

(1) Number of pages 52

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Public works* **DEPARTMENT.**

G.O. No. 99

Press
Mis.

206-07

Dated 13

1871.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
13th January 1871.*

No. 206. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 23rd December 1870, No. 499 :—
From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 19th December 1870, No. 727.

I HAVE the honour to forward, for the information of Government, two lists, one showing the curves and straight portions of line between Goondacul Junction and Veerapoor Station, and the other the gradients between those points.

2. The Chief Engineer informs* me that the line between the Goondacul Junction and the Veerapoor Station on the Bellary branch is now in such good

order as to justify him in hoping that it may be opened for public traffic on the 16th proximo.

3. Mr. Anderson adds : “ As it was not intended to have opened any portion “ of the Bellary branch until the whole was completed, no arrangements have been “ made for turning an engine at Veerapoor ; consequently, in the event of our using “ that station as a temporary terminus, the engines will have to run tender foremost “ in one direction. I have conferred with the Locomotive Superintendent and the “ Traffic Manager on this subject, and they see no reason to object to this course. “ I forward for your information a list of the curves and gradients on the line “ proposed to be opened, and I am sure you will agree with me in saying that they “ are of so favourable a character as to render the running of an engine tender first “ a matter of perfect safety.

“ Iron wire fencing has not yet been received for the Bellary branch, but the “ aloe fence is very promising, and owing to the flat curves and light gradients, “ the line can be most easily watched, and cattle-trespass prevented.”

4. I have discussed with Mr. Barton Wright the question of running tender foremost in one direction, and I concur with him and the Chief Engineer in thinking that, having regard to the favourable curves and gradients on this portion of the line, we could, with ordinary care and precaution, safely adopt the course suggested.

5. The opening of the line to Veerapoor would confer a great boon upon the residents at Bellary, and I trust you will be prepared to waive the objection which ordinarily exists to running engines tender foremost, and that you will be in a position to inspect the line about the second week in January, timely notice of the day being previously sent to you.

MADRAS RAILWAY NORTH-WEST LINE.

List of curves and straight portions between Goondacul Junction and Veerapoor Station.

FROM.		TO.		Radius of Curve.	Straight.
Miles.	Chains.	Miles.	Chains.		
275	11.30	276	18.30	85.95 chains.	
276	18.30	277	61.23		Straight.
277	61.23	278	49.00	114 chains.	
278	49.00	279	22.95		Straight.
279	22.95	279	46.95	243.80 chains.	
279	46.95	284	71.83		Straight.
284	71.83	285	16.02	144.60 chains.	
285	16.02	291	49.45		Straight.

Proceedings of the Madras Government, Public Works Department,
13th January 1871.

MADRAS RAILWAY NORTH-WEST LINE.

List of gradients between Goondacul Junction and Veerapoor Station.

FROM.		TO.		Rising Gradient.	Falling. Gradient.	Level.
Miles.	Chains.	Miles.	Chains.			
275	11-30	276	6-30		1 in 353-57	
276	6-30	276	76-30			Level.
276	76-30	277	36-30		1 in 146-66	
277	36-30	277	52-30			Level.
277	52-30	278	46-30	1 in 162-8		
278	46-30	279	3-45	1 in 245-19		
279	3-45	279	53-45		1 in 116-08	
279	53-45	280	58-45		1 in 151-62	
280	58-45	281	13-45			Level.
281	13-45	281	43-45	1 in 330		
281	43-45	281	78-45			Level.
282	78-45	282	63-45		1 in 171-6	
282	63-45	283	65-45		1 in 350-62	
283	65-45	284	68-45		1 in 132	
284	68-45	285	18-45			Level.
285	18-45	286	3-45	1 in 153-21		
286	3-45	286	65-45		1 in 132	
286	65-45	287	3-45			Level.
287	3-45	287	73-45	1 in 149		
287	73-45	288	43-45	1 in 235-71		
288	43-45	288	63-45			Level.
288	63-45	289	33-45		1 in 235-71	
289	33-45	290	53-45	1 in 942-83		
290	53-45	291	23-45	1 in 165		
291	23-45	291	49-45			Level.

CHIEF ENGINEER'S OFFICE,
17th December 1870.

(Signed) BERESFORD ANDERSON,
Chief Engineer.

(Signed) R. B. ELWIN,
Agent and Manager.

SUBMITTED to the Government.

2. Veerapoor is the intermediate station on the Bellary branch, 18 miles from the Goondacul branch station; it has usually been known hitherto as Jolderashi, but preference is now given to the name Veerapoor, which belongs to the nearest village on the north side of the line. It would doubtless be a great matter to Bellary to have the open line brought within 13 miles of that town, and there is a branch road from the station to the high road between Bellary and Ghooty.

3. It is laid down in the traffic regulations of the Madras Railway that no engine attached to an ordinary train shall be driven tender foremost on the main line without a written order from an officer, for which he will be held responsible. The principal officers of the Railway, including the Locomotive Superintendent, propose to run the trains in one direction with the tender in front, inasmuch as no turn-table has been provided at Veerapoor; the Agent concurring in opinion that with the easy curves and gradients, as detailed in the tables enclosed, the line may be worked in safety.

Proceedings of the Madras Government, Public Works Department,
13th January 1871.

4. With this recorded opinion, I would recommend that the Government sanction the deviation from the accepted rule, on the condition that no high rate of speed be at any time allowed between Veerapoor and Goondacul.

5. I shall be prepared to inspect the branch line early in January.

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

No. 207. ORDER THEREON, 13th January 1871, No. 99.

RAILWAY, No. 27.

His Excellency the Governor in Council approves of the opening of the line between the Goondacul Junction and Veerapoor Station on the Bellary branch of the Madras Railway, if, after the inspection which Captain Prendergast promises to make, it is found in a fit condition for traffic.

2. Under the circumstances explained in this letter, and agreeably to the recommendation of the Acting Consulting Engineer, the Government will not object to the running of engines tender foremost in one direction over the portion of the line now proposed to be opened.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. E. C. Shunker.

Submitted to the Government.

Verrapoor is the intermediate station on the Bellary branch, 18 miles from the Goudacol branch station; it has usually been known hitherto as Jaldarachi; but preference is now given to the name Verrapoor, which belongs to the nearest village on the north side of the line. It would doubtless be a great matter to Bellary to have the open line brought within 13 miles of that town; and there is a branch road from the station to the high road

road between Bellary and Ghooty.

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tender foremost on the main line, without a written order

from an Officer, for which he will be held responsible.

The principal Officers of the Railway, including the Locomotive Superintendent, propose

to run the trains in one direction, with the tender

in front: in as much as no turn-table has been provided

at

at Veerapoor; the Agent concurring in opinion that with the easy curves and gradients, as detailed in the tables enclosed, the line may be worked in safety.

3 With this recorded opinion, I would recommend that the Government sanction the deviation from the accepted rule, on the condition that no high rate of speed be at any time allowed between Veerapoor and Goundacul.

4 I shall be prepared to inspect the branch line, early in January

ICE
1860.

12th Nov 1886
 General Pitt Rivers
 Farnham
 I have just received your letter
 of the 11th inst. and am
 glad to hear that you are
 well. I am
 very truly
 Yours
 J. H. Stoddart

3. Mr. Anderson adds: "As it was not intended to have opened any portion of the Bellamy Branch until the whole was completed no arrangements have been made for turning an Engine at Urenapoor, consequently in the event of our using that station as a temporary terminus the Engines will have to run tender foremost in one direction. I have conferred with the Locomotive Superintendent and the Traffic Manager on this subject and

27
11
They see no reason to object to this course. I
forwarded for your information a list of the curves
and gradients on the line proposed to be opened,
and I am sure you will agree with me in
saying that they are of so favorable a character
as to render the running of an Engine tender
quite a matter of perfect safety.

Iron wire-fencing has not yet been
received for the Bellary Branch but the one
fence is very promising, and owing to the flat
curves and light gradients the line can be
most easily watched, and cattle trespass
prevented.

4. I have discussed with Mr. Barton
Wright the question of running Tender foremost
in one direction, and I concurred with him and
the Chief Engineer in thinking that having
regard to the favorable curves and gradients
on this portion of the line, we could with ordinary
care and precaution safely adopt the course
suggested.

5. The opening of the line to Verapoor
would confer a great boon upon the residents
at Bellary and I trust you will be prepared
to waive the objection which ordinarily exists
to running Engines Tender foremost, and that
you will be in a position to inspect the line
about the 2nd week in January, timely notice
of the day being previously sent to you.

I have the honor to be
Sir

Your most obedient servant.

W. J. K. M. S.

Agent & Manager.

MADRAS Railway

N. W. L.

List of Curves and Straight portions between Homedacul Junction and Veerapur Station.

From		To		Radius of Curve	Straight	Remarks
Ms.	Chs.	Ms.	Chs.			
275	11.30	276	18.30	85.95 Chs.	Straight	
276	18.30	277	61.23			
277	61.23	278	49.00	114 Chs.	Straight	
278	49.00	279	22.95			
279	22.95	279	46.95	243.80 Chs.	Straight	
279	46.95	284	71.83			
284	71.83	285	16.02	144.60 Chs.	Straight	
285	16.02	291	49.45			

Chief Engineer's Office
17 December 1870

Respectfully,
Chief Engineer
[Signature]

[Signature]
Agent and Manager.

20810

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Date 19 December 1870.
Recd. 24th "

No. 9297

Regarding the opening of the line between the Homedacul Junction and Veerapur Station for public traffic on the 16th inst.

20810
1870/11/19

Proceedings of the Madras Govt.
Read the following.

From

The Sd. Engineer
for Railways

(N. E. No. 497 of 23 Dec 1907)

His Excellency
the Governor in Council
approves of the opening of
the line between the Coov.
dicut Junction and
Tera poor Station on the
Bellary branch of the
Madras Railway, if after
the inspection which
Capt. Prendergast pro-
mises to make, it is
found in a fit condition
for traffic.

Under the circumstances.

explained

explained in the letter
and agreeably to the
recommendation of the
Acting Chief Engineer
the Government will
not object to the running
of Engines tender foreman
in one direction over the
portion of the line now
proposed to be opened.

Yours
S.

S.

The Acting Engineer

M. S. disk 13 for Railway
L. S. " 27 - 1 - 711
" 27 - 1 - 711

1/10 5289

Govt. of 1871 Madras.

PUBLIC WORKS.

To
The Acting Consulting Engineer
for Railways

Dated

Recd.

Vol. 3 V

G. O. 13th Decr 1871, No. 99-

Nos. 201-207

Selling Branch Railway

The Government have been informed
that the Government, through the
Vellore Branch Railway, the
Selling Branch Railway, the
Mylapore Railway & the
Government of Mysore, under
the Government of Mysore,
have been notified of the
Government.