M.R.O. 1—10,006—23-2-50

(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. / ~~B.P. No.~~	3280	Press / ~~Mis.~~	C874
Dated	19-11		—195—

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
19th November 1874.

Read the following papers:—

No. 342. Endorsement of the Deputy Consulting Engineer for Railways in charge, dated Madras, 23rd October 1874, No. 639.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 21st October 1874, No. $T\frac{31519}{3082}$.

Huggry River.

MR. DARKE reports that the 2-25 P. M. mail main from Bellary on the 19th instant was detained at the Huggry river upwards of two hours transshipping passengers, mails, and luggage in consequence of an unusually heavy flood.

2. The main line train from Raichore was not detained for the branch train, so that the Bellary mails were left behind.

No. 945.

FOR the information of the Consulting Engineer for Railways.

21*st October* 1874. (Signed) J. W. MELLIS,
for *Agent and Manager.*

SUBMITTED for the information of Government.

(Signed) W. H. COAKER, Lieutenant, R.E.,
Deputy Consulting Engineer for Railways in charge.

No. 343. Endorsement of the Consulting Engineer for Railways, dated Madras, 26th October 1874, No. 650.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 23rd October 1874, No. $C\frac{31768}{6038}$.

Huggry River.

MR. DARKE reports the flood in the Huggry river was so high on the 21st instant that it was considered unsafe to convey the passengers of the 2-25 P.M. mail train, and they were consequently taken back to Bellary.

2. Passengers for Bellary by the 9-50 A.M. from Cuddapah on the same date were kept at Ghooty and sent on the following morning.

3. The transshipment of passengers and mails by the 5-15 A.M. of the 22nd instant was not completed until 10-47 A.M., so that passengers and mails north of Goondacul lost the main line train.

No. 956.

FOR the information of the Consulting Engineer for Railways.

MADRAS,
24*th October* 1874. (Signed) R. B. ELWIN,
Agent and Manager.

Engineer for Railways
Madras 3

Proceedings of the Madras Government, Public Works Department,
19th November 1874.

SUBMITTED for the information of Government in continuation of my endorsement No. 639, dated 22nd instant.

(Signed) W. H. COAKER, Lieutenant, R.E.,
for *Consulting Engineer for Railways.*

No. 344. ORDER THEREON, 19th November 1874, No. 3,280.

RAILWAY, No. 55. ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Madras Railway
Traffic Manager's Office
Madras 23rd October 1874

R/ 3176/8
6038.

To

The Agent and Manager, M. R. Co.
Madras.

Dear Sir,

Hangrey River

Mr Darke reports the flood in the Hangrey River was so high on the 21st instant that it was considered unsafe to convey the Passengers of the 2.25 P.M. Mail Train, and they were consequently taken back to Bellary.

Passengers for Bellary by the 9.00 A.M. from Cuddapah on the same date were kept at Gooty and sent on the following morning.

The transhipment of Passengers and Mails by the 5.15 A.M. of the 22nd instant was not completed until 10.47 A.M., so that Passengers and Mails north of Gooty lost the main Line Train.

Yours faithfully
(Sd) R. C. Church
Traffic Manager.

True Copy
(Sd) J. L. Lewin
Agent & Manager
No 956

For the information of the Consulting Engineer for Railways.

Madras
24th Oct 1874

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

Dated 24th October 1874.

Recd 26 " " No. 2956.

Respecting delay in the Conveyance of the Express Down Train on the Coast Line on the 19th instant owing to the Breaking of the Coupling Chain between the Luggage Van and the Break Van.

M.J. 3157g.
3082

Madras Railway
Traffic Manager's Office
Madras 21st October 1874.

To
The Agent and Manager

Dear Sir

Kuggri River

Mr Darke reports that the 2-25 P.M. Mail Train from Bellary on the 19th instant was detained at the Kuggri River upwards of 2 hours, Native Keeping Passengers, Mails and Luggage in Consequence of an unusually heavy flood.

The main line Train from Renicoto was not detained for the Branch Train, so that the Bellary Mails were left behind.

Yours faithfully
(Signed) W. S. Shenk
Traffic Manager

(True Copy)
J. F. Mellis.
for the Agent & Manager

M.J. 945

for the information of the Consulting Engineer for Railways.

21st October 1874.

P. W. 1874 Despatch.
Dis: of Govt for 1874.

RAILWAY DEPARTMENT.

1874

No. 6667.

From

The ~~Chief Engineer~~
~~and~~ Consulting Engineer
for Railways,
in charge

To

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

Dated 23 October 1874

Received 24 October 1874

Encl: 1 V No. 639

Submitting letter from the Agent Guntr reporting that the 1-26 P. Rs. unpaid train from Bellary was detained at the Hagary river in consequence of an unusually heavy flood.

342 – 344

Recd 7-11-74

Cir 27/10/74 Rep 28/10/74

Copied & Abstracted

Received 28 Oct 1874

C.E. for Rlys. & Inspector of Railways

Cir

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 24th October 1874

Recd. 27 " "

No. 945

Reporting that the 2.25 P.M. Mail train from Bellary and intermediate trains ceased running at the Hagary river in consequence of an unusually heavy flood.

P. W. 6667/74

Govt. of H.S.H. the Nizam's
PUBLIC WORKS.

From The Chief Engineer & Secy.

Dated

Rec'd. Encl.

G. G. 19th Nov. 1874, No. 3258

Nos. 342-344

Floods in the Haggry River Endorsement from the Consg. Engr. for Rys. submitting papers relating to the delay caused by the floods in the conveyance of Passengers &c. to and from Bellary on the 21st & 22nd Oct. last & Acknowledgt.