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(2) Date of repair 1/1/57

(3) Initials of the Referencer

# MADRAS RECORD OFFICE.

Government of Madras.

*Police works* DEPARTMENT.

|                      |               |
|----------------------|---------------|
| G.O. No. <u>2069</u> | Press<br>Mis. |
| <u>252-63</u>        |               |
| Dated <u>10/1/57</u> | 18/57.        |

Not to be folded or roughly handled

*SS*

No. 262. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 26th June 1867, No. 186:—

Read the following letter from the Deputy Consulting Engineer for Railways, to the Consulting Engineer for Railways, dated Madras, 21st June 1867, No. 8.

1. I have the honour to report that I have, in this month, inspected the Great Southern of India Railway, and its extension towards Erode. The completed stations were all in a fit state, except those at Keevalore and Kordacherry, iron roofs for which are expected from England. There is no drainage from the latrine for natives at Negapatam, and at two stations the urine from the latrines remained in the receptacles formed to receive it.

2. The walls of the boiler-shop at Negapatam are so far advanced that they are ready for the stone girder seats, which are being prepared at Caroor. A double drivers' bungalow at Negapatam is nearly finished. The trusses for the extended covering to the passengers' platform at Negapatam have been put up, but the corrugated iron to be placed over them has not arrived from England. The roofing of the carriage shop is nearly complete.

3. At Trichinopoly new station the running shed is almost finished. Two double bungalows and one single bungalow, for drivers, at Trichinopoly want only the tiles to perfect them. The tank-house and piping are finished and in use. The approach to the goods warehouse is in hand. The passengers' platform is being floored with stone.

4. The three brick culverts in the Tanjore District, which were in a late report\* mentioned as having cracks in them, are in the same state as before, the baulks laid over them have rendered them safe, but as soon as the ground becomes dry the foundations will be inspected, and if necessary new culverts will be built. Stone girder seats have been placed in the abutments of three bridges, the masonry of which had been injured by the expansion and contraction of the girders bolted to it. The girders rest on sheets of lead which lie on the stones.

5. The semaphore signal posts, ordered for the Great Southern Railway Stations, are under construction, those on the extension are in use.

6. Iron wire fencing now extends from Negapatam to Caroor, with the exception of 25 miles, on which length it is in course of erection; all the gates were shut before the train passed.

7. The wooden-sleeper road from Negapatam to Trichinopoly is much improved, upwards of 20,000 yards of ballast are, however, still required to perfect it. It is intended to push the work vigorously in July. The pot-sleeper road from Trichinopoly to Caroor is in good order. The Griffin's patent sleepers have been removed from the bank near Trichinopoly, on which they were laid, as it was found unsafe to retain them. Sleepers of the same description, on firm ground, in Trichinopoly Station are as efficient as pot-sleepers.

8. The line from Caroor to Coodamoodu was rough on the 16th in consequence of heavy rain, but it will be fit for traffic by the 1st July. The gate-lodge booking office at Coodamoodu is nearly finished.

*Proceedings of the Madras Government, Public Works Department,  
10th July 1867.*

9. Material trains run to Cootapoliem, six miles beyond Coodamoody, towards Erode, at the rate of five miles an hour. The joints of the rails are fished for two and a quarter miles only of this distance. The joints on the remaining three and three quarter miles are supported by intermediate pots.

10. Nearly all the banks between Cootapoliem and Erode are finished, the cuttings are well advanced, three bridges are unfinished.

11. Owing to the difficulty in obtaining good materials and good workmen on the 4th District, the masonry of the works on that portion of the line is not equal to that of the best works on the other districts, all of these, however, appear to be substantial except a 10-foot bridge at 4th District, one mile twenty-one chains, the arch of which is deformed, and the abutments have consequently suffered, it will probably be necessary to rebuild the bridge. This failure will cause no delay in opening the line, all the earth-work and masonry will be finished before the pot-sleepers and fish-plates arrive from England.

1. Submitted to Government.

2. I have requested the Agent of the Great Southern of India Railway to make arrangements for improving the drainage for the latrine at Negapatam, and for having the tanks of the other two latrines referred to by Major Prendergast fitted with movable iron buckets.

3. The bridge described by Major Prendergast in paragraph 11, as having cracked, is on the portion of the Erode extension, which has not yet been opened for traffic.

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

No. 263. ORDER THEREON, 10th July 1867, No. 2,069.

RAILWAY, No. 22.

Ordered to be recorded.

(True Extract.)

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

To the Consulting Engineer for Railways.  
.. Editors' Table.

Exd. S. T. Augustin.

*Railway Dept.*

*Dept. Cons. Eng. Office  
No. 8.*

*3*

*From Major H. M. Prendergast & Co. R.E.  
Dept. Cons. Eng. for Railways.  
To Lieut. Colonel J. C. Anderson R.E.  
Consulting Engineer for Railways*

*Sir,*

*I have the honor to report that I have in this month inspected the Great Southern of India Railway and its extension towards Erode. The completed Stations were all in a fit state except those at Keeralore and Kordacherry; iron roofs for which are expected from England. There is no drainage from the latrine for natives at Negapatam, and at two Stations the urine from the latrines remained in the receptacles formed to receive it. 2. The walls of the Boiler Shop at Negapatam are so far advanced that they are ready for the stone girder seats which are being prepared at Caroor. A double drivers' bungalow at Negapatam is nearly finished. The trusses for the*

The extended covering to the Passengers' platform at Negapatam have been put up but the corrugated iron to place over them has not arrived from England. The roofing of the Carriage Shop is nearly complete.

3. At Trichinopoly new Station the remaining shed is almost finished. Two double bungalows and one single bungalow for drivers at Trichinopoly want only the tiles to perfect them. The tank house and piping are finished and in use. The approach to the goods warehouse is in hand. The passengers' platform is being floored with stone.

4. The three brick culverts in the Tanjore District which were in a late <sup>No. 4-16</sup> report mentioned as having cracks in them <sup>March 1867</sup> are in the same state as before, the banks laid over them have rendered them safe, but as soon as the ground becomes dry the foundations will be inspected and if necessary new culverts will be built. Stone girder seats have been placed in the abutments of three bridges the masonry of which had been injured by the expansion and contraction of the girders bolted to it.

The girders rest on sheets of lead which lie on the stones.

5. The Semaphore signal posts ordered for the Great Southern Railway Stations are under construction those on the extension are in use.

6. Iron wire fencing now extends from Negapatam to Caroor with the exception of 25 miles on which length it is in course of erection, all the gates were shut before the train passed.

7. The wooden sleeper road from Negapatam to Trichinopoly is much improved upwards of 20000 yards of ballast are however still required to perfect it. It is intended to push the work vigorously in July. The pot sleeper road from Trichinopoly to Caroor is in good order. The Griffin's patent sleepers have been removed from the bank near Trichinopoly on which they were laid as it was found unsafe to retain them. Sleepers of the same description on firm ground in Trichinopoly Station are as efficient as pot sleepers.

8. The line from Caroor to Coddamooddy was rough on the 16<sup>th</sup> in consequence of heavy rain but it will be fit for traffic by the 1<sup>st</sup> July. The

The gate lodge booking office at Coddamooddy is nearly finished.

9. Material trains run to Coota-pollicem 6 miles beyond Coodamooddy towards Erode at the rate of 5 miles an hour. The joints of the rails are fished for  $2\frac{1}{4}$  miles only of this distance. The joints on the remaining  $3\frac{3}{4}$  miles are supported by intermediate posts.

10. Nearly all the banks between Cootapollim and Erode are finished. The cuttings are well advanced. Three bridges are unfinished.

11. Owing to the difficulty in obtaining good materials and good workmen on the 4<sup>th</sup> District, the masonry of the works on that portion of the line is not equal to that of the best works on the other Districts, all of these however appear to be substantial except a 10 feet bridge at 4<sup>th</sup> District 1 Mile 21 Chains, the arch of which is deformed and the abutments have consequently suffered, it will probably be necessary to rebuild the bridge. This failure will

will cause no delay in opening the line,  
all the earthwork and masonry will  
be finished before the hot sleepers and  
fish plates arrive from England.

I have the honor to be  
Sir

Your most obedient Servant.

R. S. Prud'homme. Major V.C.C.

Deputy Consulting Engineer  
for Railways.

C. Machas  
21<sup>st</sup> June 1867

No 186.

Submitted to Government.

2 I have requested the Agent of the Great Southern of India Railway to make arrangements for improving the drainage for the latrine at Negapatam, and for having the tanks of the other two latrines referred to by Major Prendergast fitted with moveable iron buckets.

3 The Bridge described by Major Prendergast in para 11 as having cracked in the portion of the Erode Extension which has not yet been opened for traffic.

J. C. Anderson Civil Eng. & C.  
Cons: Eng. & for Railways

Madras  
26 June 1867

To the Secretary to Govt  
P. W. De Pill  
Fort Saint George

From

1867

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The Off. Consulting Engineer  
for Railways.  
To  
The Consulting Engineer  
for Railways.

Dated 21<sup>st</sup> June 1867  
Recd 24<sup>th</sup>

At 8.

27 May 1867

Reporting that  
the indicated the  
Great Southern of India  
Ry. & its extensions  
towards Erode.

*Phot. 1867-2104*  
 1867-2104

RAILWAY DEPARTMENT.

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

Dated *26th June* 1867.  
 Received *28th*

No. 186-  
 Enclosures, No. *one*

*Observations  
 on Inspection Report  
 of Major Bundergast  
 on the G-I-2 & M.*

*2069-10th July 1867*

*2062-266*

*With an Ack.*

*2062, 1867-2104*

*Stuart & George  
 10th July 1867  
 To C.E. for R.  
 Stationer's note*

*Recd 21/7/67*

*Recorded.*

*2069*

*2069*

*W.B.*