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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 429	Press Mis.
III-113	
Dated 3. 2.	1866.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
3rd February 1866.*

Read the following papers :—

No. 111. Endorsement of the Consulting Engineer for Railways, dated Madras, 6th January 1866, No. 7.

From the Deputy Consulting Engineer for Railways, to the Consulting Engineer for Railways, dated Madras, 5th January 1866, No. 1.

1. I have the honor to report that I inspected all the stations between Madras and Erode, and between Madras and Bangalore, in the month of December 1865.

The stations and latrines were in a creditable state.

2. The corrugated iron roofs over the platforms at Vellore and Arcot were injured by the violent storms that occurred at the beginning of the month, but measures were promptly taken to repair them.

3. The Train due at Amboor at 2-33 A.M. on the 9th did not draw up to the platform, and I believe that it is usual for Train No. 1 eastwards to avoid drawing up to the Amboor platform.

4. The Jollarapett Refreshment-room at 1 A.M. on the 9th was close and perfumed with bad oil. It would be well to have ventilators over the doors and windows at both ends of the room. Each ventilator should have a superficial area of 9 or 10 feet, and should be unprovided with shutters, as the platform roof affords protection against the weather.

5. I have inspected all the stations on the Great Southern of India Railway and found them in good order, dry earth conservancy in covered latrines is the system pursued, but the practice is evidently not thoroughly understood, the earth at Needamungalum and one or two other stations was caked; when the Inspectors and Station-masters appreciate the system I have no doubt it will be found to answer well.

6. The Railway authorities state that they have suffered considerably in consequence of the Negapatam Jetty not having been repaired.

7. The new General Stores and Workshops at Negapatam are well designed and substantially built, the Terminus ground is being levelled; Semaphore signals are under construction, they have not hitherto been used on the line.

8. Signals should be so weighted that in case of the wire breaking the "danger" signal would be shown, this has not been insisted on hitherto, but should, it is suggested, be enforced in future on all Lines of Railway and Tramway.

9. The vegetable fences along the line are not satisfactory, the aloe tried in some parts is small and not so effective as the American aloe used between Salem and Coimbatore on the Madras line, the Parkinsonia planted here and there appears to have been more successful. One cause of the failure of the aloes is the small size of the bank on which it was planted. Wire fences are on their way from England, so it is hoped that the line will soon be protected.

10. The field gates opening on to the line are numerous, many of them are left open while the Trains pass, the American cattle-guards, which are open ditches lined with masonry 4½ feet broad and 4 feet deep, intersecting the line at both sides of all crossings, appear to be preferable to gates which cannot be watched.

11. The carriages on the Great Southern of India Railway are lighter than those on the Madras Railway, and are well built, the third class carriages have no seats. The first class are neat and convenient, the Locomotive Superintendent has kindly promised a plan of one that it may be shown to the Madras Railway authorities. The goods waggons are lighter than those on the Madras line.

12. Mr. Barton Wright has obligingly furnished drawings of the steam packed piston which works admirably here, and which I hope Mr. Crighton will find economical on the Great Southern of India Railway.

13. The foundations and basement of the new station at Trichinopoly are built, the foundations are of large native made-bricks, all walls above ground are to be of English sized bricks made by the Company.

14. Along the whole of the Erode Extension, the rule is to build all bridges and culverts with Company's bricks when bricks are used, but native-made bricks are used for the stations which will be economically built, in order that the loss may be small if it prove that their sites have in any cases been ill-selected, while it will be easy at any time to add to those which attract much traffic.

15. All the masonry works of the 1st Division of the Erode Extension are finished, the banks are finished except over swamps in the 4th and 12th miles, 15 miles of rails are laid. The sleepers used are of iron, the rails rest not on the chairs but on wooden cushions placed on the pots, one at each side of the chairs; some of the pots are circular in plan some are oblong. Ties have not been sent out for all the sleepers, as it was intended to have four ties and three intermediates for every rail 21 feet long.

16. Work on the 1st Division is delayed for want of sleepers and rails daily expected from England, but the whole of it will be ready for use by tank engines at the end of March 1866.

17. In the 2nd and 3rd Divisions the masonry works are nearly finished, and the formation of banks and cuttings are in active progress. Stone has been used in preference to brick, where it can be procured at a moderate price, the stone used is for the most part gneiss. The piers of the large bridges at Caroor and Noyel have nearly reached their full height, the workmanship of both is excellent, the latter is built of a white finely crystalline gneiss of great beauty.

The sanitary arrangements of Caroor need attention; it is to be feared, if means be not adopted to clean the village, that disease may appear and the works may thereby be delayed.

18. In the 4th Division the masonry of the first section is nearly complete, but that of the second section has only lately been commenced and but little of the earthwork has been done, there are however no great difficulties to be encountered, and it will probably be ready for traffic as soon as the 3rd Division.

19. All the works on the Extension have been carefully executed, the turfing of the banks of the 1st and 2nd Divisions is particularly good. The Chief Engineer hopes to finish the line to Erode by the end of 1866.

1. Submitted for the information of Government.

2. With reference to paragraph 4. There are several other stations on the South-West Line, besides Jollarapett, which were built before the Engineers had had much experience in this country, that are defective, as regards ventilation, and some, if not all of them, would be improved by the formation of small openings in the upper portions of the walls.

3. I think Major Prendergast's suggestion to attach a weight to the signals, in order that in the event of the wire breaking the danger signal may be shown instead of the arm following, is a good one, and I shall bring it to the notice of the Agent and Manager.

4. The American cattle-guards might also be introduced with advantage. They are simple masonry-lined trenches running across the line from fence to fence, and if formed on each side of a crossing would prevent bullocks straying on the line. Of course they might stand on the line at the crossing, but the risk would be diminished, if the space over which they could move were thus restricted.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

No. 112. Endorsement of the Consulting Engineer for Railways, dated Madras, 15th January 1866, No. 22:—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 13th January 1866, No. 21.

1. Adverting to your letter of the 10th instant, No. 20, enclosing extracts from a report by Major Prendergast, with copy of your observations thereon, I have the honor to state, that instructions have been issued by the Chief Engineer for ventilators to be provided in the Refreshment-room at Jollarapett, which is close and unpleasant from want of them.

2. With regard to the suggestion contained in paragraph 8, I learn from Mr. Smart that all our distant signals are so constructed, that when a wire breaks the arm flies to danger.

3. To construct American cattle-guards, alluded to in paragraph 10, would entail a very heavy, and, in the Chief Engineer's and my opinion, unnecessary expenditure. Orders have been issued to make all gates self-acting, by giving the posts a cant towards the line, and when this is done, it will be impossible for gates to remain open, unless wilfully fixed in that position, by means of props, stones, &c., &c.

4. The Line Watchmen will be cautioned to pay particular attention to these gates, and to remove any obstruction which they may observe.

Forwarded for the information of Government, in reference to observations of the 6th instant, No. 7.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

Proceedings of the Madras Government, Public Works Department,
3rd February 1866.

No. 113. ORDER THEREON, 3rd February 1866, No. 429.

RAILWAY, No. 6.

Line between Madras and Erode.
Do. do. Jollarapett and Bangalore.
Do. do. Negapatam and Trichinopoly.

1. The Government are glad to learn that effective measures are being taken by the Railway authorities for keeping in proper order the several stations and latrines on the lines marginally noted, and that arrangements have been made by the Chief Engineer of the Madras Railway for supplying the Refreshment-rooms at Jollarapett with ventilators as recommended by Major Prendergast.

2. The suggestions contained in paragraphs 8 and 10 of Major Prendergast's report, regarding the exhibition of "danger" signals, and the erection of American cattle-guards are disposed of in the letter from the Agent and Manager, under date the 13th January 1866, above recorded.

3. Adverting to paragraph 6, His Excellency the Governor in Council observes that the Superintending Engineer of the 6th Division has been recently instructed to carry out the necessary repairs to the Jetty at Negapatam.

4. The removal of the seats from the third class carriages on the Great Southern of India Railway, noticed in paragraph 11, was authorized in the Proceedings of Government No. 620, dated 28th August 1861, and the result was ordered to be reported at the end of three months. This however does not appear to have been done, and the Consulting Engineer will accordingly be requested to give his immediate attention to the subject, and to ascertain and report whether there are any objections to the restoration of the seats being ordered.

5. The attention of the Collector of Coimbatore will be drawn to Major Prendergast's remarks in the latter clause of paragraph 17, on the subject of the present state of the Caroor village, and he will be requested to take such steps as may be necessary for improving its sanitary condition.

6. The Government will be obliged by the Agent and Manager of the Madras Railway having his letters written in a bolder and more easily deciphered hand.

(True Extract.)

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

To the Consulting Engineer for Railways.
" Collector of Coimbatore.
" Editor's Table.

Ed. S. T. Augustin.

No. 21.

MADRAS RAILWAY COMPANY.

AGENT AND MANAGER'S OFFICE.

Madras, January 15th 1866.

From

R. S. Elwin Esq.

Agent and Manager of the
Madras Railway Company,

Lt Col. J. C. Anderson R. E.

Consulting Engineer for Railways.

Sir,

Adverting to your letter of the 10th

instant, No. 20, enclosing extracts from a report by Major Prendergast, with copy of your observations thereon, I have the honor to state, that instructions have been issued by the Chief Engineer, for ventilators to be provided in the Refreshment Rooms at Jollarapett, which is closed and unpleasant, from want of them.

2 — With regards to the suggestions contained in para 8, I learn from Mr. Smart, that all our distant signals are so constructed, that when a wire breaks, the arms fly to danger.

3 — To construct American cattle guards, alluded to in para 10, would entail a very heavy, and, in the Chief Engineer's and my opinion, unnecessary expenditure. Orders have been issued to make all gates self acting by giving the posts a

a cant towards the Line, and when this is done, it will be impossible for gates to remain open, unless wilfully fired in that position, by means of people, stones, &c, &c.

4 - The Line Watchmen will be cautioned to pay particular attention to these gates, and to remove any obstructions which they may observe.

I have the honour to be,
Sir,

Yours most obedient servant,

[Signature]
Agent and Manager

N: 22-

Forwarded for the information of Government, in reference to observations of the 6th instant, N: 7.

Madras
15th May 1866

[Signature] Lt. Col R.E.

Com. Inger for Ryo

To
The Secretary to Government P. M. S.
Fort Saint George

MADRAS RAILWAY

From

The Agent and Manager

To
The Consulting Engineer

for Railways

Dated 21st January 1866.
Recd. — " — 21st

No. 21

Replying with reference
to the ~~document~~ ^{letter} of the 11th inst.
stating to notice to Major
Piddington's report of
inspection of station where
accident is the case.
Every letter of the 11th inst.
d.p. 20.

10.129

Public Works Department
Proceedings of the Madras Government
Under date the 3rd January 1866
Read the following

From
The Consulting Eng^r for Railways

Observations on a Re-
port from the Dy Consulting Engineer
for Railways, on Stations between
Madras and Erode and between
Madras and Bangalore in the
month of December 1865.

(Here enter 6th Jan'y 1866 No. 7)

From Do Do

Observations on a Letter from
the Agent & Manager No. 21 dated
12th Instant, regarding the several
points brought to notice in Major
Prendergast's Report of Inspection of
Stations.

(Here enter 15th Jan'y 1866 No. 22)

The Government are glad
to learn that effective measures
are being taken by the
Railway Authorities for keeping
in proper order the several
Stations and latrines on the
lines marginally noted, and
that arrangements have been
made by the Chief Engineer
of the Madras Railway for
supplying the refreshment
rooms at Solurapett with
ventilators as recommended
by Major Prendergast -

The suggestions contained
in paras 8 and 10 of

Line between Madras and Erode -
- Do - Do - Solurapett & Bangalore.
- Do - Do - Negapatam & Trichingly.

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RAILWAY DEPARTMENT.

From

The Cons. Engineer for Railways,

To

The Secretary to Government,
P. W. Dept.

Dated 15th Jan'y 1866.
Received 16th Jan'y 1866.

No. 22 -

Enclosures, No. 1

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Observations on a
letter from the dy. con-
sulting eng^r for Railways, on
Stations between Madras
& Bangalore in the month
of December 1865.

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RAILWAY DEPARTMENT.

From

The Cons. Engineer for Railways,

To

The Secretary to Government,
P. W. Dept.

Dated 6th Jan'y 1866.
Received 9th Jan'y 1866.

No. 9 -

Enclosures, No. 1

Observations on a
Report from the dy. con-
sulting eng^r for Railways, on
Stations between Madras
& Bangalore in the month
of December 1865.

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Major Pendergast's report regarding the exhibition of "danger" signals and the erection of American pattern guards are disposed of in the letter from the Agent and Manager under date the 13th January 1866 above recorded -

Adverting to para 6, His Excellency the Governor in Council observes that the Supt Engineer of the 6th Division has been recently instructed to carry out the necessary repairs to the Setty at Nezapatan.

The removal of the seats from the 3rd class Carriages on the Great Southern of India Railway noticed in para 11, was authorized in the Proceedings of Government N^o 620 dated 28th August 1865, and the result was ordered to be reported at the end of 3 months. This however does not appear to have

Vide G. O. N^o 3799 of 14th Dec^r 65.

been done and the Consulting Engineer will accordingly be requested to give his immediate attention to the subject and to ascertain and report whether there are any objections to the restoration of the seats being ordered.

The attention of the Collector of Coimbatore will be drawn to Major Pendergast's remarks in the latter clause of para 17 as the subject of the present state of the farrow village, and he will be requested to take such steps as may be necessary for improving its sanitary condition.

The Government will be obliged by the Agent and Manager of the Madras Railway having his letters written in a bolder and more easily deciphered hand -

3 By the Consulting Engineer
5 - Collector of Coimbatore
4 - Editors Table

22
20 February

90/1866 Dep't
Memo. of Gov. for Kelly

Rec'd
Memo. of the Wilson
D. 8 July/66

1734

Report on the Railway
Station, &c in the Presidency
for Decr 1865 - Supplied
on the - submitted by the
Consulting Engineer.

No. 111. @ 1/10

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