. 118

Submits for the
information of Govern-
ment, a letter from the
Manager of the M. R. Comp.
No. 157 of 18th Instant
forwarding explanation
with reference to the
rating of A. H. 1. Currier
18th 1866 - 16th March 1866

4350.

Public Works Department
 Proceedings of the Madras Government
 Under date the 16th March 1866

From
 The Deputy Consulting Engineer
 for Railways
 in charge

Read the following

Submitting for the information of Government, Major
 Prendergast's Inspection Report
 for the month of Feb'y 1866.

(Here enter 3 March 1866 No. 108)

From — Do — Do.
 From Do Do

The Special attention
 of the Collector of Malabar
 will be drawn to the
 remarks of the Deputy
 Consulting Engineer regarding
 the burning of grass on
 the banks of the Railway
 and he will be requested
 to take measures for
 effectually preventing the
 continuance of this dangerous
 practice

To
 The Secy. for Railways
 The Collector of Malabar

Which Major Prendergast
 suggests as a remedy for the
 burning of grass on the banks of the
 railway and which will be
 brought to the attention of the
 Government.

19th March 9.3.66

P. W. Dept
 Pro. of Govt. for March
 Press No. 3350, G. M. - 27-2-66 - 100.

1866 No. 890
 RAILWAY DEPARTMENT.

From
 The Consig. Engineer for Railways,
 in charge,
 To
 The Secretary to Government,
 P. W. Dept.

Dated 3rd March 1866.
 Received 5th March 1866.

No. 108.
 Enclosures, None.

Submitting for the information
 of Government, Major
 Prendergast's Inspection Report
 for the month of February 1866.

Ch. 240.
 c. 75 March 1866 No. 108

1866-162 March 1866-
 1866-162 March 1866-

J W 1865 Depts
Pro. of Govt for Madras
A. 1865

Pro. of the Madras Govt
D. H. March 1865

The Collectors
of Malabar requested
to take measures to prevent
the burning of grass on
the banks of the Railway.

A 340 @ 351

7th March 1866 A. 1865

March 1865