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MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 332 Press ~~Mis.~~

71-72

Dated 3 2 1871.

Not to be folded or roughly handled

No. 71. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 16th January 1871, No. 21 :—

I HAVE the honour to report, with reference to my telegraphic communication sent through this office on the 11th instant, and with reference to my endorsement on the Agent's letter, No. 727, dated 19th December 1870, that I inspected the Bellary branch line on the 10th instant in company with the Chief Engineer, and finding the road-way in good order, I gave authority for opening the section between the Goondacul Junction and Veerapore on the 16th instant, in anticipation of the sanction of the Government.

G. O., No. 99, dated 13th January 1871.

2. The station at Veerapore is ready to receive traffic, the masonry works quite complete, and the line well ballasted. The aloe fence is young, and at parts not well grown yet; but it looks thriving. The Chief Engineer promises to put up iron fencing when he receives the supply now expected from England. From Veerapore on to Bellary the line is for the most part in very fair order; the temporary road-way has been improved in the bed of the Huggry river, and trains may, it is hoped, be run through without interruption until the bridge is completed.

3. At the Bellary station good progress has been made; the upper story of the booking office is roofed in, and the greater part of the passenger shed is covered in. The carriage shed is completed, and at the goods shed the trusses and woodwork of the roof are put up. The turn-tables remain to be fixed, and the engine shed to be roofed. The Drivers and Guards' barracks are finished, and other accommodation is completed or so far advanced that there should be no hindrance to the through opening of the line to Bellary, certainly by the end of February, and probably earlier in the month.

Vide G. O., No. 2,977, dated 8th Dec. 1870.

4. On the 11th I went on to the Toongabuddra, and in the afternoon an engine was run for the first time over the beautiful bridge. Four of the openings were got ready to test the deflection of the girders. Two engines and tenders, coupled together, were brought to a stand at each opening, and the deflection in each case was $\frac{7}{16}$ths inch; while the first opening was loaded, the continuous girder was raised $\frac{8}{16}$ths inch at the staff in the middle of the second opening. The engines were next run at a speed of 15 to 20 miles an hour, and the greatest additional deflection was about $\frac{1}{16}$th inch. The weight brought to bear upon the girders was about one ton per foot run, and the weight of two engines is the greatest to which the bridge would ever be subjected.

5. The road was quite good over the bridge, and the Locomotive Superintendent and Deputy Chief Engineer being also present with the Chief Engineer, it was determined, subject to the approval of the Government, that passengers and mails should be taken across to the north bank of the river from the 16th instant. It will be a very great convenience to passengers to avoid crossing the river at the ford, three to four miles below the bridge, and there is better access to the high road to Raichore on the north side. The Postal Officer encamped at Kasapore heartily

agreed as to the benefit to him in having the mails taken on by the train over the river. Close to the abutment there is a knoll which forms a natural embankment, and no expense will be entailed beyond that of throwing up a rough platform, the length of two carriages, to the level of the carriage floor.

6. Much credit is due to Mr. Stoney, the Engineer, for his exertions in getting up and revetting the five sets of girders; also in rolling and fixing them at the gap more than half way across the river, over the 33rd to 42nd spans, in a very short space of time. Materials will now be conveyed forward over the bridge; ballast engines will work on the north side, and much facility is obtained for the rapid completion of the line to Raichore.

Rails are now laid for about five miles beyond the river, or nearly up to the Mutmurry station ground.

No. 72. ORDER THEREON, 3rd February 1871, No. 332.

RAILWAY, No. 9.

THE Consulting Engineer's proceedings as reported in paragraph 1 received the approval of Government in their orders of the 13th January 1871, No. 99.

2. The Government are glad to observe that satisfactory progress continues to be made with the works on the Bellary branch, and that the opening for traffic of the portion of the line between Veerapore and the Bellary station is confidently expected by the end of February, if not earlier.

3. The result of the trial to which the Toongabudra bridge was subjected by the Consulting Engineer is apparently considered by that officer to be satisfactory, and Captain Prendergast is of opinion that passengers and goods, together with the mails, could at once with advantage be conveyed across the bridge to the north bank of the river. His Excellency the Governor in Council accordingly approves of the arrangement.

4. Operations on the line between the Toongabudra and Raichore appear to be actively continued.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. S. T. Augustin.

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 27.

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

To Colonel C. A. Orr R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

I have the honour to report, with reference to my Telegraphic communication sent through this office on the 11th instant, and with reference to my endorsement on the Agent's letter No. 727 dated 19th December 1870; that I inspected the Bellary branch line on the 10th instant, in Company with the Chief Engineer, and finding the road way in good order, I gave authority for opening the section between the Goondacul Junction and Veerapore on the 16th instant, in antici-

G.O. No. 99 dated 13th January 1871.

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-pation of the sanction of the Government.

2. The Station at Veraspore is ready to receive traffic; the masonry works quite complete; and the line well ballasted - The aloe fence is young, and at parts not well grown yet; but it looks thriving - The Chief Engineer promises to put up iron fencing, when he receives the supply now expected from England. From Veraspore on to Bellary, the line is for the most part in very fair order; the temporary roadway had been improved in the bed of the Huggry river, and trains may, it is hoped, be run through without interruption, until the bridge is completed.

3. At the Bellary station, good progress has been made; the upper story of the booking office is roofed in, and the greater part of the passenger shed is covered in. The carriage shed is completed, and at the Goods shed, the trusses and woodwork of the roof are put up. The turn tables remain to be fixed, and the Engine shed to be roofed. The Drivers and Guards's barracks are finished, and other accommodation is completed, or so far advanced, that there should be no hindrance to the through opening of the Line to Bellary, certainly by the end of February, and probably earlier in the month.

vide G.O. N: 2977 dated 8/12/70.

4. On the 11th, I went on to the Toongabudra, and in the afternoon, an engine was run for the first time over the beautiful bridge - Four of the openings were got ready to test the deflection of the Girders - Two Engines and tenders coupled together, were brought to a stand at each opening, and the deflection in each case was 7/16ths inch; while the first opening was loaded, the continuous girder was raised 3/16ths inch at the

the staff in the middle of the second opening.
The Engines were next run at a speed of 15
to 20 miles an hour, and the greatest additional
deflection was about 1/16th inch. The weight
brought to bear upon the girders was about
1 ton per foot run; and the weight of two
Engines is the greatest to which the bridge
would ever be subjected.

5. The road was quite good over the bridge, and the Locomotive Superintendent and Deputy Chief Engineer being also present with the Chief Engineer, it was determined, subject to the approval of the Government, that passengers and mails should be taken across to the North bank of the river from the 16th instant. It will be a very great convenience to passengers to avoid crossing the river at the ford, 3 to 4 miles below the bridge, and there is better access to the high road to Raichore on the North side. The Postal officer, encamped at Kassapore, heartily agreed as to the benefit to him, in having the mails taken on by the train over the river. Close to the abutment there is a knoll which forms a natural embankment, and no expence will be entailed beyond that of throwing up a rough platform, the length of two carriages, to the level of the carriage floor.

6. Much credit is due to Mr. Stoney the Engineer, for his exertions in getting up and riveting the five sets of girders, also in rolling and fixing them at the gap more than half way across the river, over the 33rd to 42nd spans, in a very short space of time. Materials will now be conveyed forward over the bridge; ballast Engines will work on the North side, and much facility is obtained for the rapid completion of the Line to Raichore.

Rails are now laid for about 5 miles beyond the river, or nearly up to

P.W. 1871 Dept
Rec'd Govt. 5th February

RAILWAY DEPARTMENT.

No. 221

From

The Consulting Engineer
for Railways

To

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

Dated 16th January 1871
Received 17th

No. 21

No. 332. 3rd Feby/71.

Reporting that he inspected the Bellary branch line on the 10th instant in company with the Chief Engineer

to the Mulmurie station ground.

Madras
16th January 1871

I have the honour to be
Sir
Your most obedient servant
Lieut. Prendergast Captain R.E.
Ag. Cons. Engr. for Railways.

No. 11

C 23 Lany/71 R. 216

the Bellary station is confidently expected by the end of February, if not earlier.

The result of the trial to which the Toongabudra bridge was subjected by the Coast Engineer is apparently considered by that officer to be satisfactory, and Capt. Prendergast is of opinion that passengers and goods together with the mails could at once with advantage be conveyed across the bridge to the north bank of the river. His Excellency the Governor in Council accordingly approves

approves of the arrangement.

Operations on the line between the Toongabudra and Raichore appear to be actively continued.

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The Agt Coast Engineer for Railways

Dept 6/2/71

No 221

Govt. of {1871} Madras.

PUBLIC WORKS.

To

The Acting Secretary

Engineer for Railways

Dated

Read. Encl.

G. O., 3 Feby 1871, No. 332.

Hcs. 71-72

Bellary branch line. Various orders in the letter from the Engineer for Railways, shewing the results of his inspection of the Bellary branch line & the Tungabhadra Bridge.

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