M R O. 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2071 Press —Mis.

121-22

Dated 12 . 8 1871.

Not to be folded or roughly handled

No. 121. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 26th July 1871, No. 326 :—

I HAVE the honour to report that last week I inspected the Great Southern of India line between Erode and Negapatam

2. The line is generally in good order and well fenced; nearly the whole length there is now iron-wire fencing, but in a few parts the live fence is left, where the aloes and thorn hedge have grown well.

The road is well ballasted between Erode and Trichinopoly On the western section I observed the ballast to be somewhat deficient on the 62nd, 61st, 59th and 45th miles, as also at a few places between Kulekarai and Needamungalum.

3. The latrines all along were quite clean, and appeared to be carefully looked after. The only defects found were in the drainage outside the buildings, namely, at Kulitalay, the edge of the pipe was broken so as not to give proper discharge into the bucket. At Needamungalum the bucket was standing in a pool of liquid inside the cistern; this was altogether from the negligence of the sweeper. At Trichinopoly the drainage is bad, a central drain leads down the bank to an open masonry cistern at the bottom, but this central drain does not act, as the side drains leading to it are broken open, and the liquid runs out on to the earthen bank The system, however, is objectionable, in there being an open cess-pool, and the bucket system should be introduced at Trichinopoly as well as at the other stations on the line.

The Agent's attention has been requested to the points noted above.

4. At Negapatam the boiler and erecting shop is completed The building is commodious, has good light, and is well ventilated The clock tower, timber store, and saw-pit are completed. Additional racks have been fitted up in the store-rooms. The stores are admirably arranged, there is not sufficient space in the one store building, and the surplus stores are now kept in two thatched sheds outside. It is undesirable that destructible sheds of this nature should remain in proximity to the permanent buildings; but the Agent has hitherto refrained from applying for additional store accommodation, until it should be finally decided whether the head-quarters of the Railway will remain at Negapatam or be removed to Trichinopoly. The foundations of the additional carriage-shops are laid; but the work has not been carried on, pending the decision as to the head quarters.

5. On some considerations it appeared advisable to work the future complete system of the Great Southern line from Trichinopoly as a central point on the present open line, and convenient for the extensions, provision was accordingly made for offices and workshops in the first set of estimates sent in for the southern extension on the 5½ feet gauge. I understand, however, that, in the new estimates for the narrow gauge, the proposal to abandon Negapatam has been given up, as the outlay at Trichinopoly would be large, and there would be heavy loss in the expenditure already incurred at Negapatam on the buildings that would be vacated.

6 The Agent's office accommodation is now barely sufficient, and as the work will increase when the extensions are put in hand, more office room will be

required. Additional space can be given, either by lengthening or widening the present range of building.

7. A new composite carriage has been brought into use, containing a first-class compartment with eight seats, a first-class coupe with four seats, and a second-class compartment. This carriage admits twelve first-class passengers, while the old carriage, with a first-class saloon, held only ten. The advantage of the new carriage consists in there being the two compartments of the first class, thus allowing the better chance of privacy for a lady or sick person.

8. I observed that the porters at the different stations were easily distinguishable by their dress from coolies and the people in general on the platform. It is of considerable convenience to travellers to be able to recognize the porters, and I have lately requested the Agent and Manager of the Madras Railway to provide in the same way for the convenience of the public.

No. 122. ORDER THEREON, 12th August 1871, No 2,071.

RAILWAY, No 14. ORDERED to be recorded.

(True Extract)

Captain, R.E,
Under-Secretary to Government.

To the Acting Consulting Engineer for Railways

Exd. E C Shunker

CONSULTING ENGINEER'S OFFICE

Railway Department.

No 326.

From Major H. P. Prendergast R.E
Acting Consulting Engineer for Railways,

To Lieutenant J. Carpendale R.E.
Secretary to Government,
Public Works Department,
Fort Saint George.

Sir,

I have the honour to Report that last week, I inspected the Great Southern of India Line, between Erode and Negapatam.

2. The line is generally in good order, and well fenced nearly the whole length. There is now iron wire fencing, but in a few parts, the line fence is left, where the aloes and other hedges have grown well.

The

The road is well ballasted between Erode and Trichinopoly. On the western section I observed the ballast to be somewhat deficient, on the 62nd, 61st, 59th and 45th miles: as also at a few places between Kulitalai and Needamungalum.

3. The latrines all along were quite clean, and appeared to be carefully looked after. The only defects found were in the drainage outside the buildings. Viz. at Kulitalai, the edge of the pipe was broken, so as not to give proper discharge into the bucket. At Needamungalum the bucket was standing on a pool of liquid inside the cistern; this was altogether from the negligence

negligence of the sweeper. At Trichinopoly the drainage is bad. A central drain leads down the bank to an open masonry cistern at the bottom, but this central drain does not act as the side drains leading to it are broken open, and the liquid runs out on to the earthen bank. The system however is objectionable, as there being an open sess-pool, and the bucket system should be introduced at Trichinopoly as well as at the other stations on the Line.

The agents attention has been requested to the points noted above.

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estimates

estimates sent in for the Southern extension on the 5½ feet gauge. I understand however that, in the new estimates for the narrow gauge, the proposal to abandon Negapatam has been given up; as the outlay at Negapatam would be large, and there would be a heavy loss in the expenditure already incurred at Negapatam on the buildings, that would be vacated.

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Porters at the different stations were easily distinguishable by their dress from coolies, and the people in general, on the platforms. It is of considerable convenience to travellers to be able to recognize the porters: and I have lately requested the Agent and Managers of the Madras Railway, to provide in the same way for the convenience of the public.

I have the honour to be.
Sir,
Your most Obedt Servt
Hen Weinderfort Major RE
Ag: Consg Engr for Railways

Madras
26th July
1871

Public Works Dept
Railway Department
No. 3601.
Dated 26th July 1871
Received 28th July 1871.
No. 326.

From
The Consulting Engineer
for Railways,
To
The Secretary to Government,
P. W. Department,
Fort St George.

Reporting that the Ag: Consulting Engineer inspected the Great Southern of India Line between Erode and Negapatam.

C/3601

Public Works Dept
No. 3601.

From
The Ag. Consulting Engr.
for Railways.
To
The Secretary to Govt.
Public Works Dept.
Fort Saint George.

Dated 26th } July 1871.
Received 28th }

No. 326.

Reporting that the Ag. Consulting Engineer inspected the Great Southern of India Line between Erode and Negapatam.

No 2 Rot 11th 13 Aug 71

CR 3601

Govt of 1871 Madras.

PUBLIC WORKS.

To The Ag. Consulting Engr for Railways.

Dated

Read Incl.

G O 12 Aug 1871, No 2071

Nos. 121122

G. Sec. S. Railway. Letter from the Ag. Engr for Rys reporting the result of his inspection of the line between Erode & Negapatam, recorded.

No 2071.

Ordered to be recorded.

For Chief Secy

12 Aug 1871

Ag. Engr for Railways

6 Copies to Audit Office 7/-

Chief Secretary