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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 1828

Press

~~Mis.~~

213-214

Dated

16-6-

1866.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
11th June 1866*

No. 213. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 1st June 1866, No. 242:—

Read the following letter from the Deputy Consulting Engineer for Railways, to the Acting Consulting Engineer for Railways, dated Madras, 31st May 1866, No. 9.

1. I have the honor to report that, in the month of May 1866, I inspected all the stations on the North-West and South-West branches of the Madras Railway. With the exception of Tiruputty all the stations and out-houses were in a fit state. At Tiruputty, owing to the train from Arconum occupying the station when the train from Cuddapah arrives at 12-45 P. M., the third class passengers are brought to a part of the platform distant from the necessities provided for them, and are apt to defile the platform and the urinals intended for others. A man should be put on duty to prevent these irregularities.

2. The appearance of several of the station grounds would be improved by the demolition of ruins of mud huts, by the removal of stacks of broken permanent way materials, and by planting trees.

3. The fencing of the South-West Line is generally good. Ipecacuanha would probably form the best vegetable fence in the Walliar jungle, where aloes have been destroyed by the pigs, as I believe no animal will touch the plant.

4. The train from Bangalore, which should have reached Arconum at 5 P. M., on the 23rd, started from Arconum 57 minutes after the appointed hour; all passengers from Madras to Cuddapah and from Cuddapah to Madras were kept waiting more than an hour at Arconum, an exceedingly hot and ill-ventilated station; the time appears unnecessarily long. The Waiting-rooms at Cuddapah and Arconum, and the Refreshment-room at Arconum should be better ventilated.

5. The screw pile bridges near Pootoor are in course of construction. The screw pile bridge near Camalapoor is approaching completion; 14 girders are in position, and all the piers are finished; the ballasting from Cuddapah to Camalapoor is done, and trains full of material run several times a day.

1. Submitted for the information of Government.

2. Paragraphs 1 to 4 have been communicated to the Acting Agent and Manager of the Madras Railway Company, and his attention has been requested to the remarks made therein.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consgr. Engr. for Railways.

No. 214.

ORDER THEREON, 11th June 1866, No. 1,828.

RAILWAY, No. 22.

Ordered to be recorded.

(True Extract.)

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

Exd. S. T. Augustin.

A. G.

From
Major H. L. D. Reidergast. D. C. P. E.
Dy Consulting Engineer for Railways
To
Major J. H. M. Shaw Stewart. P. E.
Actg Consulting Engineer for Railways.

Sir,

I have the honor to report
that in the month of May 1866, I inspected
all the stations on the North West and
South West branches of the Madras Railway
with the exception of Sirupatty all the
stations and outhouses were in a fit state
At Sirupatty owing to the train from Arc
cannot occupy the station when the
train from Cuddalore arrives at 12-45 P.M.
the 3rd class passengers are brought to a
part of the platform distant from the in-
cessaries provided for them and are apt
to defile the platform and the animals
intended for others, a ban should be put
on duty to prevent these irregularities.

2. The appearance of several of the
station grounds would be improved by
the demolition of ruins of mud huts, by
the removal of stacks of broken permanent
way materials and by planting trees.

The

3. The fencing of the South West line is generally good, if *cacumha* would probably form the best vegetable fence in the Malliar jungle where also have been destroyed by the pigs as I believe no animal will touch the plant.

4. The train from Bangalore which should have reached Arcoum at 5 P.M. on the 29th started from Arcoum 57 minutes after the appointed hour. all passengers from Madras to Cuddapah and from Cuddapah to Madras were kept waiting more than an hour at Arcoum an exceedingly hot and ill ventilated station, the time appears unnecessarily long. The waiting rooms at Cuddapah and Arcoum and the refreshment room at Arcoum should be better ventilated.

5. The screw pile bridges near Pootoor are in course of construction. The screw pile bridge near Camalapur is approaching completion, 14 girders are in position and all the piers are finished. the ballast up from Cuddapah to Camalapur is done and trains full of material run several times a day.

I have the honor to be,
Sir

Madras }
3rd May/66 } Your most obed^t servant
W. W. Hindyatt Major R.E.R.

P 242-

5

Submitted for the information of
Government.

2. Paragraphs 1 to 4 have been communicated to the Acting Agent and Manager of the Madras Railway Company, and his attention has been requested to the remarks made therein.

Madras }
1st June/66 }

Major Stewart Major R.E.
Acting Consulting Engineer
for Railways
To, The Secretary to Government.

Public Works Dept^l
Fort Saint George.

Sealed - 1866

From 22nd 21.

The City Council's Engineer
for Railways.

To
The Chief Engineer
Superior for Railways
Dated 21st 21.
Recd 21st 21.

4th 9.

Reporting that
the included all the
stations on the R.M.
H.M. branches of the
Canadian Railway in
the month of May/66.

18th 21st 21.
1828

Records

First 84 George
11th June 1866

28th May-1866 No.
640-641

(3)

Press No. 3850, G. N. -27.2.66-100.

Transf Govt for June
1866. Department

RAILWAY DEPARTMENT.

From

No. 2275

The Consgr. Engineer for Railways,

To

The Secretary to Government,

P. W. Dept.

Dated

1st June 1866

Received

2

No. 242 -

Enclosures, No.

Submitting for
the information of
Govt, a Report of
Inspection from
Major Brudenell.

1866

Recorded

No. 213-214.

c. 6th June 1866 Or. 8m

W.D.

1828-11 June 1866