

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No.	571	Press
486-487		-Mis.
Dated	20-2.	1873.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
20th February 1873*

No. 486. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 31st January 1873, No. 74 :—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 22nd January 1873, No. 54

With reference to your letter No. 45 of the 15th instant, and to the enclosed copy of the Traffic Manager's letter No. C 0-56 of this date, I have the honour to request that you will be so good as to communicate the approval of Government to the arrangement proposed by Mr. Church for working the trains on the Bellary Branch, in the event of the temporary road across the bed of the Huggry being washed away, after the new time-table for the North-West Line comes into operation.

2 The time-table alluded to by Mr. Church is forwarded herewith

BELLARY BRANCH

Time-table to be observed when the Huggry River is in flood and direct communication is interrupted

TRAINS TO BELLARY				TRAINS FROM BELLARY.			
Stations	1	3	5	Stations	2	4	6
	1, 2, 3	1, 2, 3 and Goods	Light Engine		1, 2, 3 and Goods	Empty Carriages	1, 2, 3 and Goods
	A. M.	A. M.	P. M.		A. M.	A. M.	P. M.
Goondacul Dep.	4 35	8 0	..	Bellary Dep.	5 5	9 10	4 0
Veerapore ..	5 25	8 54	...	Huggry (West Bank)	5 25	9 30	4 20
Huggry (East Bank)	5 45	9 19		Do (East Bank)	6 5	..	5 0
Do (West Bank)	6 25	10 0	4 40	Veerapore	6 34	..	5 34
Bellary Arr	6 50	10 25	5 0	Goondacul .. Arr	7 30	..	6 30
	A. M.	A. M.	P. M.		A. M.	..	P. M.

MADRAS,
22nd January 1873

(Signed) H E CHURCH,
Traffic Manager.
(..) J W MELLIS,
For Agent and Manager

From H E CHURCH, Esq., Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 22nd January 1873, No C 0-56
North-West Line, Train Service

In the event of a flood in the Huggry river, it does not seem desirable under the new train service to carry passengers across the river in boats *after day light*, and I have therefore arranged that all passengers coming from the north by the mail train and from Cuddapah by the local train shall stop at Goondacul for the night and proceed to Bellary early the following morning as per enclosed time-table

SUBMITTED for the approval of Government.

2. By the time-table forwarded with my letter No 25 of the 15th instant, mails and passengers leaving Madras at 5-30 P. M. will reach Bellary at 9-40 A. M. on the following day, and mails and passengers leaving Raichore at 3 P. M. will reach Bellary at 8-35 P. M. on the same day.

Proceedings of the Madras Government, Public Works Department,

20th February 1873.

3. By the time-table now forwarded, in the event of the Huggry river being flooded, mails and passengers leaving Madras at 5-30 P. M. will reach Bellary at 10-25 A. M. on the following day, and mails and passengers leaving Raichore at 3 P. M. will reach Bellary at 6-50 A. M. on the following day. In this last case they will therefore have to spend the night at Goondacul.

4 The enclosed time-table also shows that, when the Huggry is in flood, mails and passengers leaving Bellary will have to start somewhat earlier than at other times, those for Madras will start at 4 P. M. instead of 4-50 P. M., and those for Raichore at 5-5 A. M. instead of 5-45 A. M.

5 A similar arrangement received the approval of Government in their Proceedings, dated the 14th May 1872, No 1,314; and I have accordingly authorized the Agent to introduce the proposed arrangement for working the trains on the Bellary branch, in the event of the temporary road across the bed of the Huggry river being washed away, after the time-table submitted with my letter of the 15th instant comes into operation.

(Signed) J. H. M. SHAW-STEWART, Lieut-Colonel, R. E.,
Consulting Engineer for Railways.

No. 487

ORDER THEREON, 20th February 1873, No 571.

RAILWAY, No 67.

APPROVED It is presumed that the comfort of passengers who may have to spend the night at Goondacul has not been overlooked.

(True Extract)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

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Bellary Branch

Time Table to be observed when the Kuggu River is in flood and direct communication is interrupted.

Trains to Bellary						Trains from Bellary							
Stations	1			3		Light Engines	Stations	2		4		6	
	1	2	3	1	2			3	4	5	6	7	8
	Goods			and				Goods		Carriage		Goods	
	A.	U.	A.	U.				A.	U.	A.	U.	A.	U.
Goondacul							Bellary						
Teerapoor.							Kuggu (West Bank)						
Kuggu (East Bank)							~ ~ (East Bank)						
~ ~ (West Bank)							Teerapoor						
Bellary							Goondacul						
Dep	4	35	8	0			Arr	5	25	9	30	4	0
	5	25	8	54				6	5			5	0
	5	45	9	19				6	34			5	30
	6	25	10	0	4	40		7	30			6	30
	6	50	10	25	5	0		8	40			7	40
	8	40	11	10	8	40							

P. No. 689/73.

1. ... No. 34 ...
Submitted for the
approval of Government.

2. By the time-table
forwarded with my letter No. 25
of the 15th instant, mails and
passengers leaving Madras at
5-30 p.m. will reach Bellary
at 9-40 a.m. on the following
day; and mails and passengers
leaving Raichur at 3 p.m. will
reach Bellary at 8-35 p.m. on
the same day.

3. By the time-table
now forwarded, in the event of
the Puggery river being flooded,
mails and passengers leaving

Madras

Madras at 5-30 p.m. will reach Bellary at 10-25 a.m. on the following day; and mails and passengers leaving Paichere at 3 p.m. will reach Bellary at 6-50 a.m., on the following day. In this last case they will therefore have to spend the night at Gornistacul.

4. The enclosed time-table also shows that, when the Puggri is in flood, mails and passengers leaving Bellary will have to start somewhat earlier than at other times: those for Madras will start at 4 p.m. instead of 4-50 p.m., and those for Paichere at 5-5 a.m. instead of

5-45

5-45 a.m.

5. A similar arrangement received the approval of Government in their Proceedings dated the 14th May 1872, N-1314; and I have accordingly authorised the Agent to introduce the proposed arrangement for working the trains on the Bellary branch, in the event of the temporary road, across the bed of the Puggri river being washed away, after the time-table submitted with my letter of the 15th instant comes into operation.

Mantleworth
S. C. B.

Madras
31st January
1873

Same Engineer for Railways
The Secretary to Government
Public Works Department
Fort Saint George.

From
The Quartermaster L. & P.
Madras.

To
The Range Officer.
My Range
Madras.

Date 21st { August 1872
Received. }

Estimate for the
Declaration of L. & P. Return
for the Official for
1870 and 1872



closure! In a letter
from the Dist. Engineer
of Madras No 4411 dated
4th January 1873, 110

To The Secretary of War
Wash.

PW 301/73.
5th February 1973. No. 384

Detailed Estimate
 for the restoration of
 the Leopoldina Bruck's
 Palace ^{at Innsbruck.} for 1871-72.

Modes d'habitation

C/2689
 Govt. of 1873 Madras.
 PUBLIC WORKS.

1. *Rec. Consulting Engg.
 for Railways*

Dicted

Recd

Encl. 2

6 20 Feb 73 571

Nos 486 & 487
 in the Railway. P. 1.

road arrangements for
 inserting the trains on
 the Bellary branch
 in the event of the train.
 passing from line across
 the bed of the Hugli river
 being raised away, as
 shown in the plan below.