

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. <i>3467</i>	Press ~~Mis.~~
<i>76-77.</i>	
Dated <i>6-11</i>	<i>18 68.</i>

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
6th November 1868.*

No. 76. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 16th October 1868, No. 382:—

I have the honor to submit the following report of my recent inspection of the Great Southern of India Railway.

1. EARTH-WORK.—The drainage of several cuttings near the western end of the line requires attention. The banks are in general in good order, but some of those between Trichinopoly and Negapatam contain a large proportion of soda soil, and consequently are liable to be injured by heavy rains; it is proposed to improve them by placing a layer of gravel over them, as has been done with good effect on the black cotton banks of the North-West Line of the Madras Railway.

2. BALLASTING.—From Erode to Trichinopoly the road is fully ballasted, but between Trichinopoly and Negapatam it has been systematically starved, and I fear that it will not be brought into thoroughly good condition throughout for another six months, though pains are being taken to improve it.

3. PERMANENT WAY.—The permanent way is in fair order throughout the line.

4. FENCING.—The vegetable fencing between Erode and Caroor is still in many parts very bad, but an indent for wire fencing has been sent to England. No less than six gates were open within twenty miles of Erode when I passed. The wire fencing from Caroor to Negapatam is much better, but on soft ground it has failed, owing to its not having been raised on a mound, and it is imperfect near some of the culverts; labor is now employed in remedying those defects. The gates on this part of the line were all closed.

5. BRIDGES AND CULVERTS.—All the masonry works under the line appear to be secure, except a small fifteen feet brick arch near Caroor, the bricks in the arch work have been crushed, and a stone arch is now under construction. Two bridges have still to be built near Trichinopoly, but it would be unwise to urge that they should be commenced before the expected rains have fallen. The bridge at one mile twenty-four chains, District IV, has been rebuilt.

6. STATIONS AND MASONRY WORKS.—The station at Passoor is not commenced, that at Poogalore is in progress.

Caroor station is finished, but the roofing of the goods shed is not complete.

The gate lodges on District IV are in progress, those on District III are built.

The watering arrangements at Cudumudy and Kulitalay are not yet perfect. The boundary wall at Kulitalay has not been built, there is probably enough wire on hand to fence in the station ground, and I would recommend that this be done at once.

The roof of the goods shed at Trichinopoly will be finished by the end of this month.

The Station Master's bungalow at Needamungalum is nearly finished.

At Trivalore the passenger shed is not yet finished, that at Keovalore is neatly roofed.

The passenger shed at Negapatam has lately been roofed, but the material for roofing the boiler and erecting shop has not yet arrived.

W. H. Woodhouse

7. **SANITARY CONDITION.**—The Resident Engineer has commenced the work of draining the Trichinopoly station. The stations, out-houses, and grounds were, as a rule, in very good order; at some of the minor stations, for instance Cuttalay, there was no impervious channel to carry off the urine from the latrine, and no bucket to receive the urine.

8. There are not yet sufficient direction boards at the stations, and the Rules and Regulations and Time Tables are not exhibited in all the passenger sheds.

9. Semaphore signals have not yet been erected at Passoor, Poogalore, Cuttalay, or Teroovembore. Cuttalay station is on a curve, therefore it is of the highest importance that it be protected by signals. The line was open to Teroovembore in March 1862, and the signals should have been in place before the line was passed; the iron work has long ago been prepared by the Resident Engineer, and I really think that an energetic Locomotive Superintendent might have supplied a suitable post in less than six and a half years.

10. The machinery in the Negapatam workshops was not as clean as is usual in such establishments.

11. Of the fifteen locomotives belonging to the Great Southern of India Railway, three are under repairs, and two new engines are running with serious flaws in the axles of their driving wheels, it is true that bands have been placed round the axles, but neither these axles nor the steel tyres lately received do credit to the Company.

12. The class of the carriages is not in all cases painted outside, nor is the number of passengers denoted for which a vehicle is intended. On some goods waggons the tare is not shown. The wheels of a composite carriage, in which I travelled, were not round.

13. On the 7th instant I observed a train drawn by an engine in front, assisted by an engine pushing from behind. On the 8th instant I saw an instance of fly shunting. Both of these practices are irregular and dangerous.

14. On the 8th instant a covered goods waggon, No. 188, forming part of a special goods train from Tanjore to Trichinopoly, left the rails at the Cotraputty platform on the sixty-ninth mile. I was present when the truck was replaced on the line, and on the following day I re-visited the spot before the arrival of the first train. The waggon was dragged 400 yards over the sleepers, but no part of it appeared to have been injured, the gauge of the wheels was correct; the Resident Engineer reports that the waggon is three-eighths of an inch out of the square inch, but as the wheels and axles were perfect, so slight a fault in a vehicle, otherwise well put together, would not suffice to account for the occurrence. The gauge of the rails was correct for some distance on each side of the place where the waggon ran off, the sleepers were sound, and the line was in good order except that forty chairs had been broken by waggon No. 188. This waggon followed a Madras Railway high-sided open goods waggon, which was next the engine, and was followed by three covered goods waggons and a break-van, yet it alone left the rails. The speed of the train was about twenty-five miles an hour. The covered goods waggons on the Great Southern of India Railway are very light, and they have a remarkable tendency to oscillate. If the width between the guards were decreased by half an inch, I believe that the vehicles would run more steadily, and that there would still be sufficient room for play on the journals.

No. 77. ORDER THEREON, 6th November 1868, No. 3,467.

RAILWAY, No. 6.

The Acting Consulting Engineer will place himself in communication with the Agent and Manager of the Great Southern of India Railway on such of the matters referred to in this letter as may require notice, and he will draw Mr. Betts' particular attention to the necessity of early measures being adopted for fencing in the Kulitalay station ground, and for the erection of Semaphore signals at the stations indicated in paragraph 9. The Agent's particular attention should also be specially called to paragraphs 4, 8, 11, and 13.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

Govt. of 1868: Madras

PUBLIC WORKS

THE GOVT. ENGINEER

Dated November 1868

To

Colonel C. A. Carr M.C.

NOVEMBER.

No. 78-77

Inspection Report (Railway) - Pa-
ing orders on the Consulting Engineer
of the Great Southern of India Ra-
way.

Railway Department

N^o 282

Cons. Engr. in Office

From

Lieut. Col. H. J. D. Prendergast M.C.

Asst. Engr. in Charge for Railways

To

Colonel C. A. Carr M.C.

Secretary to Government

Public Works Department

Port Saint George

Sir,

I have the honour to submit
the following report of my recent inspection
of the Great Southern of India Railway.
1. Earthworks. The drainage of several
cuttings near the western end of the line
requires attention. The banks are in general
in good order but some of those between
Pudichinopoly and Keppalam contain
a large proportion of soda soil and conse-
quently are liable to be injured by heavy
rains, it is proposed to improve them by
placing a layer of gravel over them as has
been done with good effect on the black
clay banks of the North West line of the
Madras

1 Ballasting. From Cochin to
Trichinopoly the road is fully ballasted,
but between Trichinopoly and Megapattam
it has been systematically starved, and
I fear that it will not be brought into
thoroughly good condition through out for
another six months, though plans are
being taken to improve it.

2 Permanent way. The permanent
way is in fair order through out the line.

11 Fencing. The vegetable fencing
between Erode and Coaroot is still in many
parts very bad, but an indent for wire
fencing has been sent to England. To day
than six gates were open within 25 miles of
Erode when I passed. The wire fencing from
Coaroot to Megapattam is much better, but
on soft ground it has failed, owing to it
not having been raised on a mound, and
it is imperfect near some of the culverts, labour
is now employed in remedying those defects.
The gates on this part of the line were all closed.

5 Bridges and culverts.

All the
masonry

masonry works under the line appear to be
sound except a small 15 feet brick arch,
near Coaroot, the bricks in the arch work have
been crushed and a stone arch is now under
construction. Two bridges have still to be
built near Trichinopoly, but it would be
unwise to urge that they should be commenced
before the expected rains have fallen. The
bridge at 10 mile 25 chains, District II has
been rebuilt.

6 Stations and masonry works. The
station at Coaroot is not commenced, that at
Pozalane is in progress.

Coaroot station is finished but the roofing of
the goods shed is not complete.

The gate lodges on District II are in progress,
those on District III are built.

The watering arrangements at Kundamudy
and Kulitalay are not yet perfect. The
boundary wall at Kulitalay has not been
built, there is probably enough wire on
hand to fence in the station ground, and
I would recommend that this be done at
once.

The

all cases painted outside, not in the numbers
of passengers denoted for which a wheel is
intended. On some goods wagons the gauge is
not shown. The wheels of a composite carriage
in which I travelled were not round.

11 13 On the 7th Instant I observed
the train drawn by an engine in front,
and assisted by an engine pushing from
behind. On the 8th Instant I saw an
instance of fly shunting. Both of these
practices are irregular and dangerous.

11 14 On the 8th Instant a covered goods
wagon N^o 188 formerly part of a special goods
train from Tanjore to Trichinopoly left the
rails at the Coimbatore Platform on the 6th
the mile. I was present when the truck was re-
placed on the line and on the following day
I revisited the spot before the arrival of
the first train. The wagon was dragged 400
yards over the sleepers but no part of it
appeared to have been injured. The gauge of
the wheels was correct. The Resident Engineer
reports that the wagon is $\frac{3}{8}$ of an inch out
of

of the square, but as the wheels and axles
were perfect & slight a fault in a vehicle,
otherwise well put together, would not
suffice to account for the occurrence. The
gauge of the rails was correct for some distance
on each side of the place where the wagon ran off.
The sleepers were sound and the line was in
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a Madras Railway High sided open goods
wagon which was next the engine, and was
followed by three covered goods wagons and
a brakevan, yet it alone left the rails.
The speed of the train was about 25 miles
an hour. The covered goods wagons on
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are very light and they have a re-
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width between the girders were decreased by
half an inch I believe that the vehicles
would run more steadily and that there would

would still be sufficient room for play
on the journals.

in Meacham }
16th (October) }
1848 } Yours Most Obedient Servant

W D Pringle. Bull Mt N.C.

Age Lane Long Railway

[Redacted]

[Redacted]

177

[Redacted]

indicated in Para 9. the

1868 Dept
RAILWAY DEPARTMENT.

From *No 4039*
The Consgr. Engineer for Railways,
To
The Secretary to Government,
P. W. Dept.

Dated *16th* October 1868.

Received *17th*

No. 382 -

Enclosures, No.

Submitting
his recent inspection
report of the G. & N.
L. Railway.

No 3467 - 6 Nov 68

No 76
C. 23 Oct 1868 A. 295

P. W. Dept.

No 3467

Proceedings of the Madras Govt.
under date the 6 Nov 68
Read the following

From the Consgr. Enggr for
Railways - (No. 382 of 16th Oct 68)

The Acting Consulting
Engineer will place himself in
communication with the Agent
& Manager of the Great Indian
Railway of India, on each of the
matters referred to in this
letter as many require notice
and he will draw Mr Bell's
particular attention to the
necessity of early measures
being adopted for fencing in
the Arkabulay station ground,
& for the erection of sema-
phore signals at the stations
indicated in Para 9. The

N
WOU

A. A.

Agurk's particular attention
should also be ^{specifically} called to Paras

4. 8. 11 & 13.

[Signature]

To
The "Crag" Crag for Railways &

[Signature] 7/10/18

29 Oct 1880

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[Signature]

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Gort. of 1868 Madras.

PUBLIC WORKS.

To the Consulting Engineer
for Railways

For, to, for

Printed at

Head

End

G. O. of 16th Nov 1868, No. 3167

Nos. 46-47

Inspection Report (Railway)

Paying orders on the Con-
sulting Engineer — of the
Great Southern of India
Railway.

18/12/1868

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