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(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public (G.A.D.) DEPARTMENT.

G.O. No. 2710 Press / Mis.

317-98

Dated 25 10 1871.

Not to be folded or roughly handled

No. 397. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 26th September 1871, No. 410:—

From the Deputy Consulting Engineer for Railways, to the Acting Consulting Engineer for Railways, dated Madras, 14th September 1871.

I HAVE the honour to report that I have inspected the South-West Line from Madras to Perpengady, (the next station to Beypore).

2. *Permanent-way.*—With the exception of the portion between Avenashy Road and Coimbatore stations, the line is generally well ballasted; this portion, however, is greatly in want of ballast, the more so as the substitution of iron for wooden sleepers is in progress.

At the following points I also noticed a want of ballast:—

347-11	354-8
349-10	358-10
351-19	42-3

3. I regret to have again to place on record that there are no gradient boards yet put up between Salem and Coimbatore.

It would, in my opinion, be better even now to put up boards showing approximately correct levels to be repainted hereafter, or even blank boards, than to wait till the final adjustment of the levels throughout is completed.

In case of an accident, the Government would certainly not consider satisfactory any explanation that can be offered.

4. As far as an inspection by day from the engine will permit me to judge, I think that the Wootkally Semaphore lamp ought to be raised so as to be clear of the water-tank, scaffolding, and adjacent tree.

I am also uncertain about the Shoranoor Semaphore, the station is at the foot of inclines in each direction, and on a curve with a cutting on one approach and rising ground on the other. I think an examination will show that a heavy train could not be stopped, were the brakes first put on when the signal is sighted; I also observed that the Cootipuram distant signal is very difficult to see from eastward, owing to a tree behind it which should be cut down.

The Mailputty signal would be much more easily distinguishable were it raised so as to have a sky background.

I observed the Jollarpett east distant signal handle weighted with bits of brick.

5. The fencing throughout is generally in fair order. I noted gaps at the following points:—

3-14	8-80	46-10	144-6	(in wall) 271-0
5-16	13-18	51-7	184-0	
6-6	14-7	65-18	211-5	
7-17	15-4	129-6	217-4	
			217-0	

6. *Sanitary arrangement.*—The state of the latrines generally leaves little to be desired. I observed that in the Vaniembaddy men's urinal the floor is cracked and breaking up, and the small gate could only be opened with the assistance of a

fillet of wood. At Wootapolliem the sweeper's gate and cistern lid are broken. I would recommend that at Tripatoor and all stations of importance, indeed, wherever accommodation for more than one European is likely to be required, thin partition walls as at Jollarpett and Arconum should be at once added to screen off the existing rooms into two or more smaller ones. The present arrangement is objectionable and has provoked the comments of passengers.

I found from conversation with the various Station Masters that all are not aware of what ultimately becomes of the contents of the buckets. I have little doubt full instructions have been issued, but I would recommend that the Agent be requested to renew these instructions. I think in every case pits should be dug at a distance and be covered in with earth, as used.

7. *Waiting-rooms.*—A passenger some time ago brought to my notice the state of the bedroom furniture in the waiting-room at Erode. I am able now from personal observation to report that I have never before seen so many bugs in one place. I hardly like to complain without suggesting a remedy, but if frequent washing in boiling water is found ineffectual, I would recommend the removal of the couches; in their present state they are wholly unfit for use.

I have been informed that the waiting-rooms are not available at night for the use of passengers without permission. I believe this restriction has been found necessary; but I would suggest that a notice limiting the use of the rooms to first and second-class passengers only, or indicating the official to whom application for permission to sleep there should be made, should be affixed to the door of the waiting-room.

8. *Dress of the Staff.*—I recommend that the attention of the Agent and Manager be invited to the present very slovenly habits of Native Station Masters and their establishment of porters and peons. I consider that no Station Master should appear on the platform of his station at any time without his clothes, and more particularly when trains are passing or stopping; the porters take their cue from the Station Masters, and at some stations are seldom or ever dressed. The proposed dress of the porters is a great improvement, but it will still be difficult to distinguish a man, at a distance, with his back turned; I hope no time will be lost in supplying clothes all along the line, three suits for each man will, in my opinion, be necessary, and in the end as cheap as two.

9. The Cudumbathoor Station Master was on his platform undressed when the train reaching Perambore at 6-55 on Tuesday, the 4th, passed his station.

10. The Arcot Station Master appeared on the platform dressing as the train stopped, and I have frequently noticed the Tinnanore Station Master on his platform undressed. The peon at the Chinnamapet Semaphore wore his jacket tied by the sleeves round his neck, while seldom or ever do the Ticket Collectors appear in their blue waist-coats.

11. At Arcot, Perambore and Arconum I specially noted this. What can be done in these matters by a Station Master who pays attention to it may be seen at Arconum. (In this case the absence of the waist-coat was accounted for.)

12. *Refreshment-rooms.*—The refreshment-rooms might be better managed than they are.

At Salem there is not sufficient crockery and glass to dine six passengers.

At Erode no tins of preserved meats, etc., are procurable. At Pothanoor the same. With such small first-class passenger traffic it is, I am aware, almost impossible to arrange for satisfactory accommodation; but I feel sure cleanliness, sufficient kit, and that of a kind superior to that now given, and a small stock of tinned provisions can be secured as at Jollarpett or Metapolliem, where the accommodation in these particulars is fairly good.

13. *Traffic arrangement.*—During my recent inspection from slow goods trains, I have had brought to my notice very prominently much unnecessary delay that takes place in shunting and in loading and unloading road goods. There seemed to me to be on the part of Guards and Station Masters alike a disregard of the value of time; in one case, the Station Master had to examine and apparently replace the waggon tickets; in another some time elapsed before the Engine Drivers got the requisite signal for shunting; in all cases there was a marked difference between the time spent at principal and at petty stations; it appeared to me that a careful scrutiny of the time returns would enable the Traffic Department to apportion the blame in the right quarter. The re-arrangement of the time-table for trains west of Coimbatore will, I hope, obviate some of the present almost systematic departure from the times laid down.

14. *Neilgherry Branch.*—The construction work has made great progress. As the monthly certificate for August had not been made out, I am unable to give the per-centage of earthwork and masonry already completed; but the under-mentioned notes will give some idea of the work already done:—

No.	Span.			Remarks.
	FEET.	Ms.	Chs.	
1	12	7	2	Foundation commenced 18 feet below ground on kunkur.
3	30	6	46	Not commenced; materials ready.
3	50	5	69	Do. do.
2	70	5	29	Foundation commenced 8 feet below bed of channel on kunkur.
1	20	7	58	Work 2 feet above footing; foundation said to be 7 feet deep on kunkur.
1	15	8	41	Work up to 3 feet above footing; foundation said to be 9 feet below it.
1	9	8	61	Work up to floor-level; founded 4 feet below it.
1	7	4	70 feet.	Materials ready.
11	27	1	20 ,,	Up to 2 feet above footing.
11	37	1	20 ,,	Work commencing; foundation on kunkur.
11	3	2	64 ,,	Materials ready.
12	65	1	12 ,,	Foundation commenced 10 feet below ground through kunkur on marl.
12	67	1	6 ,,	Found excavated down to lime kunkur 6 feet 6 inches deep.
14	68	1	6 ,,	Excavation commenced.
15				

Besides the above the small masonry works south of the Coimbatore tank are most of them up to floor-level.

Several other excavations were prepared and materials ready. I should say that nearly half the earthwork of the first section is ready.

The second section is all marked out and cleared and most of the material is collected.

15. I noticed that in some cases the floors of the masonry works were being put in after the abutments are completed to above the floor-level, the stone flooring being roughly trimmed and grouted. As one contract rate is paid for all, I think the floor should be built with and be bonded into the abutments and piers, and be of the same description of masonry. The retaining walls being small, the stone in some cases was too large to make good work.

There is excellent stone on the work throughout the division, but I saw enough to convince me that the stone comes from quarries where disintegration is going on, and great care will be needed to secure good material from the contractors. The quality of the work done is excellent.

Insufficient waterway has, I feel sure, been allowed for the drainage at 5-69, where 3-50 feet span are provided; this had already attracted the Resident Engineer's notice, and will be brought before this office at an early date. The site chosen for the station ground at Mettapolliem is, I think, quite free from objection of any kind, assuming that there will be no extension to Calar.

SUBMITTED to Government.

The Agent's attention has been requested to the remarks of the Deputy Consulting Engineer on the open line.

2. The Resident Engineer was on the spot with Captain Smith and took notice of his remarks at the time of inspection. The insufficiency of waterway referred to in the last paragraphs had already been noticed, and the Chief Engineer's proposals to rectify the provision of waterway at 5 miles 69 chains on the Neilgherry branch will, it is expected, be submitted shortly for the sanction of the Government.

(Signed) H. L. PRENDERGAST, Major, R.E.,
Acting Consulting Engineer for Railways.

No. 398. ORDER THEREON, 25th October 1871, No. 2,705.

RAILWAY, No. 61.

ORDERED to be recorded.

(True Extract.)

Captain, R.E.,
Offg. Joint Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. E. C. Shunker.

No 1

Railway Department. Consulting Engineer's Office

No.

From,

Captain C. S. Smith R.E,
Dy. Cons. Engineer for Railways

To,

Major H. L. Prendergast R.E,
Ag. Cons. Engr. for Railways.

Sir,

I have the honour to report that I have inspected the South West line from Madras to Perpengady, (the next station to Egmore.)

With the exception of the portion between Avenashy Road and Coimbatoor stations the line is generally well ballasted; this portion, however, is greatly in want of ballast, the

Permanent Way.

the more so, as the substitution of iron for wooden sleepers is in progress.

At the following points, I also noticed a want of ballast.

347 - 11	354 - 8
349 - 10	358 - 10
351 - 19	412 - 3

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Lunatory arrangement

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Neilgherry Branch.

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1	9'	8 - 61	Work up to floor level founded 4' below it.	

11-7

11	span	Ab.	C.	
11	4'	4	70	Materials ready.
11	27'	1	26	Up to 2 feet above footing
11	37'	1	20	Work commencing foundation on cunkut.
12	3'	2	64	Materials ready.
12	65	1	12	Foundation commenced 10 feet below ground through cunkut on marl.
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I have the honour to be
Sir
your most obedient servant

Madras
14th September
1871

C. L. Smith Capt. R.E.
Dy. Cons. Engineer for Railways

No. 410

Submitted to Government.

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Madras
26th September
1871.

Hen Pendergast Major R.E.
Ag. Cons. Engineer for Railways

S.

To

The Secretary to Government

Public Works Department

Fort Saint George.

P. W. 1871 Westfield

From Ag Con: Engr for Rys

To The Secy & Chief Of N. D.

Dated 26 Sept 71
Rec'd 28th

No 4110

Submitting Captain Smith's inspection Report of the South West Line of the Nacoma Railway.

No 2705 - 25 "October 71.
Water on table

No 4596.

The Secretary of War.

Sir,

I have the honor to transmit herewith a report of Capt. Smith's inspection of the South West line of the Nacoma Railroad.

Very Respectfully
Your Obt Servt
A. A. Humphreys
Brig Gen & Chief Engr

Washington City
Oct 18th 1871

e-40-4596-

Govt. of [1871] Madras.

PUBLIC WORKS.

To Chief Consulting Engr.
for Railways

G. O. 25 Oct. No. 2705.

Nos. 3775 & 3798

Inspection Officer-
/ Railway / Consulting
Engineers endorsement
submitting. Captain Smith
reports of inspection of the
South West line of the
Railway records