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

G.O. No.	1698	Press Mis
Dated	25-2-27	10-6-18

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
10th June 1864.*

No. 223. Read the following Proceedings of the Madras Government in the Financial
Railway Department:—

Referring, for consideration, the remarks of the Deputy
(Consulting Engineer for Railways, on the state of the) (Here enter 31st May 1864, No. 348.)
road from Trichinopoly to Caroor.

No. 227. ORDER THEREON, 10th June 1864, No. 1,698.

1. The Governor in Council observes that in G. O. of the 25th April last, No. 1,177, an Estimate of Rupees 28,000 was sanctioned for metalling the 40 miles of the Trichinopoly and Coimbatore road, via Caroor, in the Trichinopoly District, and that the Government promised, under date the 7th instant, to consider the Superintending Engineer's application for funds for this road, after provision G. O. No. 1,667. had been made for the works in the several Divisions, which remained incomplete on the 30th April last, and had not been entered in the Budget for the current year.

2. But as the Trichinopoly and Erode Junction Railway, which will pass by Caroor, will pretty well supersede the present road from the latter place to Trichinopoly, the Superintending Engineer, 6th Division, will be requested to report whether so large an outlay as Rupees 28,000 is necessary considering that the Railway will be completed in about three years. He will also give his attention to the state of the road between the Trichinopoly boundary and Caroor, reported by Captain Lindsay to be "in a very bad state," submitting an Estimate, if necessary, for its early improvement.

(True Extract.)

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

• To the Superintending Engineer, 6th Division,
Financial Railway Department.

Exd. S. T. Augustin.

*Proceedings of the Madras Government, Financial Railway
Department, 31st May 1864.*

Read the following papers :—
No. 147. From Captain J. G. LINDSAY, R. E., Deputy Consulting Engineer for Railways ;
to Lieutenant Colonel P. P. L. O'CONNELL, R. E., Consulting Engineer for Railways,
dated Madras, 2nd May 1864, No. 16.

I have the honor to submit the following report on my recent inspection of the Great Southern
of India Railway from Trichinopoly to Negapatam.

2. The road is in good working order although in many parts much in want of ballast ; the
crested sleepers appear to be as good as when they were first put down.

3. The earth-work throughout the line is in good order, but the fencing is very inefficient ; in
fact, I did not observe a hundred consecutive yards of serviceable fencing on any part of the line.

4. It is evident that nothing but wire fencing, such as is now being erected on the South West
Line of the Madras Railway, will answer the purpose of an efficient barrier in the Trichinopoly and
Tanjore Districts.

3. The bridges are in excellent order, the "pointing" of the brick-work, which had not been
fully carried out, is now being attended to.

4. The stations must be noticed in detail, in order to remark on the sanitary measures required
to be carried out at the different places.

5. Trichinopoly has a ladies' waiting room which is clean and suitable ; the different buildings
including an open urinary are kept in a satisfactory condition.

6. Within the compound are several buildings of native construction, belonging to private
individuals, to these are attached verandahs of matting, so that were a fire to break out there would
in all probability be an extensive conflagration, and the station house and other buildings belonging
to the Company would be destroyed. I consider it necessary that immediate steps should be taken
to lessen the chance of fire and that any of the private houses which are too near to the Railway
buildings should be removed ; of the necessity of this the Chief Engineer will be able to judge.

7. The ground within the compound is much broken up ; as long as this is the case, it cannot
be kept in a clean and tidy condition.

8. I think that all station compounds should be carefully levelled, the hollows filled up and
precautions taken to ensure efficient drainage. I see no reason why the compound of a station should
not be kept as neat as that of a private residence. At present many of the enclosures resemble
deserted brickfields. Trees should be planted and the Station Masters encouraged to ornament their
stations by small gardens. There is one station on this line, where this has been attempted with
success, which shows that it can be done.

9. In a few months the station at the Fort will be used by most of the European residents in
place of the present station ; it is therefore unnecessary to make any great alterations ; but a latrine
for the use of natives should be constructed.

10. Terooveerambore, Cotaraputty, Alagudi, Amenapetta, and Sickle are small trial stations,
consisting simply of a gate-keeper's lodge and a siding, the traffic from these places is so small that
I do not think there is any necessity to construct privies or urinaries ; this may be postponed until
station houses are built.

11. At Boodalore, Saleamungalum, Kulikerry and Keevalore, out-houses are used as stations ;
the only accommodation afforded consists of open walled enclosures floored with gravel ; these were
perfectly clean and free from smell when I visited them. It is necessary that latrines should be con-
structed on the platform for the use of native men and women. The present traffic does not warrant
the erection of privies for Europeans.

12. At Kooradachary there is a station house ; here also a latrine should be built for the use
of native passengers.

13. At Tanjore, in addition to the ordinary open enclosure, there is a privy of two compart-
ments ; this might, after some alteration, serve for the use of natives. It will further be necessary
to provide a privy and urinary exclusively for the use of European passengers. The different build-
ings, &c., at this station were all perfectly clean, when I visited them.

14. At Nedamungalum and Trivalore, accommodation of the nature above described should
be provided for Europeans and Natives, the present urinaries being insufficient, and inaccessible.
The compounds of these stations are the worst on the line ; the ground has been excavated to such

*Proceedings of the Madras Government, Financial Railway
Department, 31st May 1861.*

an extent, that after rain, huge ponds are formed in the deep hollows, which gradually dry up, and render the place unhealthy; the rank vegetation which abounds is very objectionable.

15. At Needamungalum, the station adjoins the houses, the compound is divided from the village by a ditch, into which refuse of every description is thrown, the fence having been broken through for the purpose. Government has already drawn the attention of the Collector of Tanjore to the state of the ground in the vicinity of this station, so it is unnecessary for me to write more on the subject.

16. At Negapatam, there is an urinary with two privies attached, it is well constructed, and perfectly free from offensive smell, part of the walls being well painted over with coal tar; the place is effectually drained, and rain water from the roof is made to flush the channel. I do not think that anything more is required at present for the use of Europeans.

17. The ladies' waiting-room I found extremely clean; it is not yet completely furnished, but articles are now being made up in the workshops. There is no waiting-room for gentlemen. The general appearance of the station buildings is very satisfactory. The ground about the station is much broken up, but as many buildings still remain to be constructed the unfinished look of the yard is not to be wondered at. It should now be levelled as far as is practicable, and care be taken to cut up the ground as little as possible, while works are in progress. Some time must necessarily elapse before the compound is as it should be; but if latrines are constructed for the use of the employees at the station and the work-people, no evil effects are likely to arise; a covered drain has been built where the ditch, to which Dr. Ross objected, formerly was.

18. An open latrine with two compartments should also be made for the use of native passengers. No accommodation for this class at present exists.

19. I quite concur in the remarks made by Dr. Ross respecting the neighbourhood of the station, but as the notice of the Collector has been drawn to its dirty condition, I trust the evils complained of will be speedily remedied. The works now recommended as necessary for the different stations will be included in the schedules in course of preparation by the Agent of the Great Southern of India Railway; the other works which will be entered, I also examined, and will report on, when the schedules are forwarded to Government.

20. In accordance with your instructions, I went, in company with the Chief Engineer, over the ground which is now being selected for the extension to Erode. With reference to this, I may state that I think it would be advisable to call the attention of the Superintending Engineer of the 6th Division, to the state of the road from Trichinopoly to Caroor, part of which, particularly within a few miles of the latter place, is in a very bad state. As the whole of the permanent way material for the main line will have to be carted along this road, it is important that it should be kept in an efficient state.

Observations by the Consulting Engineer for Railways.

No. 253.

Forwarded with reference to paragraph 3 of Order dated the 23rd ultimo, No. 246.

2. I concur with Captain Lindsay in the several recommendations which he has made. It will be seen from paragraph 19 of his report that provision will be made for the works in the schedules in course of preparation.

3. The buildings alluded to in paragraph 6, are those treated of in the Agent's letters Nos. 1115 and 1129, and remarked upon by me in Observations dated the 29th ultimo, No. 243. For the reasons assigned by Captain Lindsay, I consider it advisable that the buildings nearest to the Station-house, &c., should be removed, and would recommend that the Agent be called upon to do so.

4. I would also recommend that the last paragraph of the report be communicated to the Public Works Department in view of orders being issued for putting in repair the road from Trichinopoly to Caroor.

MADRAS, 3rd May 1861.

(Signed) P. P. L. O'CONNELL, Lieut. Col., R. E.,
Consulting Engineer for Railways.
To the Chief Secretary to Government, Fort Saint George.

*Proceedings of the Madras Government, Financial Railway
Department, 31st May 1864.*

No. 148. From Lieutenant Colonel P. P. L. O'CONNELL, R. E., Consulting Engineer for Railways; to A. J. ARBUTHNOT, Esq., Chief Secretary to Government, Fort Saint George, dated Madras, 10th May 1864, No. 264.

With reference to Captain Lindsay's remarks in his report of Inspection, dated the 2nd instant, regarding the fencing on the Great Southern of India Railway, I have the honor to forward for the information of Government an Extract from a letter* from the Agent to the Railway Board of Directors.

* No. 99, dated 22nd March 1864.

Extract from a letter from the Agent of the Great Southern of India Railway, to the Railway Board of Directors, No. 99, dated 22nd March 1864.

Fencing of the Line.

In continuation of my remarks by the last Mail I send you the following Extracts from two letters I have since received. They have no doubt been called forth by the Government Order, No. 107. The Trichinopoly case is one in which the Tahsildar took no notice of a charge of trespass brought against the owner of nine cattle, which were found grazing on the 74th mile—driven there, it is supposed, for the purpose of pasturage. As the mode in which this Tahsildar dealt with trespass cases had previously been complained against by the Engineering Department, I called the attention of the Collector to the matter. The Tanjore case was a similar one, save the general complaint against the Sub-Magistrate; but had added to it the fact that when our people attempted to drive from off the Line a large flock of sheep, the herdsmen attacked the Line watchmen and beat them, at the same time the Head Assistant has remarked to me, "that in several parts of your Line which he had inspected, your Railway fences were not what they ought to be to prevent cattle from trespassing on the Line; that sometimes for instance the fence was a line of young aloe plants less than a foot or only a foot high, and outside of them a dry ditch quite insufficient together to keep out cattle. In these places the ditch should be so steep-sided and deep that cattle once in it could not get out, and so wide that they could not jump over; or there should be a post and rail fence in addition till the aloe has grown sufficiently dense and high to form a real obstacle, and

"Meanwhile, however, I take this opportunity of requesting your earnest and especial attention to the state of the fencing along the entire Line of Railway, and which from my own observation I can certify is not in a satisfactory state. In many places the only fence is the dwarf aloe, which can be easily crossed by a sheep or kid, and hence the number of trespasses which are reported to take place daily along the Line is very great. I have again and again issued orders that these trespasses should be punished severely; and the Returns which are made to this office show that these instructions have been carried out.

2. "The number of trespasses does however not diminish; and from my own observation I am quite satisfied that the chief causes for the frequency of these offences is the insufficient nature of the fencing along the Line.

3. "I am well aware of the great difficulty of keeping up fencing in a country like this where enclosures and fences of any kind are rarely made use of, and also of the annoyance and injury to the fencing caused by the villagers in making paths wherever they please; still I cannot but think that if a more permanent and secure style of fencing were employed, there would be fewer complaints of trespass, and the security of the travelling public would be more readily attained.

4. "I beg therefore you will direct the special attention of your Engineering Department to the matter. I have only to add that I shall be happy to give any assistance in my power, and in any way which you may suggest, when paths are wantonly made, and in places where crossings are really not required. I would propose that the Karuvali tree should be planted; and that any case of trespass should be immediately reported to the nearest Police station."

5. I shall tell the Collectors that every exertion is being made by the Engineering Department to improve our fences; but that it must necessarily be some time before the whole Line is completely fenced, and that Government is aware the fences along the Line are not sufficient to

*Proceedings of the Madras Government, Financial Railway
Department, 31st May 1864.*

prevent the trespassing of cattle; in order to meet this deficiency a watchman is by order employed upon each mile of the Railway to drive off cattle which may find their way through the fences.

(Signed) P. P. L. O'CONNELL, Lieut. Col., R. E.,
Consulting Engineer for Railways.

No. 149.

ORDER THEREON, 31st May 1864, No. 318.

The Governor in Council directs that the Consulting Engineer will call upon the Agent of the Great Southern of India Railway Company to remove immediately such portions of the buildings referred to in the 6th paragraph of Captain Lindsay's letter of the 2nd instant, as are made of inflammable materials and are sufficiently near the Railway station to endanger it in case of fire.

2. The suggestion made by the Deputy Consulting Engineer that wire fencing should be erected along the line, should be communicated to the Agent with reference to the letter addressed by him to the Board of Directors, under date the 22nd March last.

3. Captain Lindsay's remarks on the state of the road from Trichinopoly to Caroor, will be considered in the Department of Public Works.

(True Extract.)

H. J. Tulloch
Chief Secretary.

To the Consulting Engineer for Railways.
Department of Public Works.

Ed. J. Tulloch.

Public Works Dept

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Proceedings of the Madras Government
Under date the 12th June 1864.

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