

(1) Number of pages 8

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No. 146	Press
295-96	Mis.
Dated 18	1869.

Not to be folded or roughly handled

31-8-43

*Proceedings of the Madras Government, Public Works Department,
13th January 1869.*

No. 295. Read the following Proceedings of the Government of India in the Public Works Department, (Railway,) dated Fort William, 3rd December 1868, No. 1,400 R:—

Copy of the following communication forwarded for information to the Government of Madras in the Public Works Department (Railway), in continuation of No. 808 R., of 24th July 1868.

(By Order,)

(Signed) E. C. S. WILLIAMS, Major, R. E.,
Under Secretary to the Government of India.

Copy of a letter No. $\frac{114P}{183D}$, dated 5th November 1868, from the Chief Engineer, Punjab and Delhi Railways, to the Agent, Punjab and Delhi Railways:—

“I beg to offer the following remarks on Mr. Cockburn’s letter on the failure of the Pot Sleepers used near Undal on the East Indian Railway, called for by the Consulting Engineer in his No. $\frac{510P}{489D}$, of the 27th ultimo.

“It appears, about a mile of road was laid near Undal, as an experiment, with Greaves’ Patent cast-iron Bowl Sleepers, packed with three different sorts of ballast, viz., well burnt clay, very small and friable burnt clay, rather larger and very small laterite kunkur, which gradually formed into a perfectly solid and hard block, clearly showing the failure of the pots was due to the description of ballast used.

“On the Punjab and Delhi Railways the pots are bedded and packed with the best sand procurable, and the whole covered over with brick or kunkur ballast, to protect the road and prevent the sand blowing away. On the Punjab Railway there are 89 miles laid with pot sleepers, only 166 pots were replaced during the half-year ending June 30th, 1868, this section of the line was opened for traffic in April 1865, and most of it had been run over for twelve months previous to the opening with heavy material trains.”

No. $\frac{288P}{280D}$.

Dated 24th November 1868.

Copy of the above forwarded for information of the Government of India, with reference to Public Works Department No. 810 R, dated 24th July last.

(Signed) H. DRUMMOND, Lieutenant-Colonel, R. E.,
*Under Secretary to Government, Punjab,
Public Works Department, Railway Branch.*

No. 296. ORDER THEREON, 18th January 1869, No. 146.

RAILWAY, No. 23.

Communicated to the Consulting Engineer for Railways in continuation of G. O., No. 2,613, dated 15th August 1868.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.
Exd. S. T. Augustin.

Govt. of Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER
RAILWAYS.

Dated January, 1869.

Recd.

Encl.

G. O., 18th January 1869, No. 146.

JANUARY.

Nos. 295-296

Bowl Sleepers (Railway).—Endorsement of the Government of India forwarding copy of a letter containing the opinion of the Chief Engineer, Punjab and Delhi Railways, on the results of an experimental train of Greaves' Patent cast-iron Bowl Sleepers, communicated to the Officer concerned.

1400 R
Government of India
Public Works Department
Railway

Fort William 3^d December 1868

Copy of the following communication forwarded for information to the Government of Madras in the P.W. Department (Railway) in continuation of No. 808 R of 24th July 1868. —

By order
Major R.E.
Under Secy. to the Govt. of India

Copy of a letter No. 114 R, dated 5th November 1868, from the Chief Engineer, Punjab and Delhi Railway to the Agent, Punjab and Delhi Railways. —

"I beg to offer the following remarks on Mr. Lockburn's letter on the failure of the Port Sleepers used near Andalow on the East Indian Railway, called for by the Consulting Engineer in his No. 570 R of the 27th ultimo. —
It appears, about a mile of Road

was laid near Undal as an experiment, with
Greaves Patent Cast Iron Bowl Sleepers,
packed with three different sorts of
Ballast, viz., well burnt clay, very small
and friable burnt clay, rather larger and
very small laterite Munhar, which gradually
formed into a perfectly solid and
hard block, clearly showing the failure
of the pots was due to the description
of Ballast used. -

On the Punjab and Delhi Railways
the pots are bedded and packed with the best
sand procurable, and the whole covered over with
Brick or Munhar Ballast to protect the road and
prevent the sand blowing away. On the Punjab
Ry. there are 89 miles laid with Pot Sleepers, only
106 Pots were replaced during the half year ending
June 30th, 1868, this section of the line was opened for
Traffic in April, 1865, and most of it had been run
over for 12 months previous to the opening with
heavy Material Trains. -

N^o 288C
N^o 280D, dated 24th November 1868
Copy of the above forwarded for information
of the Gov^t of India, with reference to P.W. Dept
N^o 810R, dated 24th July last. -

By W. Drummond M^{rs} L^{td} R^l C^o
Under Secy to Gov^t Punjab
P.W. Dept Ry Branch

P.P. 1860 Dept.
(11) No. 4865

Govt of India.
No. 1400 R.
Dy 3rd Decr 1887
Recd 14 " "

No 146-18 Janr 1889
Forwarding
copy of a letter con-
taining the opinion
of the Chief Engineer,
Bunpals & Delhi Railway
on the results of an
experimental trial of
Lycaves' Patent Cast
Iron Bowl Sleepers.
With an order

Received

1888

1888

1888

Communicated to the Secretary

for Railways in continuation of

No. 146-18 Janr 1889

For the Secretary to the Government of India

for Railways

Decr 1911

16 Decr 1887

Govt. of 1869; Madras.

PUBLIC WORKS.

To
*The Consulting Engineer
for Railways*
Sec. Sec. Sec.

Dated

Recd.

Encl.

G. O. 18th June 1869, No 146

Nos. 295 & 296

Board Sleepers (By) Envoies.
-ment of the Govt of India for.
-warding copy of a letter con-
-taining the opinion of the
Chief Engrs. Punjab & Delhi
Railway, on the results of
an experimental trial of
Greaves' Patent Sleepers.
Board Sleepers. Contd to the Engrs.
-enues.

c. 16th Dec 1869