M.R.O. 1—77,006—8-6-37.

(1) Number of pages 63

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2566 Press ~~Mis.~~

128-29

Dated 9-10-1871.

Not to be folded or roughly handled

No. 128. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 11th September 1871, No. 382:—

From the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 7th September 1871, No. 530.

With reference to Order of Government, No. 2,607, dated the 28th August 1871, I have the honour to represent that we have some difficulty in understanding clearly what the wishes of the Government are in respect to the precautions to be used at the bridges over the Palar, Poiney, and Gooriattum rivers.

2. The order runs thus (latter part of paragraph 5), "meanwhile it is "expedient that the precautions of inspection and signalling prescribed in regard "to the renewed use of the Cheyaur bridge should be adopted in the cases of the "bridges over the Palar, Poiney, and Gooriattum rivers, especially over the first-"named one, which should accordingly be done, and the additional precaution of "slackening the speed of trains in passing over the Palar river should also be "taken, and likewise in rainy weather in the cases of the Poiney and Gooriattum "bridges."

3. Now the precautions alluded to are as follow (see Government Order, No. 1,609, 16th June 1871):—

"2. That a responsible subordinate be retained in charge of the bridge, which "should be constantly watched.

"3. That he shall keep the Resident Engineer regularly informed as to the "state of the river.

"4. That no train be allowed to pass over the bridge at a speed exceeding "four miles an hour, and until it has received an all-right signal."

4. It may be inferred from the first portion of the paragraph quoted above that all these three conditions are to be made applicable to the Palar, Poiney, and Gooriattum bridges; but the latter portion of the paragraph leaves us in some doubt, for there the 4th condition—that relating to the slackening of speed—is laid down as an "additional precaution" in the case of the Palar bridge only.

5. It is a matter of considerable importance that the order should be distinctly understood; and if it be intended that the 2nd, 3rd, and 4th conditions for the working of trains over the Cheyaur bridge are to be made applicable to the three other bridges in question, I have the honour to submit that the circumstances of the case do not justify the expense and delay in the working of trains, which would be thereby occasioned.

6. Under the Company's own regulations a special night watchman is placed at each of these three bridges to walk over and examine the bridge a little before a train is expected, and to show his signal on the side nearest the approaching train, and 500 paces distant from the bridge, and in the case of the Palar the speed of trains over the bridge is limited to 10 miles per hour, precautions which, in the opinion of the Railway Officers, are sufficient to ensure safety in working.

See working Time-table, page 91.

7. I have the honour to request that you will be so good as to obtain and communicate to me the further orders of Government hereon.

SUBMITTED to the Government.

I understand the meaning of paragraph 5 of the Government Order, No. 2,697, dated 28th August 1871, to be that precautions of inspection and signalling having been taken at the Cheyaur bridge, somewhat similar precautions should be adopted in inspection and signalling at the Palar, the Poiney, and Gooriattum bridges; that the speed of trains should be slackened at all times over the Palar bridge, and only when there is a flood in the rivers over the Poiney and Gooriattum bridges.

2. The Agent and Manager explains that there is a special night watchman at each of these three bridges; that his duty is to examine the bridge before the train is expected, and show a signal to let the train pass over; also that the speed of trains over the Palar bridge is now limited to 10 miles an hour. During the day time the bridges are inspected by the watchman, and Mr. Anderson represents that the conditions for working the traffic over the Cheyaur bridge are not altogether applicable to the three bridges on the South-West Line, on considerations of expense and delaying the trains.

3. I would recommend, for the consideration and orders of the Government, that the following precise rules should be adopted :—

(1). That a watchman be kept on duty, both day and night, at each of the three bridges over the Palar, the Poiney, and the Gooriattum rivers, and that trains be always signalled over these bridges.

(2). That the watchman shall report to the Inspector whenever the river rises; and as soon as the water extends from bank to bank the Resident Engineer must be regularly informed of the state of the river.

(3). That when the Poiney or Gooriattum river is in flood, no train shall be allowed to pass at a speed exceeding 10 miles an hour, that limitation of speed being already in force as regards the Palar bridge. The term "in flood" is defined in Rule No. 2, when "the water extends from bank to bank."

(Signed) H. L. PRENDERGAST, Major, R.E.,
Acting Consulting Engineer for Railways.

No. 120. ORDER THEREON, 9th October 1871, No. 2,566.

RAILWAY, No. 20.

THE Acting Consulting Engineer has correctly interpreted the wish of the Government, namely, that, for the reasons detailed at length in the papers printed with G. O., No. 2,697, dated 28th August 1871, it is considered expedient that all the precautions of inspection and signalling which are taken at the Cheyaur bridge should be adopted in the cases of the Palar, the Poiney, and the Gooriattum bridges; that the speed of trains shall be slackened to four miles an hour in crossing the Palar bridge, which they shall not be allowed to cross at all until they have received an all-right signal, and that this additional precaution of slackening speed and receiving an all-right signal shall also be taken at the bridges over the Poiney and Gooriattum rivers when they are in flood, that is, when, as defined by the Consulting Engineer, water extends from bank to bank.

2. The Government are not prepared to acquiesce in the opinion of the Agent and Manager that the circumstances of the case do not justify the expense and delay in the working of the trains; the foundations of these bridges, so far as they have been examined, point "to the expediency of the greatest caution being used in the transit of passenger trains," and, in the opinion of the Government, any reasonable expense which may possibly avert a repetition of such a catastrophe as occurred at the Cheyaur is incumbent on the responsible authorities.

(True Extract.)
(Signed) R. F. OAKES, Captain, R.E.,
Offg. Joint Secretary to Government.

To the Acting Consulting Engineer for Railways.

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No. 530

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 7th September 1871.

From

Brereford Anderson Esqre
Ag Agent and Manager. M. R. Co.

To

Major H. L. Brandreth, R.E.
Ag. Consulting Engineer for Railways.

SIR,

With reference to Order of Govern-
ment No 2697 dated the 28th August 1871, I
have the honor to represent that we have some
difficulty in understanding clearly what the
wishes of the Government are in respect to the
precautions to be used at the Bridges over the
Palaur, Pennar and Cooriattum Rivers.

2. The Order runs thus (latter part
of paragraph 5) "meanwhile, it is expedient
"that the precautions of inspection and signalling
"prescribed in regard to the renewed use of the
"Cheyaur bridges should be adopted in the
"cases of the bridges over the Palaur, Pennar,
"and Cooriattum rivers, especially over the
"first named one, which should accordingly
"be done, and the additional precaution of
"slackening the speed of trains in passing over
"the Palaur river should also be taken, and
"likewise in rainy weather in the cases of the
"Pennar and Cooriattum bridges."

3. Now the precautions alluded to
are as follow. (See Government Order No. 1609,

No. 530

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 7th September 1871.

From

Beresford Anderson Esqre.
Ag Agent and Manager. M. R. Co.

To

Major H. L. Dickenson, R.E.
Ag. Consulting Engineer for Railways.

Sir,

With reference to Order of Government No. 2697 dated the 28th August 1871, I have the honor to represent that we have some difficulty in understanding clearly what the wishes of the Government are in respect to the precautions to be used at the Bridges over the Palaur, Pennay and Cooviattum Rivers.

2. The Order runs thus (latter part of paragraph 5) "meanwhile, it is expedient "that the precautions of inspection and signalling "prescribed in regard to the renewed use of the "bridges should be adopted in the "cases of the bridges over the Palaur, Pennay, "and Cooviattum rivers, especially over the "first named one, which should accordingly "be done, and the additional precaution of "slackening the speed of trains in passing over "the Palaur river should also be taken, and "likewise in rainy weather in the cases of the "Pennay and Cooviattum bridges."

3. Now the precautions alluded to are as follow. (See Government Order No. 1609,

16th June 1871.)

2. That a responsible subordinate be retained in charge of the Bridge, which should be constantly watched.

3. That he shall keep the Resident Engineer regularly informed as to the state of the River.

4. That no trains be allowed to pass over the Bridge at a speed exceeding 4 miles an hour and until it has received an all-right signal.

4. It may be inferred from the first portion of the paragraph quoted above that all these three conditions are to be made applicable to the Pulau, Pinang and Province Bridges, but the latter portion of the paragraph leaves us in some doubt, for there the 4th condition that relating to the slackening of speed - is laid down as an additional precaution in the case of the Pulau Bridge only.

5. It is a matter of considerable importance that the Order should be distinctly understood; and if it be intended that the 2d. 3d. and 4th. conditions for the working of trains over the Glugor Bridge are to be made applicable to the three other Bridges in question I have the honor to submit that the circumstances of the case do not justify the expense and delay in the working of trains, which would be thereby occasioned.

6. Under the Company's own Regulations a special Night Watchman is placed at each of these three bridges, to walk

See working Time Tables Page 91

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 186

Recd.

No.

Submitted to the Government

No 382.

I understand the meaning of paragraph 5 of the Government Order No 2691 dated 28 August 1871, to be that precautions of inspection and signalling having been taken as the Chaliyar Bridge, some what similar precautions should be adopted in inspecting and signalling at the Palar, and Gouttum the Pennar, and Gooty Bridges: that the speed of trains should be slackened at all times over

21571

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 7 September 1871

Recd. 8th " "

P. W. 4331/71 No. 530.

Requesting further information with regard to the precautions taken when running trains over the Palar, Pennar & Gonattum Bridges

over the Palar bridge, and only when there is a flood in the rivers over the Pooney and Goriattum bridges.

2. The Agent and Manager explains that there is a special night watchman, at each of these 3 bridges: that his duty is to examine the bridge before the train is expected, and show a signal to let the train pass over: also that the speed of trains over the Palar bridge is now limited to 10 miles an hour. During the day time, the bridges are inspected by the watchman and Mr. Anderson represents that the conditions for working the traffic over the Cheyaur bridge, are not altogether applicable to the three bridges on the South-west Line, on considerations of expense and delaying the trains -

3 I would recommend for the consideration, and orders of the Government, that the following precise rules should be adopted.

1. That a watchman be kept on duty, both day and night, at each of the three bridges over the Palar, the Pooney and the Goriattum rivers: and that trains be always

always signalled over these bridges.

2. That the watchman shall report to the Inspector whenever the river rises; and as soon as the water extends from bank to bank, the Resident Engineer must be regularly informed of the state of the river.

3. That when the Poiney or Goriattum river is in flood, no train shall be allowed to pass at a speed exceeding 10 miles an hour, that limitation of speed being already in force, in regards

regards the Palar bridge - The term "in flood" is defined in Rule № 2, when "the water extends from bank to bank" -

Madras
11th Sept
1871

Chas Lumsdaine Major R.E.
Actg Cons Engr for Railways

To

The Secretary to Government
Public Works Departt
Fort St. George

Pro - 16 Jan/71 No 247-248
28 Aug/71 - 362-363

P.W. 1871 Sept
Pro for October
1871.

No 4331.

From

The Consulting Engineer
for Railways,

To

The Secretary to Govt
P.W. Dept

Dated 4th
Received 13 } September 1871.

No. 382.

Ens: 1 /

Submitting a letter received from the Agent-Manager of the E.B. Comp^y, on the subject of further precautions to be used in running trains over certain bridges.

No 128

Acknd 16 Sept/71 R. Ga

No 2566-9th Aug/71

1st Sept 71

No 2566

Under date the 9th Oct^r/71.

The Acting Consulting Engineer has correctly interpreted the wish of the Government, namely, that, for the reasons detailed at length in the papers printed with G O No 2697 dated 28th August 1871, it is considered expedient that all the precautions of inspection and signalling which are taken at the Cheyaur Bridge

should be adopted in the cases of the Palar, the Poiney and the Goriatam bridges, that the speed of trains shall be slackened to four miles an hour in crossing the Palar Bridge, which they shall not be allowed to cross at all until they have received an all right signal, and that this additional precaution of slackening speed and receiving an all right signal shall also be taken at the bridges over the Poiney and Goriatam rivers when they are in flood, that is when, as defined by the Contract, water extends from bank to bank —

The Govt are not prepared to acquiesce in the opinion of the Agent and Manager that the circumstances of the case do not justify the expense and delay in the working

of the trains; the founda-
tions of these bridges,
so far as they have
been examined, fromil-
"to the expediency of the
greatest caution being
used in the transit
of Passenger trains,"
and in the opinion of ~~His~~
~~Excellency in Council~~ the Governor in Council
any reasonable expense
which may possibly
avert a repetition of
such a catastrophe as
occurred at the Cheyaur
is incumbent on the
responsible Authorities —

the Governor in Council"
the word Something
should now be used
than the Governor
is away from the
Council.

A. P.

Hon

Sir Geo C. Engr for Rep.
Inv. & dept 2/10/71
D - C — 16/10/71

C- No. 4331.

Govt. of {1871} Madras.

PUBLIC WORKS.

To

The Acting Consulting Engr.
for Railways

Dated

Recd. 1

G. O. 9 October No. 2565.

Nos. 128 & 129

Bridges (Railway)

Passing orders on the Consulting Engineers Report submitting estimate for the Bridges on the Railway proposed to be executed in the ensuing year, and certain Bridges.