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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2617	Press
420-421	Mis.
Dated 20-8-1866.	

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
20th August 1866.

No. 420. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Department Public Works, dated Madras, 8th August 1866, No. 332 :—

1. I have the honor to report, for the information of Government, that, at the request of the Agent of the Great Southern of India Railway, I lately inspected a portion, 29 miles in length, of the extension of that line from Trichinopoly towards Errode, which he expected to be ready for public traffic upon the 1st instant.

2. Upon the portion in question there are four stations, their names and respective distances from the present Terminus (the old Trichinopoly Station) being as follows :—

	Miles.	Chains.
Trichinopoly new station ...	2	63
Elavanoor	12	14
Koolitallay	23	16
Lallapetta	29	6

At the time of my inspection none of these stations was finished ; indeed, with the exception of Elavanoor, no proper accommodation for passengers or goods could possibly have been got ready by the date named, at any of them. The new station at Trichinopoly will be the largest and the most commodious upon the line. The others are small road-side stations.

3. The largest bridge upon this portion of the line is the one which crosses the Koodamoorty river. It consists of seven openings of 30 feet each, spanned by iron girders, with a 15-feet brick arch at either end of the bridge. Owing to the quantity of water in the river, it was difficult to measure the deflection accurately.

4. The only other bridge of any size is the one which carries the line over the Weyacundum channel, 200 yards below its head sluice. It consists of five openings, each measuring 30 feet upon the skew, and intended to be spanned by iron girders, which were unfortunately lost at sea. Pending the arrival of fresh girders a neat wooden bridge has been temporarily constructed. When a tank engine, weighing 22 tons, was placed upon the bridge, the deflection proved to be below $\cdot 25$ of an inch, being $\cdot 0069$ of the span.

5. The earthwork along this part of the line was finished, and the rails laid down, but the ballasting was far from being complete, and in most places the rails required to be considerably lifted, being in some parts at least a foot below their proper level.

6. The fencing was in a very incomplete state. A wire fence is being erected along the whole of this part of the line, but between Elavanoor and Lallapetta it was in a very unfinished and inefficient state, and, as the cattle thereabouts are very numerous, I consider the thorough completion of the fencing essential to the opening of the line.

7. The Telegraph wire has been erected throughout between Trichinopoly and Errode.

8. None of the stations on the portion of the line now under review are provided with Semaphore signals, and with the exception, I think, of Tanjore, all the stations upon the open line are equally unprotected. The want of these signals has

*Proceedings of the Madras Government, Public Works Department,
20th August 1866.*

already been brought to the notice of the Agent, but without effect; and I now bring the subject prominently to the notice of Government, as I consider it essential to the safety of the public that every station should be provided with Semaphore signals. The obligation to erect them is laid down in Section VI. of the "Railway Rules and Regulations," and in England the Board of Trade Regulations are equally explicit upon this point.

9. The Agent accompanied me in my inspection of this part of the line, and he quite agreed with me in considering it far from ready to be opened for public traffic. I am of opinion that it should not be so opened until the fencing and the ballasting are thoroughly completed, and the station buildings much further advanced than they now are.

10. Being in that part of the country, I took advantage of the opportunity to inspect the remainder of the unopened line between Lallapetta and Errode. The Errode Extension is divided into four districts. Of these, the first, extending from Trichinopoly to Koolitallay, has been already reported on.

11. The second district extends from Koolitallay to within two miles of Caroor, a distance of about 22 miles. Throughout this district the earthwork and masonry work are complete; and the rails, which are now laid down over about nine miles, ought to be soon extended over the whole distance.

12. The third district carries the line to a point about three miles north of the Noyel river, being in length about 19 miles. The earthwork and the masonry works are all but completed throughout this district. Some of the latter are very fine structures. The bridge over the Ambravutty river at Caroor is the largest upon the whole line, and will consist of 20 openings of 50 feet each, spanned by handsome iron girders. At the time of my inspection the girders were being placed in position over the sixth opening. The piers are built of a fine material found near Caroor, either syenite or hornblende schist. The bridge over the Noyel river consists of six 50-foot openings, to be also spanned by iron girders. The piers here are formed of a felspathic granite. Two small bridges in this district deserve special mention, as being fine specimens of oblique arches. One of them, measuring 20 feet on the skew, being of brick throughout, and the other, measuring 25 feet, of brick with stone quoins.

13. The fourth district joins the Madras South-West Line at Errode, a distance of about 23 miles. In this district the work has been commenced only lately, and is therefore far behind the rest of the line. About one-third of the earthwork has been executed, leaving about 400,000 cubic yards still unfinished. The masonry is also completed in about the same proportion.

14. From what I saw, I think the line may be opened for traffic to Caroor early in next year, but I scarcely expect the junction with the Madras line to be effected before July or August 1867.

15. The open line, between Negapatam and Trichinopoly, is upon the whole in good working order. The vegetable fence has failed, but wire fencing is being erected along the whole distance, and I requested the Agent to have this most necessary work pushed on as quickly as possible. I have already alluded to the absence of Semaphore signals at almost every station.

In paragraph 8.

*Proceedings of the Madras Government, Public Works Department,
20th August 1866.*

No. 421. ORDER THEREON, 20th August 1866, No. 2,617.

RAILWAY, No. 33.

1. The Government are of opinion that the portion of the Great Southern of India Railway between Trichinopoly and Lallapetta should not be opened till the Consulting Engineer has again inspected it, and has satisfied himself that the fencing and ballasting have been thoroughly completed, and the stations so far advanced as to provide proper accommodation for the passenger and goods traffic.

2. The Agent should be peremptorily enjoined to make early arrangements for providing all the stations along the line with Semaphore signals, and the Government request that they may be informed in due course of the action taken by the Agent upon these orders.

(True Extract.)

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

To the Consulting Engineer for Railways.

Railway Department

Consulting Engineers Office
No 332 -

From

Major G H M Shaw Stewart R.E.
Acting Consulting Engineer for Railways

To

Colonel G. H. Orr R.E.

Secretary to Government D. P. O.

Fort Saint George

Sir,

I have the honor to report, for the information of Government, that, at the request of the Agent of the Great Southern of India Railway, I lately inspected a portion, 29 miles in length, of the extension of that line from Trichinopoly towards Erode, which he expected to be ready for public traffic upon the 1st instant.

2 Upon the portion in question there are four Stations, their names and respective distances from the present ——— Terminus (the old Trichinopoly Station) being as follows: -

	Miles	Chains
Trichinopoly new Station	2.	66.
Elavumoor	12.	14.
Koolitdalay	23.	16.
Sallapetta	29.	6.

peremptory

At the time of my inspection none of these Stations was finished; indeed, with the exception of Glawanor, no proper accommodation for passengers or goods could possibly have been got ready by the date named, at any of them.

The new Station at Trichinopoly will be the largest and the most commodious upon the Line. The others are small roadside Stations.

3 The Largest Bridge upon this portion of the line is the one which crosses the Roodamooty river. It consists of seven openings of 30 feet each spanned by iron girders, with a 15 feet brick arch at either end of the bridge. Owing to the quantity of water in the river it was difficult to measure the deflection accurately.

4 The only other bridge of any size is the one which carries the line over the Meyacondam Channel, 200 yards below its head sluice. It consists of 5 openings, each measuring 30 feet upon the skew, and intended to be spanned by iron girders, which were unfortunately lost at sea. Pending the arrival of fresh girders a neat wooden bridge has been temporarily constructed. When a tank engine, weighing 22 tons, was placed upon the bridge, the deflection proved to be below $\frac{1}{25}$ of an inch, being 100 lb of the span.

The

5 The Earthwork along this part of the Line was finished and the rails laid down, but the ballasting was far from being complete, and in most places the rails required to be considerably lifted, being in some parts at least a foot below their proper level.

6 The fencing was in a very incomplete state. A wire fence is being erected along the whole of this part of the line, but between Glawanor and Sallapetta it was in a very unfinished and inefficient state, and, as the cattle thereabouts are very numerous, I consider the thorough completion of the fencing essential to the opening of the Line.

7 The Telegraph wire has been erected throughout between Trichinopoly and Erode.

8 None of the Stations on the portion of the line now under review are provided with Semaphore Signals, and with the exception, I think, of Tanjore all the Stations upon the open line are equally unprotected. The want of these Signals has already been brought to the notice of the Agent, but without effect; and I now bring the Subject prominently to the notice of Government, as I consider it essential to the safety of the public that every Station should be provided with

Semaphore

permanently

Semaphore Signals. The obligation to erect them is laid down in Section 77 of the "Railway Rules and Regulations", and in England the Board of Trade Regulations are equally explicit upon this point.

9 The Agent accompanied me in my inspection of this part of the line, and he quite agrees with me in considering it far from ready to be opened for public traffic. I am of opinion that it should not be so opened until the fencing and the ballasting are thoroughly completed, and the Station buildings much further advanced than they now are.

10 Being in that part of the country, I took advantage of the opportunity to inspect the remainder of the unopened line between Tallapetta and Gode. The Gode Extension is divided into four districts. Of these the first, extending from Tichinopoly to Koolitullay, has been already reported on.

11 The Second District extends from Koolitullay to within two miles of Caroor, a distance of about 22 miles. Throughout this District the earthwork and masonry work are complete, and the rails, which are now laid down

over

over about nine miles, ought to be soon extended over the whole distance.

12 The third District carries the line to a point about 3 miles north of the Noyel River, being in length about 19 miles. The earthwork and the masonry works are all but completed throughout this District. Some of the latter are very fine structures. The Bridge over the Ambavathy river at Caroor is the largest upon the whole line, and will consist of 20 openings of 50 feet each, spanned by heavy iron girders. At the time of my inspection the girders were being placed in position over the sixth opening. The piers are built of a fine material found near Caroor, either syenite or hornblende Schist. The bridge over the Noyel river consists of six 50 feet openings, to be also spanned by iron girders. The piers here are formed of a felspathic granite. Two small bridges in this District deserve special mention, as being fine specimens of oblique arches. One of them, measuring 20 feet on the skew, being of brick throughout, and the other, measuring 25 feet, of brick with stone quoins.

13

The fourth District joins the Madras South

peremptorily

South West Line at Rode, a distance of about 23 miles. In this District the work has been commenced only lately, and is therefore far behind the rest of the line. About one third of the earthwork has been executed, leaving about 400,000 Cubic yards still unfinished. The masonry is also completed in about the same proportion.

14. From what I saw, I think the Line may be opened for traffic to Caroor early in next year, but I scarcely expect the junction with the Madras Line to be effected before July or August 1869.

15. The open line, between Negapatam and Trichinopoly, is upon the whole in good working order. The vegetable fence has failed, but wire fencing is being erected along the whole distance, and I requested the Agent to have this most necessary work pushed on as quickly as possible. I have already alluded to the absence of Semaphore Signals at almost every Station.

Madras
8 August
1869

I have the honor to be,
Sir,
Yours Most Obedt Servt.
Wm Stewart Major BR
Acting Consulting Eng for Railways

2617
Public Works Department
Proceedings of the Madras Government
Under date the 20th Aug^r 1866

Read the following
From
The Consulting Engineer
for Railways (H.E. N^o 332 dated 9th Aug^r 1866)

The Government are of
opinion that the portion of the
Great Southern of India Railway
between Trichinopoly and
Salapetta should not be
opened till the Consulting
Engineer has again in-
spected it and has
satisfied himself that
the flooring and ballasting
have been thoroughly com-
pleted, and the stations
so far advanced as to
provide proper accommo-
dation for the Passenger
and Goods Traffic -
The Agent should be
peremptorily

2617-20th Aug^r 1866
No. 332
RAILWAY DEPARTMENT.

From
The Consgr. Engineer for Railways,
To
The Secretary to Government,
P. W. Dept.

Dated 9th } August 1866.
Received 10th }

No. 332 -

Enclosures, No. 1

Reporting that
he lately inspected the
portion of the line from
Trichinopoly towards
Arode which it is expect-
ed to be ready for public
traffic upon the 1st of August.

No 420.

@. 150, 20th Aug^r 1866 @. 150

2617-20th Aug^r 1866

QW 1866 Sept.
No of Loco for Mysore
1013

No 2647
No of the Madras Loco
of 20th Sept/66.

Passing orders on the report of the
Consulting Engineer on the ex-
tension of Great Southern of
India Railway from Tuckinipole
towards Erode.

F 420.421.

12th Sept 1866. P. 15th 1866.