

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No.	1023	Press
116-141		Mis.
Dated	13 H.	18/11

Not to be folded or roughly handled

18

*Proceedings of the Madras Government, Public Works Department,
13th April 1871.*

No. 116. Read the following Endorsement of the Deputy Consulting Engineer for Railways, dated Madras, 23rd March 1871, No. 122 :—

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 21st March 1871, No. 168.

In continuation of my letter No. 128, of the 2nd instant, I have the honour to state that I have personally inquired into the circumstances under which the morning train did not leave the Bellary station on the 2nd instant.

2. As the watering arrangements at Bellary were not complete, it was arranged between the Chief Engineer and the Locomotive Superintendent that engines should take water at the Huggry river, where, as you know, staging is erected for the purpose. The drivers of the two engines which were at the Bellary station on the evening of the 1st, however, wanted to wash out their engines, and asked a Native Inspector if they might rely upon a supply of water. Upon his assurance that they could, they accordingly "blew off," and found upon going to the tank that there was only about an inch of water in it. The two men appear upon this to have made every effort to get the tank filled but without success, as the coolies refused to work at night. They themselves were up all the night using their best endeavours to fill the tank, but the very obvious resource in such an emergency of filling the boiler of one of the engines by means of chatties did not, they state, occur to them. They have been severely reprimanded for such stupidity, although they do not appear to have spared themselves in any way in their efforts to obtain water.

SUBMITTED to Government with reference to this Office endorsement No. 97, dated the 3rd March 1871.

(Signed) C. J. SMITH, Captain R.E.,
Dy. Consgr. Engr. for Railways.

No. 117. ORDER THEREON, 13th April 1871, No. 1,023.

RAILWAY, No. 15.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd S. T. Augustin.

Govt. of 1871 Madras.

PUBLIC WORKS.

To

FOR RAILWAYS.

Dated 1st March 1871.

Recd.

Encl.

G. O. 119-117-1871 A. 100.

APRIL

Nos 119-117

Train - Report giving further particulars of the circumstance of no train having left the Bellary station on the morning of the 2nd March 1871, recorded.

No. 168

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE

Madras, 21st March 1871.

From

Robert D. Shum Esq.

Agent and Manager, M. R. Co.

To

Major W. L. Benden Esq., R. E.

C. S. Consulting Engineer for Railways.

Sir,

In continuation of my letter
No. 128 of the 2nd instant, I have the honor to state
that I have personally inquired into the circum-
stances under which the morning train did not
leave the Bellary station on the 2nd instant.

As the Watering arrangements at
Bellary were not complete it was arranged between
the Chief Engineer and the Locomotive Superintendent
that Engines should take water at the Huggary
river, where, as you know, staging is erected
for the purpose. The Drivers of the two Engines
which were at the Bellary station on the evening
of the 1st however wanted to wash out their
Engines and asked a Native Inspector if they
might rely upon a supply of water. Upon his
assurance that they could they accordingly
"blew off" and found upon going to the Tank
that there was only about an inch of water
in it. The two men appear upon this to have
made every effort to get the Tank filled
but without success as the Coolies refused
to work at night. They themselves were

up all the night using their best endeavours
to fill the Tank, but the very obvious resource
in such an emergency of filling the boiler
of one of the Engines by means of Chatter did
not, they state, occur to them. They have been
severely reprimanded for such stupidity,
although they do not appear to have spared
themselves in any way in their efforts to
obtain water.

I have the honor to be
Sir
Your most Obedient Servant

Wm. P. M.
Agent & Manager.

No 122-17

Submitted to Government
with reference to their official
endorsement. No 97, dated the
3^d March 1870.

Madras
28th March
1871

C. Smith Captain
Dep. Commr. Public Works Dept.

To
The Secretary to Govt.
Public Works Dept.
Fort Saint George.

MADRAS RAILWAY

From

The Agent and Manager

To

The Consulting Engineer

for Railway

Dated 24th March 1869

Recd 22nd April

1356/71.168

Regarding further
provision to improve
the slipways of
frames on the rolling
frames on the 2^d
road.

Re: Mr. Paruley, pp. 236-362

Conciling the Conflicting Interests of the Nation

Dr. J. George
10. April 1841



Indemnity to the insured.

8201

Off 1st North
 from
 No 1356.
 The 29th August, 1856.
 For Dr. Williams.

{
 Feb 23rd
 Mar 24th
 April
 } March 31st

75 122

Admission

letter received from the
about the manner of the
the M. Murphy, reporting
further particulars in
reference to the above
shown in the Monthly
to send in the 2^d last month.
1888 April 18th 800 1888
on over

1628 March 14 87

0107356

GOBL of 1871: Madras

PUBLIC WORKS.

Chief Consulting Engr
for Railways

Noted.

Read

13th April 1871

No. 1169/117

Train. Reland giving further particulars of the circumstances of the train having left the Bellary Station on the morning of the 2nd March 71, recorded.