MRO 1—77,006—8-5-37.

(1) Number of pages _____

(2) Date of repair _____

3. Initials of the Reference _____

MADRAS RECORD OFFICE.

Government of Madras.

Public-Press DEPARTMENT.

G.O. No. 318 Press Mis.

Dated 16 1871.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 20th December 1871.

No. 337. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 16th December 1871, No 552 —

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 15th December 1871, No. 759

I HAVE the honour to inform you that I learn that the Great Indian Peninsula Company expect to have the road across the Kistna ready for traffic by the 1st proximo, and to be able to run trains to and from Raichore on that date I am promised more certain information in the course of a few days, but in the meantime I am anxious to make arrangements for the improvement in our train service which it will be possible to make if the expectation of the Great Indian Peninsula Company are realised

2. You are aware that the journey between the Kistna and Raichore now occupies about five hours, but when trains can be run over the river one hour only will be required, so that, as it is very unlikely that it will be possible to alter the times of arrival at, and departure from, Bombay, passengers will have to wait about five hours at Raichore unless the Government authorizes us to make some change in our existing time-table

3. The Chief Engineer informs me that, under the existing arrangements for the working of traffic over the Cheyaur bridge, it would, in his opinion, be quite safe to run trains over that river during the night, and as I quite concur in that view, I beg to recommend that the Government will be pleased to rescind Rule No. 1 laid down by G. O, No 1,609, dated the 16th of June 1871

4. In making this recommendation I have the honour to request that you will submit, for the consideration of Government, the rules which are printed at pages 90, 91, and 92 of the Company's Working Time-table, in respect of the Cheyaur and other large bridges on this Railway

5. It is unlikely that any freshes of importance will occur in the Cheyaur between the months of January and June, and bearing this in mind, and also that every train stops at the bridge and that two watchmen are continually in charge of the bridge, whose duty it is to examine it before the passage of a train, and to report the result of their observations to the responsible subordinate in charge who accompanies every train over the bridge, I trust that the Government will authorize me to give effect to my recommendation.

6. We should then be able to prepare, for the approval of Government, a time-table by which the mails from Bombay would reach Madras early in the morning at a time much more convenient to the public than at present, and also by which passengers would be saved the great inconvenience of the long detention at Raichore alluded to above.

7. I trust that I may be favoured with a reply as soon as possible, as the Christmas holidays will commence on the 21st instant, and very little time is left in which to make our arrangements

SUBMITTED to the Government.

2. As the temporary road over the bed of the Kistna river is likely to be ready very shortly for trains to run through between Raichore and the Kistna Station, the Agent wishes to avoid detaining passengers and mails for the four hours that would be lost if the present time-table is adhered to. This time-table was arranged so that the Cheyaur bridge might be crossed in day-light, according to the Orders of the Government, No. 1,609, of the 16th June 1871.

3. The recommendation to the Government at that time that no train should pass over the bridge except during day-light was first made in the Committee's Report of the 7th June, and had reference especially to the season of the year, then still to come, when floods come down the river.

Vide G O, No 1,743, dated 30th June 1871

Now, however, that the monsoon time has passed, there can, in my opinion, be no apprehension of danger in running over the Cheyaur bridge at night, if the other precautions ordered are still attended to, and I would recommend that authority be given to the Agent to prepare a new time-table to meet the altered circumstances of passing across the Kistna river

4 The night train at present runs very slowly, only at 12 miles an hour, between Ghooty and Adony, this restriction of speed having been made on account of the expected effects of the monsoon on the newly constructed embankments in black cotton soil; and as four hours will be saved in there being no interruption at the Kistna the through journey between Bombay and Madras will be expedited by some five hours

The train from Bombay would then cross the Cheyaur, about 2 in the morning, arriving at Madras at about 9 A M instead of at 1 P M The mail from Madras would also go out between 3 and 4 P. M, probably, instead of at 10-50. A. M, and cross the Cheyaur about 9 P M The hours I am giving now are only approximate, as they will be arranged to suit other arrangements in the Traffic Department

5. With reference to paragraph 4 of the Agent's letter, I forward a copy of the working time-table

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

No. 338 ORDER THEREON, 20th December 1871, No 3,198.

RAILWAY, No 55.

As the season has now passed during which freshes of any magnitude may be apprehended in the Cheyaur river, Government are of opinion that the necessity no longer exists for confining the Railway traffic on the bridge spanning that river to the day time; and the 1st rule embodied in the Deputy Consulting Engineer's letter of the 15th June last, No. 264, and in the working time-tables of the Madras Railway, and approved of by Government in their order of the 16th of the same month, will be cancelled on the 1st January 1872.

Proceedings of the Madras Government, Public Works Department, 20th December 1871.

2. The precautions laid down in Rules 2, 3, and 4, page 90 of the time-table, will of course continue to be observed.

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

To the Acting Consulting Engineer for Railways.

Madras Railway Company
Agent & Manager's Office
Madras 15th December 1869

No. 759

From

Robert A. Clarke Esqre
Agent and Manager, M. R. Co.

To

Major H. L. Prendergast, R.E
Ag. Consulting Engineer for Rys.

Sir,

I have the honour to inform you that I learn that the Great Indian Peninsula Company expect to have the road across the Kistna ready for traffic by the 1st proximo and to be able to run Trains to and from Raichore on that date. I am promised more certain information in the course of a few days, but in the meantime I am anxious to make arrangements for the improvement in our Train Service which it will be possible to make if the expectation of the Great Indian Peninsula Company are realized.

2 You are aware that the journey between the Kistna and Raichore now occupies about 5 hours, but when trains can be run over the river one hour only will be required, so that, as it is very unlikely that it will be possible to alter the times of arrival at and departure from Bombay, Passengers will have to wait about four hours at Raichore unless the Government

authorizes us to make some changes in our existing Time Table.

3 The Chief Engineer informs me that under the existing arrangements for the working of traffic over the Cheyair bridge it would in his opinion be quite safe to run trains over that river during the night and as I quite concur in that view I beg to recommend that the Government will be pleased to rescind Rule cl. 1 laid down by G. O cl. 1609 dated the 16th of June 1871.

4 In making this recommendation I have the honour to request that you will submit for the consideration of Government the Rules, which are printed at Pages 90, 91 and 92 of the Company's Working Time Table; in respect of the Cheyair and other large bridges on this Railway.

5 It is unlikely that any freshes of importance will occur in the Cheyair between the months of January and June and bearing this in mind and also that every train stops at the bridge and that two Watchmen are continually in charge of the bridge whose duty it is to examine it before the passage of a train and to report the result of their observations to the responsible subordinate in charge who accompanies every train over the bridge, I trust that the Government will authorize me to give effect to my recommendation.

6 We should then be able to prepare for the approval of Government our Time Table by which the mails from Bombay would reach Madras early in the morning at a time much more convenient to the Public, than at present, and also by which Passengers would be saved the great inconvenience of the long detention at Raichore alluded to above.

7 I trust that I may be favoured with a reply as soon as possible as the Christmas holidays will commence on the 21st instant and very little time is left in which to make our arrangements.

I have the honour to be
Sir
Your most Obedient Servant

W. J. Lewis

Agents & Managers.

21886

Madras Railway

From
The Agent and Manager
M R Co

To The Sy Cons. Engr.
for Railways

Dated 15th December/71
Rec'd. 16th December/71

No 759.

Recommending that
Rule No 1 laid down
by G.O. No 1609. dated
16th January 1871 may
be rescinded, which
would prevent the delay
to which Passengers
proceeding to Bombay are
now subjected at Madras

P.W.Rec. 16 June/87 No 2471 2478
" 20 " 516 & 517

P.W. 1871 Despatch
Govt of Madras Letter
From the Sec. Govt
for Railways
No 6010.
To The Secy to Govt
P.W. Deptt
Fort St George

Dated 16th December 1871
Read 18"

No. 552.

Encl. No 3198 20th Dec 71
Public Letter No 759 of 15
December 1871, from
the Agent and Manager
of the Madras Railway
Company regarding
the through opening
of the Line over
Cuttua r

No 337

No 3198-

In the season has now
passed during which
fresh of any magnitude
may be apprehended, in
the Chief Secy's opinion
are of opinion that the
necessity no longer exists
for confining the Railway
traffic on the bridge spanning
that river to the daytime;
And the 1st Rule embodied
in the Deputy Consulting
Engineers letter of the 15th
June Last, - No 264, and
in the working time tables

of the Madras Railway, and approved of by Govt in their order of the 16th of the same month; will be cancelled on the 1st January 1892.

2. The precautions laid down in rules 2, 3, & 4. page 90 of the time table will of course continue to be observed.

A.L.S

Lt Col C. Engrs for Agt

Lt - S. dept 20/12/91.
P - C - 10/1/92

Cl. Board

Govt of Madras.

PUBLIC WORKS.

To Secty Consulting Engrs for Railways

Dated

Recd

G O 20th Decr 71, No 3198.

Nos. 737 & 738

Copy to the C. Engrs for Rlys