M.R.O. 1—77,066—8-6-31.

(1) Number of pages 10

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public (Survey) DEPARTMENT.

G.O. No. 3129 Press Mis.
2632/29

Dated 11-12- 1929.

Not to be folded or roughly handled

July 1940

Proceedings of the Madras Government, Public Works Department, 11th December 1871.

No. 208. Read the following Endorsement of the Deputy Consulting Engineer for Railways, dated Madras, 2nd December 1871, No. 524:—

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 1st December 1871, No. 728.

In accordance with the request contained in your letter, No. 703, of the 13th ultimo, I have the honour to forward herewith, for transmission to the Government of India, a report* furnished by the Chief Engineer descriptive of the manner in which the temporary road across the Huggry river is laid, and the mode in which the traffic is worked.

* No. 642, 30th November 1871.

2. The report is accompanied by a section showing half a mile of the line on either side of the river, the river bed, the level of the banks, and high and low water levels.

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 30th November 1871, No. 642.

G. O., No. 2,828, dated 8th instant.

I have the pleasure to forward herewith, for the information of the Government of India, a plan and section showing the manner in which the Huggry river is crossed on a temporary road, together with a descriptive report from the Resident Engineer regarding the working. The river bed is dry except during floods, and the high and low flood levels are shown upon the section.

Report descriptive of the manner in which the Huggry river is crossed by means of a temporary road.

"*The Huggry river* is subject to floods for about three months only in the year, and for the remaining months the bed is totally dry. By taking advantage of this as well as of the sandy nature of its bed, and the gradual slopes of its banks, a temporary diversion has been made, leaving and re-uniting with the main line by means of points at either bank. The gradients on the east and west banks are 1 in 79·20 and 1 in 71·74 respectively, and that through the actual bed of the river is horizontal, and here the diversion or siding runs parallel to the centre line of the railway at a distance of 50 feet.

"*The iron pot-sleeper roadway* is merely laid on the sandy surface of the river's bed, so that floods pass over the rails without injuring the permanent-way. At the points A A (see section), which are the two lowest channels in the river, the roadway is supported at intervals of 3 feet on two teak sleepers (12′ × 12″ × 6″) spiked together and kept in position by small piles (5 feet long) driven at their extremetics. The pot-sleepers with tie-bars are inserted to preserve the gauge, but they are in suspension and do not in any way take any bearing. By this method a number of small openings are made for the passage of floods one foot in depth and under.

"I annex a sketch of this arrangement (see plan). Any flood of greater depth than 1 foot renders the roadway impassable for trains.

"*Working of trains.*—Every train from either direction stops at the points before descending into the river bed, and the pointsmen have the necessary signals for use at night (but trains are not allowed to cross at night). No train is allowed to pass the points until the engine-man has received orders from the Sub-Inspector specially appointed to take charge of trains across the river. This subordinate's duty is to watch constantly the state of the river and examine and daily report to the Resident Engineer the condition of the roadway, and he also accompanies every train during its transit through the river.

"I may, in conclusion, add that when a flood has subsided it takes only 24 hours to clear away the small quantity of sand which covers the rails and to make the road available for the passage of trains."

(Signed) W. R. ROBINSON,
for Chief Engineer.

SUBMITTED to Government with reference to G. O., No. 2,823, dated 8th November 1871.

(Signed) C. J. SMITH, Captain, R.E.,
Deputy Consulting Engineer for Railways.

No. 209. ORDER THEREON, 11th December 1871, No. 3,129.

RAILWAY, No. 32.

ORDERED that these papers be forwarded to the Government of India, with reference to their letter dated 18th October 1871, No. 2,085-R.

(True Extract.)
(Signed) J. CARPENDALE, Colonel, R.E.,
Secretary to Government.

No. 210. (DOCKET No. 3,130, dated 11th December 1871.)
Copy of the above forwarded to the Government of India.
(True Extract.)

Colonel, R.E.,
Secretary to Government.

Ed. S. T. Augustin.

3 605 2

Madras Railway Company
No 642. Chief Engineer's Office
Madras 30th November 1871.

The Agent and Manager
Dear Sir

G. O. No 2828 dated 8th instant I have the pleasure to forward herewith for the information of the Government of India a plan and section shewing the manner in which the Huggry River is crossed on a temporary road together with a descriptive report from the Resident Engineer regarding the working. The river bed is dry except during floods and the high and low flood levels are shewn upon the section.

Yours faithfully
/signed/ W. R. Robinson
for Chief Engineer

Report descriptive of the manner in which the Huggry River is crossed by means of a temporary road.

The Huggry river is subject to floods for about three months only in the year and for the remaining months the bed is totally dry. By taking advantage of this as well as of the sandy nature of its bed, and the gradual slopes of its banks, a temporary diversion has been made, leaving, and reuniting with the main line by means of points at either bank. The gradients on the East and West banks are 1 in 79.20 and 1 in 71.74 respectively, and that through the actual bed of the river is horizontal. and here the diversion or siding runs parallel to the centre line of the Railway at a distance of 50 feet.

The iron pot sleeper road-way is merely laid on

the sandy surface of the river's bed, so that floods pass over the rails without injuring the permanent way. At the points A A (see section) which are the two lowest channels in the river the roadway is supported at intervals of 3 feet on two teak sleepers (12' x 12" x 6"): spiked together and kept in position by small piles (5 ft. long) driven at their extremeties. The pot sleepers with tie bars are inserted to preserve the Guage, but they are in suspension and do not in any way take any bearing. By this method a number of small openings are made for the passage of floods one foot in depth and under. I annex a sketch of this arrangement. (see plan) any flood of greater depth than 1 foot renders the roadway impassable for trains.

"Working of trains. Every train from either direction stops at the points before descending into the river bed and the pointsmen have the necessary signals for use at night (but trains are not allowed to cross at night). No train is allowed to pass the points until the Engine-man has received orders from the sub. inspector specially appointed to take charge of trains across the river. This subordinate's duty is to watch constantly the state of the rivers and examine and daily report to the Resident Engineer the condition of the roadway and he also accompanies every train during its transit through the river.

"I may in conclusion add that when a flood has subsided it takes only 24 hours to clear away the small quantity of sand which covers the rails and to make the road available for the passage of trains."

/Signed/ W. R. Robinson
for Chief Engineer.

/True Copies/

Agent and Manager

5 21842

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 1st Dec 1871

Recd. 7th

No. P.W.S. 744/71 728.

Submitting for the information of the Govt of India a report from the Chief Engineer descriptive of the manner in which the temporary road across the Nagavaram River is laid, and the mode in which the traffic is worked—

No. 524-

Submitted ~~for the~~ to ~~of~~ Government with reference to G. O. No. 2828 dated 8th November 1871.

O. J. Smith Capt. R.E.

Dept. Consg. Engr. for Railways.

CONSULTING ENGINEER'S OFFICE,
Madras, 2d December 1871.

To

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

RAILWAY DEPARTMENT.

Public Works 1871. Department

From

The Consulting Engineer
for Railways,

To

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

Dated 2d
Received 4th } Dec 4 1871.

No. 524-

Subject: Submitting a letter received from the Superintendent & Manager of the S.I.R. Company on the subject of the Temporary road across the Coopum river-

Ref: Your letter No 3161 dt 30th Nov 1871.

Sir,

I have the honor to forward herewith, for the information of Government, a letter No 5130 dt 20th ult from the Superintendent & Manager of the S.I.R. Company, with reference to the above subject.

I have &c

Consulting Engineer for Railways.

Madras Dec 4th 1871.

+ Copy forwarded to Public Works Dept 4th Dec 1871

Ofc 5744

Colt of 1871 Horses.

PUBLIC WORKS.

To Acting Consulting Engineer
Melbourne
and
Secretary to the Govt of
India

Dated

Rcd.

G. O. 11th Decr 3129-3130.

Encls Nos 208-209 & 210

Landscape Coal Creek & the Huggan River. Surveyors Plans in the Melbourne Engineering Office illustrating a Plan & Section descriptive of the manner in which the Embankment is laid across the Huggan River & the Models which the Profile is worked.

Docket

Forwarding copy of Plan & Section descriptive of the manner in which the Embankment is laid across the Huggan River & the Models which the Profile is worked.