

(1) Number of pages _____

(2) Date of repair _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 811	Press
236-238	Mis.
Dated 12 - 3 -	18 66.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
12th March 1866.*

Read the following papers:—

No. 236. Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 5th February 1866, No. 58.

From the Deputy Consulting Engineer for Railways, to the Acting Consulting Engineer for Railways, dated Madras, 1st February 1866, No. 3.

1. I have the honor to report that I inspected all the stations on the Madras lines of Railway in the month of January 1866. All the stations were clean with the exception of Sholinghur, where the latrines were in a filthy state, and of Coimbatore, where as usual the walls of the Gentlemen's Waiting-room were cobwebbed, and the table cloths of the Refreshment-room were dirty. Very few of the station grounds have been planted as yet.

2. The train that left Cuddapah on the morning of the 10th was twice stopped, on account of the journals of the engine having become hot.

3. There were so many 3rd class passengers to meet the 4-10 train from Shoranoor to Beypoor on the 15th, and the 5-50 train from Trivellore to Madras on 17th that more than the proper number of passengers were carried in the carriages.

4. Trains are able to run from Cuddapah to Camelpoor, a distance of thirteen miles, but three large bridges are unfinished, the works on this part of the North-West Line are well executed. A fine blue lime-stone is used for the masonry.

5. Difficulty is found in obtaining holding ground for the screw piles of the Kuddulhoondy bridge, at no great distance from the surface the piles enter a hard stratum, but this proves to be only about three feet thick, and piles have been driven on an average forty feet into the ground, or sixty feet below the rail level, before obtaining firm footing; it has been determined to drive the centre piles of every pier in order to ascertain exactly the depth to which piles will have to be driven or to which, if necessary, iron cylinders instead of piles must be sunk.

6. The Beypoor Pier is approaching completion, but it being of timber it is to be feared that it will not last long, the surf beats in with such violence that iron is used to hold together the stone abutment, and a hole has been made close to the abutment while a shoal is forming to the south of the pier near its head, the levels near the pier have changed very much in the last few years, and the pier will be utterly useless unless break-waters be thrown between the rocks, which partly protect it; if such break-waters be formed, it appears likely that the boat harbour so formed will be silted up as suggested by Mr. Hawkshard.

7. The groynes placed at the mouth of the Beypoor river by the Public Works Department require attention, otherwise the sea will encroach seriously upon the Railway land; when estimating for repairing the groynes it would be well to consider whether they should be produced seawards, so as to compel the river to act on the bar, or simply protect the land close to them.

8. Great activity is shown in putting together the new engines which have arrived at Beypoor, they are much needed, as the locomotive stock now in use is not sufficient for the work, and engines are sometimes allowed to run when they should be in the Workshops.

9. I accompanied the Deputy Chief Engineer, the Resident Engineer, and the Public Works Range Officer to inspect the breaches on the North-West Line, reported on by Colonel Anderson in his No. 600 of 7th December 1865, that on the 70th mile was caused by the bursting of the Pootoor tank, those on the 80th mile by the bursting of the Rayampettah tank, that on the 94th mile by a jungle stream overflowing its banks. Before the December storm the bunds of the Pootoor and Rayampettah tanks were in good order, and both tanks had calingulahs.

10. In the first case the Railway waterway was more than sufficient to carry off all the water that could pass over the calingulah of the Pootoor tank, the waterway of the Railway bridge was $6 \times 45 = 270$ feet up to the springing of the arches, while that of the calingulah was only $4 \times 37 = 148$ feet. Colonel Anderson thinks it probable that the Railway bridge would have stood if it had been furnished with a strong floor. All bridges over streams close to hills should, I think, be provided with floors or other safe-guards against scour.

11. In the second case the Railway waterway was sufficient for the maximum discharge through the Rayampettah calingulah, the capacities of the bridge and calingulah being in almost exactly the same ratio as in the first case; in both cases large tanks, the lowest of series, burst in consequence of those above them being breached, the breaches occurring because the tanks were unprovided with calingulahs.

12. It is proposed to place a 50-foot girder opening on the site of the three 15-foot arches on the 70th mile, to embank the surplus channel of the Rayampettah tank, to construct two 20-foot girder openings where the 6-foot arch existed, and one 20-foot girder opening where the 12-foot arch was. The damage done to the 94th mile was soon repaired, the jungle stream will be confined between strong banks.

13. On the 3rd January I inspected the Tramway, to see in what points the general draft Contract with the Tramway Company can be made applicable to the Arconum and Conjeveram line. The line is well worked, the rolling stock good, but the sanitary arrangements are not so perfect as on the Madras Railway. The papers concerning the Tramway Contract are with Mr. Boyson.

14. The traffic on the Tramway has decreased sensibly since the Railway rates were raised, and country carts are said to compete successfully with steam for the conveyance of goods from Madras to Conjeveram, if this be so, the distance from Madras to Arconum being more than twice as great as that from Arconum to Conjeveram, and the Madras Railway Company having twice as much interest as the Tramway Company in the Madras and Conjeveram traffic, it would seem advisable to make a cheap through-rate from Madras to Conjeveram rather than to let the traffic go by road.

1. Submitted to Government for information.
2. The Agent and Manager's attention has been drawn to the remarks in paragraphs 1 and 3.
3. The Superintending Engineer of the 7th Division has been addressed regarding the groynes at the mouth of the Bypoor river, remarked upon in paragraph 7.

4. The Resident Engineer of the Tramway Company has been requested, with reference to paragraph 13, to place the sanitary arrangements on an efficient footing, and to favor me with an expression of his views regarding the falling off in the goods traffic, alluded to in paragraph 14.

5. On the receipt of the Resident Engineer's views I shall communicate with the Agent and Manager, and report the result to Government.

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

No. 237. Endorsement of the Deputy Consulting Engineer for Railways, in charge, dated Madras, 3rd March 1866, No. 105.

From the Superintending Engineer, 7th Division, to the Acting Consulting Engineer for Railways, dated Coimbatore, 28th February 1866, No. 188.

Your endorsement No. 79 of 5th February.

The groynes in question answer the purpose for which they were thrown out, viz., protection of the coast road and public buildings adjoining, and they are receiving all the attention they require. Their extension seawards is not contemplated by this Department.

Submitted for the information of Government, with reference to paragraph 3 of Major Stewart's observations, dated the 5th ultimo, No. 58.

(Signed) H. N. D. PRENDERGAST, Major, R. E.,
Deputy Consulting Engineer for Railways, in charge.

No. 238. ORDER THEREON, 12th March 1866, No. 811.

RAILWAY, No. 31.*

1. The Government will await the receipt of a further report regarding the improvement of the sanitary arrangements on the Indian Tramway Company's Line from Arconum to Conjeveram and on the falling off in the "goods traffic" referred to in paragraph 4 of the Consulting Engineer's observations.

2. It is observed that the attention of the Agent and Manager of the Madras Railway Company has been called to the state of the latrines at the Sholingur Station and of the Gentlemen's Waiting-room at Coimbatore, as also to the overcrowding of third class carriages which is noticed in paragraph 3 of the Deputy Consulting Engineer's letter above recorded.

(True Extract.)

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

To the Consulting Engineer for Railways

Exd S. T. Augustin.

No. 188.

Shipping Office 7th Division
Columbus 28th Feb. 1866

From Lieut. Col. G. W. Walker R. G.
Superintending Engineer 7th D.

To Major J. S. Stewart R. G.
As Consulting Engineer for Railways

Sir,

Your endorsement No. 79 of 5th February
The Gurneys in question answer the
purpose for which they were thrown out
viz protection of the Coast Road and
Public Buildings adjoining, and they are
receiving all the attention they require.
That no intrusion seawards is now con-
templated by this Department.

I have the honor to be

Sir,
Your most Obedt. Servant

G. W. Walker Lieut. Col. R. G.
Superintending Engineer 7th D.

G. W.

From

The Super Engineer
of the Pension

To

The Agent in Charge
for Railways

Dated 28th February 1886
Per. 2nd March.

37379/86
No.

States that the papers
attached to an endorsement
No. 79 of 5th February answer
the purpose for which they
were thrown out

to Mr. D. D. D.

5

7

No. 105-

Submitted for the information of Government. with reference
to paragraph 3 of Major Stewart's
observations dated the 5th February 1886.

R. V. Prudyard

CONSULTING ENGINEER'S OFFICE,
Madras, 3rd March 1886.

By Cons. Engr. for Railways.
in charge

To

The Secretary to Government,
Public Works Department,
Fort Saint George.

P. W. 10th Dept
RAILWAY DEPARTMENT.
Pro. of Govt. for March
1866.

From *Acting* *A. 237*
The Consulting Engineer
for Railways,

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

Dated *9th* }
Received *5th* } *March* 1866.

Encl 1 No. 105-

Submits for
information, a letter
from the Supt^r Engineer
for the Dept^r regarding points

12. 8. 11-12. 15. March 1866

A. 237

c. 7th March 1866 A. 10m

P. W. 10th Dept
Pro. of Govt. for March
Press No. 3105, G M - 18 12. 68 - 50

1866. *A. 237*
RAILWAY DEPARTMENT

From *Acting*
The Consgr. Engineer for Railways,

To
The Secretary to Government,
P. W. Dept.

Dated *5th* }
Received *5th* } *March* 1866.

No. 58-

Enclosures, No.

Observations on an
Inspection Report from
the Dy Consulting Engineer
for Railways the 3 of Feb
lastant.

A. 236

4 March 1866 A. 10m

12. 8. 11-12. 15. March 1866

Public Works Department
Proceedings of the Madras Government
Under date the 12th March 1866

From The Acting Consulting Engineer
for Railways

Read the following

Observations on an Ins.
pection Report from the De.
puty Consulting Engineer for
Railways No. 3 dated 1st Instant

Here enter 5th Feb'y 1866 No. 58

From Do — Do —

3^d March No. 145

The Govt. will await
the receipt of a further report
regarding the improvement
of the sanitary arrangements
on the Indian Railway Co.
Line from Arcotum & Con.
jivaram and "the falling
off in Goods Traffic" re-
ferred to in para 4 of the Cons.
Engr's observations.

It is desired that the
attention of the Agent and
Manager of the Madras Rail-
way Co. be called to
the state of the latrines at
the Sholingham Station and
of the gentlemen's ^{waiting room} at
Chatore, as also to the over-
crowding of third class
carriages which is

[Signature]

[Signature]

noticed in para 5 of the
of consulting Sugr. let
above recorded —

Dec^r 13th March.



of our days in Rome

[Faint handwritten notes, mostly illegible due to fading.]

1. Introduction
 2. History of the Project
 3. Objectives of the Study
 4. Methodology
 5. Results and Discussion
 6. Conclusion
 7. References
 8. Appendix
 9. Glossary
 10. Index

To J. W. 10th (N) Dept
Pro. of Govt for March

Apr 21
Pro. of the Madras Govt
By 12th March 1865

Letters on the Madras
Pro. of Secretary for Janu-
ry 1865 - Passing order
the report on - Submit
by the Deputy Comm-
r.