M.R.O. 1—77,006—8-6-37.

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(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 1943 Press
Mis.
200-201

Dated 22-7- 1871.

Not to be folded or roughly handled

No 400. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 30th June 1871, No. 292:—

In continuation of the Deputy Consulting Engineer's letter, No. 283, of the 22nd instant, I have the honour to report that on that day I inspected the bridge in the 287th mile, Bellary branch, the pier of which was brought down by the heavy flood of the 6th instant. A quantity of stone had been thrown down into the deep hole that the water had scoured out, and on this a temporary pier of sleepers has been raised. The Deputy Chief Engineer, Mr. Robinson, being with me, an engine was first run over the girders; and there being perfect security for trains to pass over the bridge, I gave authority for the resumption of the ordinary traffic.

Two 3-feet openings.

2. It was impossible, at this time, to make any investigation as to the depth of the foundations of the pier that gave way, as a large quantity of loose stone has been thrown in to support the temporary pier, to protect the abutments and wing-walls, and to fill up the bed generally before the water comes down the stream again.

3. It is proposed by the Chief Engineer to remove the two 30-feet girders in a short time, and replace them by one girder of 70 feet length. The water-way will thus be somewhat increased, and a row of sheet piling being driven, by way of a curtain wall on the up-stream side, a strong flooring will be laid on the top of the rough stone. It is further proposed, in the next dry season, to build a masonry retaining wall; and I think it advisable that the question of providing further water-way should be carefully considered before that time.

The abutments and wing-walls do not show any signs of weakness at all since the flood.

4. The temporary road through the bed of the Huggry river was carried away on the 11th May; but the floods soon subsided from the high bed of the river on the right bank, and the Engineers decided to lay the road-way again on a much lower level than before. Thus, instead of having to make up a bank of sand after a flood has come down, it is expected that there will be comparatively little labour and expense in restoring the line on the level of the river bed. This has accordingly been now done, and I have also given authority for trains to run through the river, so that through-communication between Bellary and the main line has now been restored.

Arrangements are made for an Inspector to watch the river carefully; and the trains are timed so as to cross the river into Bellary at about 7 A.M. and 3-15 P.M., and in the other direction at about 9-30 A.M. and 6-30 P.M.

5. At the Bellary Station the booking office is completed for traffic management; the masonry of the building is finished, the upper-story being now roofed in, but the inner plastering of the walls has been badly done by the contractor and will be renewed at his expense. The large goods shed and carriage shed are completed; but the roofing of the engine shed is not finished.

6. The line from the Toongabudra to Raichore is now in very fair order; the iron fencing has also been put up to the end of the Madras line.

At Raichore the booking office buildings are completed, and afford good accommodation for passengers. The turn-table, tank houses, Apothecary's quar-

ters, drivers, etc., bungalows, are all finished; the staff quarters are also completed except a portion of the roofing of the upper verandah. The goods shed, the engine shed, and the carriage shed are incomplete; all has been done that could be done in finishing the masonry, but the iron roofs have not yet been received from England. The central platform remains unbuilt, pending the decision whether the Madras Railway Company are to work the station, *vide* G. O., No. 850, of 22nd March 1871. There is an excellent refreshment room under the management of the Traffic Department. The fare contrasts favourably with that provided at other stations on the line, where the Railway Company let out the refreshment-rooms. Breakfast is provided for passengers going northwards at 9 in the morning, and there is an early dinner at 4-20 P.M. for those travelling towards Madras.

7. I went on as far as the Kistna river to see the arrangements made for taking passengers over the break in the line. The train stops at Chicksagoor, 3 miles from the river bank; there is at present no shelter, but a small covered platform is nearly finished, and close by there is a wooden house intended to serve as a waiting-room. There is not to be a permanent station at Chicksagoor, and the arrangements there are intended to last only till the bridge over the Kistna is completed.

There appeared on enquiry to be only two conveyances, both horsed, to take first and second-class passengers from the train to the river, a distance of 3 miles, so that only eight such passengers can make sure of being taken on in a good conveyance. Luggage is conveyed in bullock carts.

A small steam launch plies across the river; it is about 50 feet in length, and ten or twelve people can find room on the seat; luggage is taken over in a boat lashed alongside. Against a strong wind and the current running 3 to 4 miles an hour, the boat came over in 6 minutes.

No. 401. ORDER THEREON, 24th July 1871, No. 1,943.

RAILWAY, No. 45.

THE Consulting Engineer for Railways will be requested to communicate with the Railway authorities in Bombay on the subject of the limited provision of carriage for passengers from where the train stops to the river, for though, under ordinary circumstances, there might not be more than eight first and second-class passengers in any train, the inconvenience a larger number on exceptional occasions would experience is so great in comparison with the extra expense of providing for more for so short a distance as 3 miles that it is probable the Railway Company will act on the suggestion of arranging for an additional carriage or two.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. E. C. Shunker.

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 292.

From Major H. L. Prendergast R. E.
Offg. Consulting Engineer for Railways,

To Colonel F. Carpendale R. E.
Secretary to Government,
Public Works Department,
Fort Saint George.

Sir,

In continuation of the Deputy Consulting Engineer's letter No. 285 of the 22nd instant, I have the honour to report, that on that day I inspected the bridge in the 387th mile, Bellary branch, the pier of which was brought down by the heavy flood of the 6th instant. A quantity of stone had been thrown down

two 3 feet openings

down into the deep hole that the water had scoured out: and on this a tempo-
-rary pier of sleepers has been raised.
The Deputy Chief Engineer Mr Robinson
being with me, an engine was first run
over the girders; and there being perfect
security for trains to pass over the
bridge, I gave authority for the re-
-sumption of the ordinary traffic.

2. It was impossible at
this time to make any investigation
as to the depth of the foundations,
of the piers that gave way: as a large
quantity of loose stone has been
thrown in to support the temporary

pier

pier; to protect the abutments and wing
walls: and to fill up the bed generally,
before the water comes down the stream
again.

3. It is proposed by the
Chief Engineer to remove the two 30
feet girders, in a short time, and
replace them by one girder of 70 feet
length. The waterway will thus be
somewhat increased: and a row of
sheet piling being driven, by way
of a curtain wall on the up-stream
side: a strong flooring will be laid
on the top of the rough stone. It
is further proposed in the next dry

season

season, to build a masonry retaining wall; and I think it advisable that the question of providing further waterway should be carefully considered before that time.

The abutments and wing walls do not shew any signs of weakness at all, since the flood.

4. The temporary road through the bed of the Biggry river, was carried away, on the 11th May; but the floods down side-side from the high bed of the river on the right bank; and the Engineers decided to lay the road way again;

on

on a much lower level than before. Thus instead of having to make up a bank of sand, after a flood has come down, it is expected that there will be comparatively little labor and expence in restoring the line, on the level of the river bed. This has accordingly been now done; and I have also given authority for trains to run through the river, so that through communication between Bellary and the main Line has now been restored.

Arrangements are made for an

Inspector

Inspector to watch the river carefully; and the trains are timed so as to cross the river into Bellary at about 7 A.M, and 3-15 P.M. and in the other direction at about 9-30 A.M. and 6-30 P.M.

5. At the Bellary Station, the booking office is completed for traffic management; the masonry of the building is finished, the upper story being now roofed in. But the inner plastering of the walls has been badly done by the Contractor, and will be renewed at his expense. The large Goods Shed

Shed, and Carriage Shed are completed: but the roofing of the Engine Shed is not finished.

6. The Line from the Toongabudra to Raichore is now in very fair order: the iron fencing has also been put up, to the end of the Madras Line.-

At Raichore, the booking office buildings are completed: and afford good accommodation for passengers. The turn-table, Tank Houses, Apothecary's Quarters, Drivers &c. bungalows are all finished: the Staff Quarters are also completed, except

except a portion of the roofing of the upper verandah. The Goods Shed, the Engine Shed, and the Carriage Shed; are incomplete: all has been done, that could be done, in finishing the masonry: but the iron roofs have not yet been received from England. The Central platform remains unbuilt; pending the decision whether the Madras Railway Company are to work the Station: vide G. O. N:850 of 22nd March 1871. There is an excellent refreshment room, under the management of the Traffic Department.

Department. The fare contrasts favourably with that provided at other Stations on the Line: where the Railway Company let out the refreshment rooms. Breakfast is provided for passengers going North-wards at 9 in the morning: and there is an early dinner at 4-20 P.M. for those travelling towards Madras.

7. Went on as far as the Kistna river, to see the arrange-ments made, for taking passengers over the break in the Line. The train stops at Chikkagoor, 3 miles from

from the river bank: there is at present no shelter: but a small covered platform is nearly finished, and close by there is a wooden house intended to serve as a waiting room. There is not to be a permanent station at Chikcagoor: and the arrangements there are intended to last only till the bridge over the Kistna is completed.

There appeared on enquiry to be only 2 conveyances, both horsed, to take 1st and 2nd Class passengers from the train to the river, a

distance

distance of 3 miles: so that only 8 such passengers can make sure of being taken on, in a good conveyance. Luggage is conveyed in Bullock carts.

A small steam launch plies across the river, it is about 50 feet in length, and 10 or 12 people can find room on the boat: luggage is taken over in a boat lashed alongside. Against a strong wind, and the current running 3 to 4 miles an hour, the boat came

over

over in to minutes.

I have the honour to be
Sir
Your most obedient servant
Alex Pringle Major (R.E.)
Offg. Consg. Engr. for Railways

Madras
30th June 1871

Rly No 1943. P.W. Dept.

Proceedings of the Madras Government
Under date the 24th July 1871
Read the following

From the Consulting Engineer for Railways, No 3114 dated 30th June 1871

The Consulting Engineer for Railways will be requested to communicate with the Railway authorities in Bombay on the subject of the limited provision of carriage for passengers from where the train stops to the river, for though, under ordinary circumstances, there might not be more than eight 1st and 2nd Class passengers in any train, the inconvenience a larger

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY DEPARTMENT.
No. 3114.

From
The Consulting Engineer
for Railways,

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

Dated 28th June 1871.
Received 3rd July.
No. 292.

Sir,

I have the honour to acknowledge the receipt of your letter No. 1943 dated the 24th instant, requesting that the Consulting Engineer for Railways may be requested to communicate with the Railway Authorities in Bombay on the subject of the limited provision of carriage for passengers from where the train stops to the river, for though, under ordinary circumstances, there might not be more than eight 1st and 2nd Class passengers in any train, the inconvenience a larger

C. 13th July to 15th

No 1943-24 July 1871

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occasions would experience
is so great in comparison
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the Railway Company
will act on the suggestion
of arranging for an addi-
tional carriage or two.

25
—
2/6 the passenger for Rtn.

Dec/12 25/7/71.

No. 3114

Govt of 1871 Madras.

PUBLIC WORKS.

To Kerby Consulting Engrs.
for Railways

Dated

Read. Ans.

G. O. 24 July 71. No. 1943

Nos. 400 & 401

Kellary Branch (Railways)

Passing orders on the letter
from the Kellary Engr. for
Reporting his estimate of
the bridge in the 28th
mile of the Kellary
Branch of the Madras Ry.