

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

publicworks **DEPARTMENT.**

G.O. No.	1804	Press Mis.
450-51		
Dated	30 th July 1872	

Not to be folded or roughly handled

Madras.

June 28th 1872

Mr. Col. J. H. M. Stewart
Consulting Engineer in
Railways Madras

Sir

Dear Sir,

I have the honor to report
that I have inspected the
Bangalore Branch Line
between Bangalore and
Jolarpett and the
South West Line between
Jolarpett and Arcot

(2) Bangalore Station. The asphalted platform
of the Goods Side of the station
is a good deal broken up
in several places and should
be repaired —

(3) The open ground or roadway
in rear of the station where
carts come up to the Goods
Platform is very much
cut up. In dry weather it

is full of dust-holes, which
in wet-weather immediately
become mud-holes. —

The following is a list of (4)
Some Carriages which were
not under cover and some
of which have been apparently
exposed to the weather for a
considerable length of time
Carriages exposed
to weather

D. No 134. 3rd Class

C. No 16. 2nd do

No 15. 3rd Class

D. No 153. 3rd do

B. No 18. 1st & 2nd do

I drew the attention of the
Station Master to these Carriages
and especially to D No 134

The buffers and ends of steps
of which were embedded
in a mound of loose earth
against which they had
been pushed up. —

In the Ladies and Gentlemen's (5)
Bath-Rooms the pans of
the Commodes had not
been washed apparently for
some time. After being used
Earthen Pans
in Cabines

They appear to be simply
emptied without any
attempt at washing —
The floors of the bath rooms
were not so clean or dry
as they should have been
They appeared to have
been cleaned by simply
dashing some buckets
of water over them, but
there were no signs of
a broom having been used
and the asphalted floors
not being perfectly even
water lay about in
pools. —

(6) The train of which I left
Bangalore was that
supposed to start at 11.30 am
but it was 48 minutes
late in starting owing to
our being obliged to
await the arrival of
a goods train up. I was
informed that the cause
of its being so late was
coming in late its being
very heavily laden, and
strong head winds —

The Latrine for men at the (7) Cadogan Station.
Cadogan Station had been
made use of, but had not
apparently been visited by the
Super for some time.

Mallon Station.
(8)

The Chinaman's floor of the
Seattle men's Bath Room at
Mallon is very much broken
up and should be repaired.

The Glass cover for the face (9) Colar Road
of the Clock at the Colar
Road Station is kept in
position by a piece of string
tied across it. The string
cannot possibly keep the
glass firmly joined down
all round and the consequence
is that wind, damp and
dust get in. The Lock
appears to have been forced
open and so damaged
as not to admit of its
being locked again.

I noticed that working parties (10).
were employed on the line
at the following points, in
surface repairs, laying down
and collecting ballast - &c - &c

Fig. 2
204 - 199.5 - 197.3 - 194.10
190.1 - 185.2 - 181.13 - 180.
179.10 - 178.11 - 174.5 - 169.18
169.8 - 167.10 - 162.9 - 162.10
161.9 - 158.10 - 156.13 - 156.2
154.16 - 152.8 - 148.8 - 145.13
144.11 - 139.17 - 136.25 - 134.8

Ballast when (11).
Required - Ballasting appears to be
required at the following
points:

196.10 - 195.12 - 195.13 - 194.13
194.14 - 194.10 - 194.2 - 194.3
193.9 - 193.4 - 191.12 - 191.6
189.13 - 189.7 - 188.8 - 182.17
182.18 - 178.16 - 177.19 - 177.20
174.6 - 174.7 - 174.8 - 165.12
163.10 - 163.11 - 160.4 - 160.5
158.16 - 158.17 - 158.4 - 157.1
156.18 - 155.18 - 153.19 -

Ballast is urgently required
at the following points
between the Pot-Slippers
and the bars being exposed
Pot-Slippers &
the Bars Exposed
191.6 - 190.7 - 189.13 - 189.7
187.14 - 187.6 - 185.14 - 185.15
184.9 - 183.19 - 178.13 - 177.14
175.14 - 169.18 - 164.16 - 163.6
163.4 - 163.5 - 162.1 - 162.2
157.17 - 157.13 - 155.11 -

The portion of line kept
Jollanpett. appears in better
condition and less in need
of Ballast than the portion
at the Bangalore End.

Fencing.

(12)

The fencing appears to be
efficient and well kept-up
throughout and the Gateways
at crossings also appear
to be in good order.

(13)

Baggage or
Goods train
Composition of:

On leaving the Bangalore
Station, the train in which
I travelled consisted of:

1. Engine No 93. In wood fuel.
2. Carriage-Consist of Guards
Van, Mail Van, and
3rd Class Passenger Compartment.
3. Trucks for open goods:
 1. 3rd Class Carriage
Guards Van in rear.
- At Cadaverly took up 3
more open trucks and
at Colar Road 2 more
of the same description.

49

The Goods carried consisted
chiefly of potatoes, grain
sugar, betel nut, oil and
various kinds of grain.
Two of the trucks used for
carrying goods were
"Carriage trucks" and
apparently nearly new.

(14)

Brakes on
Goods waggon
not efficient

observed when stopping
at the top of the gradient
leading down to the
Jollanpett Station that
very few of the brakes on
the Goods trucks were in
an efficient state. viz.
That although the brake
levers were down as far
as they could go, the brake
blocks were not in
contact with the wheels
and were thus absolutely
useless. This was not
because the brake blocks
were used up but
merely because the pivot-
the fulcrum of the brake
levers had not been
moved on as the brake blocks

were away. This should
Quinquan have been looked
to carefully at the Stations
from which the trucks were
sent on, as with a heavy
train and inefficient brakes
the descent of the grade to
Jollapett becomes a very
serious matter. I may
mention that on reaching
Jollapett the brake blocks
of the Guards Van in rear
were reduced to ashes.
I would therefore strongly
recommend that all
brakes should be carefully
examined before carriages
wagons or engines are
permitted to leave any
of the Stations above the
grade for the descent to
Jollapett.

Jollapett to Arcot
Stations. (15) With reference to the latrine
accommodation for "Ladies"
and "Gentlemen" at the
various Stations from
Jollapett up to Arcot
I have the same complaint
to make about them ^{all} as
I have already made in
para (5) of my report.
viz. that the pans never
appear to be washed out,
but merely emptied, and
that the floors of the
are not cleaned and
dried up with brooms
after being flushed with
water.

Vannimbadi (16). The Compound of the Station
at Vannimbadi I found to
be in a very dirty condition
especially close to the station
and the tank for supplying
the locomotives with water
where there is little better
than a latrine. The
pans in the accommodation
rooms for "Ladies" & "Gentlemen"

are although empty in a filthy, encrusted condition.

(17)

It does not appear to be the Earth in Catrine Practice & for any Earth in the buckets which are placed outside the Catrine under the drain pipes, but I think the putting of a few inches of Earth in would be attended with very good results.

(18) Ballast where Regunda on Roadway

The line between Jallapett and Madras appears to be very fairly ballasted, better on the whole than in the Branch Line to Bangalore. Ballast however seems to be required at the following points:

129.20 - 129.21 - 124.1
124.2 - 124.3 - 124.4

And upon certain other portions of the line. I observed however that parties were employed on these portions - the following is a list of the various

on which I observed working parties employed

119.12 - 119.15 - 117.11
115.7 - 115.8 - 108.15
106.7 - 103.14 - 98.13
96.14 - 91.8 - 89.6
85.5 - 81.17 - 72.10
69.16 - 69.17 - 67.4
67.5 - 58. - 59.
54.19 - 54.20 - 50.13
49.8 - 47.12 - 45.10
43.14

(19)

Bridge over the Palar River. A working party is employed on this river and abutments Dept. the South bank of the river, but as the train did not halt there, I was unable to observe what was being done. The bed of the river was almost dry so that work is not at present interfered with by the river.

(20)

Small Bridges in the 89th and 90th miles

Two small bridges, one in the 89th and the other in the 90th mile are at present under repairs. Speed was reduced and suspended over them at the rate of about 3 miles

an hour. I had only a
hasty glance at them
from the engine as we
passed over. The engine
driver told me that he
had not noticed to go
slightly over them as the
long walls and abutments
were cracked and were
being repaired.

(21)

Fencing and

fences appear well kept. Crossings
up and all the crossings
and gates seem to be in
good order.

(22)

Between Jollapelt and
Arcum I noticed a
Carnage truck which was
being used as a goods
wagon and formed part
of the train which I
travelled. It appeared to
be almost a new truck.
Possibly this and the two
others I observed on the
Bangalore Branch line
being sent on their trial
trips —

Have not known the
Sir
John Dumbell Scott
R. H. Thompson
2 Captains R.E.

Offg. D. G. Engr. B. Way

10349

Submitted for the information of Government.

2 The attention of the Railway Authorities has been drawn to the several points noticed by Captain Thompson; and I have asked the agent to be so good as to let me know that the various omissions and defects have been duly rectified.

W. M. M. M.
Leeds P.E.

Madras
11th July 1872

55, Cross St. for Railway
The Secretary to Government
P. W. Department, St. George

29 June 72.

W. M. M.

10 M 3267/72.

See also July 1872 & 1873

24th Aug.

P. No 1872 Depart
The Com. Engrs
for the
The Secy to Govt
M. D.

Do. No 4
No 5
En. No 110349

Submitting
by Com. Engrs
Inspection Re.
No 1804-30 July 72

With order

No 450

under to Actg 5 July 72

P. M. Dept
No 1804

Proceedings of the Madras Government
Under date the 30 July 1872

From the Com. Engrs
for Railways (Here enter No 349 of 4th Aug 1872)
The Government

desires to be informed
how far the system
at present in force
on the Madras Rail.
way, is calculated,
if duly carried out,
to prevent the state
of things described
by the Acting Deputy
Consulting Engineer
in Para 14 of his report.
Regret to learn

A. R.

J. P.

Ch. J.

[illegible]

The complements
for Railways

Dec. 5/8/2.

Chc 3267.

of 1872 Madras.

PUBLIC WORKS.

The Consulting Engs for
Railways

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450 + 457
Nos. 450 + 457

Inspection Report - See
also on the inspection
report of the L. & S. Engs for
Engs on the South West
Bangalore Branch line
of Railways in the year