

(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. 2003	Press
372-373	Mis.
Dated 22-8-	1872.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
22nd August 1872.*

No. 372. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 31st July 1872, No. 405. —

WHEN submitting to Government, on the 4th instant,* the Deputy Consulting Engineer's report, dated the 28th June,

* With No 319.

on the result of his inspection of the South-West Line of the Madras Railway, I stated that I had drawn the attention of the Railway Authorities to the several points noticed by Captain Thompson, and that I had asked the Agent to let me know that the various omissions and defects had been duly rectified.

2. I have now the honour to lay before Government three letters* from the Agent, giving cover to the explanations furnished by the Engineering, Locomotive, Traffic, and Conservancy Departments.

* No 488, 13th July
,, 520, 22nd „
,, 534, 30th „

3. The Government will observe that, in the Chief Engineer's letter, exception is taken to those parts of Captain Thompson's report which refer to shortcomings in the Engineering Department. Mr. Anderson says,—

“The various omissions and defects to which the Consulting Engineer draws attention are, so far as regards my department, of the most trivial nature, and it is too much to expect that my time should be wasted in reporting upon such puerile subjects, nor can I for a moment suppose that Government desire special information with reference to repairs that form part of the ordinary maintenance items of a line of Railway. I will however, on this occasion, notice the several points referred to by the Officiating Deputy Consulting Engineer in detail”

4. I am obliged to differ altogether from Mr. Anderson in his estimate of the importance of the subjects noticed by Captain Thompson. In his report he alluded to the want of ballast at several points on the line; to the bad condition of the road leading to the goods station at Bangalore; and to the fact that certain bridges were undergoing extensive repairs, rendering it necessary for trains to slacken speed in passing over of which repairs no report had reached this office. Even with regard to the minor points, such as the condition of the platforms at Bangalore, and of the bath-room at Malloor, Captain Thompson was only performing his duty in bringing to notice such shortcomings.

5. Ever since the first section of railway in this Presidency was opened for traffic, it has formed part of the duty of the Consulting Engineer and his Deputies to inspect the open line from time to time, and to bring to notice all shortcomings, errors, and omissions which they noticed in the work of any of the departments of the Railway Company. Reports of

* Two of the latest are recorded in the Orders of Government, 25th October 1871, No 2,705, and 25th March 1872, No 835

this nature have been repeatedly* submitted to Government, and the attention of the Railway Authorities has

always been drawn to the points noticed therein. I believe this is the first occasion on which objection has been raised by any of the Railway officials

6 I have to solicit the instructions of Government as to the course which is to be followed in cases when, as in the one now brought forward, the Railway

Authorities decline to carry out the repairs which the officers of this department consider necessary. It will be seen that the Chief Engineer states that the roadway leading to the goods platform at Bangalore is in no immediate need of repair, also that the line of railway throughout is in first-rate order, and in no need of additional ballast. With regard to the road leading to the Bangalore goods station, I have lately had an opportunity of inspecting it, and I can testify to the correctness of Captain Thompson's remarks; and with reference to the want of ballast remarked on by Captain Thompson, I must observe that it by no means follows, because the Chief Engineer has recently travelled over the whole branch at from fifty to sixty miles an hour, that in the particular places named by the Deputy Consulting Engineer additional ballast is not urgently required.

So far as I know there has never until now been an instance in which Railway officers have neglected to carry out repairs which have been pointed out as necessary by the officers of this department; but the course to be followed in case of such neglect is distinctly pointed out in Clause 11 of the Company's Contract, dated the 2nd January 1871.

7. It is with very great regret that I am obliged to draw the attention of Government to the language which the Chief Engineer has thought right to use in stating his objections to the subjects brought forward in the Deputy Consulting Engineer's report. It was of course open to Mr. Anderson to take exception to any portion of Captain Thompson's report; but the expressions contained in the Chief Engineer's letter are as unbecoming to the officer by whom they are used as they certainly are to the officer to whom they are applied. The views of the Railway Board of Directors have been distinctly expressed on this subject, and they have stated clearly that it is the duty of their Agent to decline to forward letters written by any of the Company's servants which may be wanting in respect to the Government and its officers. So far from declining to forward the Chief Engineer's letter, the Agent has sent it to me without remark, thereby, I presume, endorsing the expressions contained in it.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 13th July 1872, No 488.

With reference to your letter No 510 of the 5th instant, enclosing the copy of a report made by the Deputy Consulting Engineer as to his inspection of a portion of the South-West Line, I have the honour to enclose, for your information, copy of a letter* addressed to me by the Consulting Physician

* No 200, dated 12th July 1872.

From the Consulting Physician of the Madras Railway Company, to the Agent and Manager of the Madras Railway Company, dated Royapooram, 12th July 1872, No 200.

In reply to your letter No 2,415 of the 8th instant, I have sent round a Circular to the Apothecaries, on both the North-West and South-West Lines, calling their attention to the extracts from the Consulting Engineer and Deputy Consulting Engineer's letters, which accompany your letter under reply, and directing them to exercise more care in the clearing out of the commode-pans, the sweeping of the bath-room floors, and the maintenance of the dry-earth system of conservancy.

2. I very much regret that there should be any retrogression on the part of my staff after the very favourable report sent in a short time ago by Captain Smith, in which, to the best of my recollection, he stated that the condition of the latrines on the stations of the Madras Railway left nothing to be desired

3 Permit me to mention that with long use the bottoms of commode-pans become discoloured, and this appearance may have suggested the impression that they were not sufficiently well washed out

4 The complaint regarding the station of Vaniembady I shall forward to the Traffic Manager, as demanding his attention still more than mine

5 With reference to paragraph 17 of the Deputy Consulting Engineer's letter, I cannot concur with him in recommending that a few inches of earth should be put into each urine bucket. This would add to the weight of the vessel, and serve no useful purpose at all. These buckets are tarred periodically and intended for the reception of urine only, and if the *modus operandi* of dry-earth, as a disinfectant and deodorant, be borne in mind, a few inches of earth or even half the bucketful, will not fulfil either of the purposes the earth is intended to accomplish

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 22nd July 1872, No 520.

In accordance with the request contained in paragraph 5 of your letter of the 5th instant, No 510, I have now the honour to forward, for submission to Government, a copy of the Chief Engineer's letter, No 349, dated today, in which Mr. Anderson furnishes explanation with regard to the several points referred to by Captain Thompson in his Inspection Report

2 The Chief Engineer demurs, however, to have his time wasted in reporting upon such matters of detail, and adds that he cannot for a moment suppose that Government desire special information with reference to repairs that form part of the ordinary maintenance items of a line of railway

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 22nd July 1872, No 349

CONSULTING ENGINEER'S letter No 510 of 5th instant, forwarding a report made by the Officiating Deputy Consulting Engineer of his inspection on certain portions of the South-West Line —

"The various omissions and defects," to which the Consulting Engineer draws attention, are, so far as regards my department, of the most trivial nature, and it is too much to expect that my time should be wasted in reporting upon such puerile subjects, nor can I for a moment suppose that Government desire special information with reference to repairs that form part of the ordinary maintenance items of a line of railway

2 I will, however, on this occasion, notice the several points referred to by the Officiating Deputy Consulting Engineer in detail

PARAGRAPH 2 —The platforms at Bangalore are much infested by rats and bandicoots, and the burrowings of these animals frequently result in injuries to the asphalt, such as those observed by the Officiating Deputy Consulting Engineer, such injuries are, however, as a matter of course repaired as soon as observed

PARAGRAPH 3 —The roadway in rear of the station goods platform is in quite as good order as most Mofussil roads, and is in no immediate need of repair

PARAGRAPH 8 —The flooring of the bath-room of the gentlemen's waiting-room at Malloor station has been repaired

PARAGRAPH 11 —I have very recently travelled over the Bangalore Branch at from fifty to sixty miles an hour, and am in a position to say that the road throughout is in first-rate order, and that there is not a single yard where any practical Railway man could say that ballast was "urgently required"

3 As regards the "special report" which the Consulting Engineer calls for on the two small bridges at 89-11 and 90-13, I have only to say that on the night of the great cyclone, owing to the

*Proceedings of the Madras Government, Public Works Department,
22nd August 1872.*

bursting of a tank, the country in this locality was a good deal flooded, and a considerable scour between the abutments and wings of these bridges was the result. The traffic was never in the slightest degree interrupted. I however considered it desirable to guard against similar injury in future, and am providing the bridges with curtain walls and flooring. The curtain walls have had to be carried to a considerable depth, and, whilst the foundations were open, I considered it prudent to reduce the speed of trains over the bridges.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 30th July 1872, No 534.

In continuation of my letters Nos 488 and 520 of the 13th and 22nd instant, respectively, I have the honour to enclose, for submission to Government, copies of letters from the Locomotive Superintendent* and the Traffic Manager† upon the subject of the report made by Captain Thompson as to his recent inspection of the line.

* No 241, dated 9th July 1872

† No C/418 350, dated 29th July 1872

From the Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 9th July 1872, No 241.

In reply to your No 2,421 of yesterday's date, having reference to paragraph 2 of the Consulting Engineer's letter No 510, dated 5th July 1872, I beg to inform you that no actual defect in the brakes of the waggons is reported by the Deputy Consulting Engineer, who, on the contrary, points out that the brake blocks were not used up. Under the circumstances described the guard of the train should have brought the inefficient state of the brakes to the notice of the driver who could easily have shifted the bolts in the graduated holes that are specially provided for the purpose of lengthening or shortening the thrust rod connecting the forked end of the brake lever with the brake hanger.

2 No information is given as to the stations at which the waggons with brakes thus rendered inefficient were attached, and, unless the numbers of the waggons referred to can be furnished, these stations cannot be traced.

3 The guards are, I presume, responsible that all waggons or rolling stock taken on at roadside stations are in proper running order; the Carriage Examiner would, however, be primarily responsible for the state of vehicles running from Bangalore.

4 Probably the Traffic Manager can arrange to have all brakes examined before trains are allowed to leave Coopum for Jollarapett in which case drivers will be instructed to render any assistance that may be required to enable vehicles to proceed on their journey.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 29th July 1872, No. C/418-350.

DEPUTY Consulting Engineer's report, your No 2,419 of the 8th instant, with copy of letter No 510 of the 5th idem, from the Consulting Engineer.

PARAGRAPH 4 —No accommodation has been provided at Jollarapett for the shelter of rolling stock, hence the exposure to the weather of the carriages referred to by the Deputy Consulting Engineer, but this does not justify the carelessness observed in regard to D134.

PARAGRAPH 5 —The Consulting Physician will doubtless answer this complaint.

PARAGRAPH 6 —The 11 30 A.M. goods train from Bangalore, referred to in this paragraph, would appear to be that of the 26th June. According to the *Guards' Journal* the train left Bangalore at 12 noon or 30 minutes late, having been detained by the 5 30 A.M. goods train from Jollarapett (due at Bangalore at 11 30 A.M.), which was detained at Jollarapett by the 7 30 P.M. main line train.

PARAGRAPH 9 —This complaint shall have attention.

PARAGRAPH 14 —The guard of the train would appear to be in fault for not satisfying himself that the brakes of all vehicles were efficient before the train was allowed to leave the Coopum station. The special attention of all guards shall be called to this matter.

*Proceedings of the Madras Government, Public Works Department,
22nd August 1872.*

PARAGRAPH 16 —The dirty state of the compound at Vanembady is stated by the Station Master to be due to the fact that the daily work of cleansing had not been completed at the time (6 30 A.M.) of the Deputy Consulting Engineer's visit. The complaint about the commode-pans is, I am glad to say, a very unusual one and shall have attention.

PARAGRAPH 17 —You will probably agree with me that the sanitary arrangements at stations will better be left in the hands of the Company's medical officer, whose efforts up to the present time have been most successful.

PARAGRAPH 22 —The carriage trucks were not on their trial trips but were utilized on the return journey to save empty mileage, a measure of economy which will not, I hope, be altogether disapproved of.

No. 373.

ORDER THEREON, 22nd August 1872, No. 2,003.

RAILWAY, No. 62.

THE Governor in Council regrets that he is again compelled to record his disapproval of the language used by one of the officials of the Madras Railway Company in a letter written for the information of the Consulting Engineer and of Government. The Agent of the Company should have declined to forward Mr. Anderson's letter of the 22nd ultimo.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.

No. 488

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 13th July 1872

From

To

Sm,

The Agent and Manager of the M. R. Company
Lieut. Colonel J. Hill Shaw Stewart R.
Consulting Engineer for Railways.

With reference to your letter No 510
of the 5th instant enclosing the copy of
a Report made by the Deputy Con-
sulting Engineer as to his inspection
of a portion of the South West Line,
I have the honour to enclose for your
information copy of a letter addressed
to me by the Consulting Physician.

No 200-12 July 1872

I have the honour to be,

Sir,

Your most obedient Servant,
J. M. Mellis.

for the Agent & Manager

Madras Railway Company
Consulting Physician's Office
Rajahmundry 12th July 1872

N^o 200

To

The Agent and Manager
Madras Railway Company
Dear Sir,

In reply to your letter N^o 2415 of the 8th instant. I have sent round a Circular to the Apothecaries on both the North West and South West Lines, calling their attention to the extracts from the Consulting Engineer and Deputy Consulting Engineers' letters, which accompany your letter under reply, and directing them to exercise more care in the cleaning out of the Commode Pans, the sweeping of the bath-room floors, and the maintenance of the dry earth system of Conservancy.

2. I very much regret that there should be any retrogression on the part of my Staff, after the very favourable report sent in a short time ago by Captain Smith in which to the best of my recollection, he stated that the condition of the Latrines on the Stations of the Madras Railway left nothing to be desired.

3. Permit me to mention that with long use the bottoms of Commode pans become discoloured, and this appearance may have suggested the impression that they

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railway

Dated

Recd

13th July 1872
15th 15.

N^o 488.

Forwarding Copy of a letter from the Civil & Engineering Drawing reference to the points noted in the inspection report of the Civil & Engineering

J. R. 3745/72

They were not sufficiently well washed out
4 The complaint regarding the
Station of Vannembady shall forward to
the Traffic Manager, as demanding his
attention still more than mine.

5. With reference to Paragraph 17 of the
Deputy. Engrs. Engineer's letter, I cannot concur
with him in recommending that a few
inches of earth should be put into each
urine bucket. This would add to the
weight of the vessel and serve no useful
purpose at all. These buckets are tared
periodically and intended for the reception
of urine only and if the Modus operandi
of dry earth, as a disinfectant and
deodorant, be borne in mind, a few inches
of earth or even half the bucket full, will
not fulfil either of the purposes the earth
is intended to accomplish.

Yours faithfully
(Signed) W. J. Van Someren M.D.
Consulting Physician
M. N. Company

(True Copy)

J. N. Mellis
for the Agent Manager

P.N. 3745/72

No. 520.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 22nd July 1892

From

Colt. B. Elwin Esq.

Agent and Manager of the M.R.

To

Mr. J. N. M. Shaw Stewart
Consulting Engineer for Railways. R.B.

Sir,

In accordance with
the request contained in paragraph
of your letter of the 5th instant
No. 570, I have now the honour
to forward for submission to
Government, a copy of the Chief
Engineer's letter No. 349 dated today
in which Mr. Anderson furnishes
explanation with regard to the
several points referred to by
Captain Thompson in his Inspection
Report.

2 The Chief Engineer deems
however to have his time wasted
in reporting upon such matters
of detail, and adds that he

Cannot for a moment suppose
that Government desires special
information with reference to
repairs that form part of the
ordinary maintained items of a
line of railway -

I have the honour to be
Yours most obedient servant
Wm. J. H. H. H.
Agent and Manager

20349.

Madras Railway Company
Chief Engineer's Office
Madras 22nd July 1872

The Agent and Manager,
Dear Sir,

Consulting Engineer's letter No 570
of 5th instant forwarding a report made
by the Offg Deputy Consulting Engineer
of his inspection on certain portions of the
S. W. Line

The various omissions and defects
to which the Consulting Engineer draws
attention are, so far as regards my Depart-
ment, of the most trivial nature and it is
too much to expect that my time should be
wasted in reporting upon such puerile
subjects, nor can I for a moment suppose
that Government desires special information
with reference to repairs that form part
of the ordinary maintenance items of a line
of Railway

2. I will however, on this occasion,
notice the several points referred to by
the Offg Deputy Consulting Engineer in
detail.

Para 2. The platforms at Bangalore
are much infested by rats and bandicots
and the burrowings of these animals fre-
quently result in injuries to the asphalt
such as those observed by the Officiating
Deputy Consulting Engineer, such injuries
are however, as a matter of course, repaired

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

Dated 22nd July 1872

Recd

PM 3445/72 No. 520

Forwarding Copy of letter
from Chief Engineer for
making explanation with
regard to the several points
referred to by Captain
Thompson in his
Inspection Report.

as soon as observed

Para 3 The roadway in rear of the station goods platform is in quite as good order as most of our roads, and is in no immediate need of repair.

Para 8 The flooring of the bath room of the gentlemen's waiting room at Billar station has been repaired.

Para 11 I have very recently travelled over the Bangalore Branch at from 50 to 60 miles an hour, and am in a position to say that the road throughout is in first rate order, and that there is not a single yard where any practical Railway man could say that Ballast was "urgently required."

3 As regards the "Special Report" which the Consulting Engineer calls for on the two small bridges at sq. 11 and 90 13, I have only to say that on the night of the great Cyclone, owing to the bursting of a tank, the country in this locality was a good deal flooded, and a considerable scum between the abutments and wings of these bridges was the result. The traffic was never in the slightest degree interrupted. I have ever considered it desirable to guard against similar injury in future, and am providing the bridges with curtain walls and flooring. The curtain walls have had to be carried to a considerable depth and whilst the foundations

were open I considered it prudent to reduce the speed of trains over the bridges.

Yours faithfully
R. B. Richardson
Chief Engineer.

True copy
W. J. H. H. H.
Agent & Manager.

No. 534

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 30 July 1872

From

Robert B. Shwin Squire

Agent and Manager.

To

Lieut. Colonel J. H. Shaw Stewart
Consulting Engineer for Railways

Sir,

In continuation of my letters Nos. 480 and 520 of the 13th and 22nd instant respectively I have the honour to enclose for submission to Government copies of letters from the Locomotive Superintendent and the Traffic Manager upon the subject of the report made by Captain Thompson as to his recent inspection of the line.

*N^o 241-9 July 1872

*N^o C/418-29 July "

I have the honour to be,
Your most obed^t servant,
W. B. Shwin Squire
Agent and Manager

88:3745/12

MADRAS RAILWAY COMPANY
 Locomotives Superintendents Office
 Perambore Works
 9th July 1872

To: The Agent and Manager
 Dear Sir,

In reply to your N^o 2421 of yesterday's date having reference to para 2 of the Consulting Engineer's letter N^o 570 dated 5th July 1872, I beg to inform you that no actual defect in the brakes of the wagons is reported by the Deputy Consulting Engineer, who, on the contrary, points out that the brake blocks were not used up. Under the circumstances described the Guard of the Train should have brought the inefficient state of the Brakes to the notice of the Driver who could easily have shifted the bolts in the graduated holes that are specially provided for the purpose of lengthening or shortening the thrust rod connecting the forked end of the brake lever with the brake hanger.

No information is given as to the stations at which the wagons with brakes thus rendered inefficient were attached and unless the numbers of the wagons referred to can be furnished, these stations cannot be traced.

The Guards are, I presume, responsible that all wagons or Rolling Stock taken on at Roadside Stations are in proper running order; the Carriage Examiner would however be primarily responsible for the state of Vehicles.

11872.071

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

Dated

Recd

No 534

30 July 1872

Forwarded for submission to Government Office.

Received from the Secy.

with N^o 570 of 5th July.

When the subject of the late inspection of the line was made by Mr. 574/572.

P. M. 574/572.

running from Bangalore.

4. Probably the Traffic Manager can arrange to have all brakes examined before Trains are allowed to leave Coopum for Jolarapett, in which case Drivers will be instructed to render any assistance that may be required to enable vehicles to proceed on their journey.

Yours faithfully,

Signed Wm Barton Knight
Locomotive Superintendent

True Copy

Agent and Manager

Wm

No 418
350

Madras Railway
Traffic Manager's Office
Madras 29 July 1872

The Agent and Manager
M. R. Company

Dear Sir,

Deputy Consulting Engineer's Report
No. 2419 of the 8th inst. with copy of letter
No. 510 of the 5th inst. from the Consulting Engineer.

(Para 4.) No accommodation has been provided at Jolarapett for the shelter of Rolling Stock, hence the exposure to the weather of the carriages referred to by the Deputy Consulting Engineer, but this does not justify the carelessness observed in regard to D 134.

(Para 5.) The Consulting Physician with dribbles answer this complaint.

(Para 6.) The 11-30 A.M. Goods Train from Bangalore referred to in this para would appear to be that of the 26th June. According to the Goods Journal the Train left Bangalore at 12 noon or 30 minutes late, having been detained by the 5-30 A.M. Goods Train from Jolarapett (due at Bangalore at 11-30 A.M.) which was detained at Jolarapett by the 7-30 P.M. main Line Train.

(Para 9.) This Complaint shall have
attention

Dr 3445/72

(Type name)
Wm. H. Lowe
Secretary

When submitting to Government, on the 4th instant, the Deputy Consulting Engineer's report dated the 28th June on the result of his inspection of the South-West line of the Madras Railway, I stated that I had drawn the attention of the Railway authorities to the several points noticed by Captain Thompson, and that I had asked the Agent

1. to let me know that the various ommissions and defects had been duly rectified.

2. I would now have the honour to lay before Government three letters from the Agent, giving cover to the

explanations furnished by the Engineering, Locomotive Traffic, and Conservancy departments.

3. The Government will observe that in the Chief Engineer's letter, exception is taken to those parts of Captain Thompson's report which refer to shortcomings in the Engineering department. Mr. Anderson says

"The various ommissions and defects

* No 88-18 July
520-22 July
534-36 July

27-
" defects to which the Consulting
" Engineer draws attention are;
" so far as regards my department,
" of the most trivial nature, and
" it is too much to expect that
" my time should be wasted in
" reporting upon such purely
" subjects, nor can I for a moment
" suppose that Government desires
" special information with reference
" to repairs that form part of the
" ordinary maintenance items of
" a line of railway. I will
" however, on this occasion, notice
" the several points referred to
" by the Officiating Deputy
" Consulting Engineer in detail."

4. I am obliged to differ altogether from Mr. Anderson in his estimate of the importance of the subject mentioned by Captain Thompson. In his report he alluded to the want of ballast at several points on the line, to the bad condition of the road leading to the goods station at Bangalore; and to the fact that certain bridges were undergoing extensive repairs, rendering it necessary for trains to slacken speed in passing over, of which repairs no report had reached this Office. Even with regard to the minor points

points, such as the condition of the platforms at Bangalore, and of the bathroom at Malloot, Captain Thompson was only performing his duty in bringing to notice such shortcomings.

5. Ever since the first section of railway in this Presidency was opened for traffic, it has formed part of the duty of the Consulting Engineer, and his deputies, to inspect the open line from time to time, and to bring to notice all shortcomings, errors, and ommissions which they noticed in the work of any of the departments of the Railway.

Railway Company. Reports of this nature have been repeatedly submitted to Government, and the attention of the Railway Authorities has always been drawn to the points noticed therein. I believe this is the first occasion on which objection has been raised by any of the Railway Officials.

* Two of the latest are recorded in the Orders of Government 25 October 1911, 112705, and 25 March 1912, 11835.

6. I have to solicit the instructions of Government as to the course which is to be followed in cases when, as in the one now brought forward, the Railway Authorities decline to carry out the repairs which the Officers of this Department

379
Department considers necessary. It will be seen that the Chief Engineer states that the roadway leading to the goods platform at Bangalore is in no immediate need of repair: also that the line of railway throughout is in first-class order, and in no need of additional ballast. With regard to the road leading to the Bangalore goods station, I have lately had an opportunity of inspecting it, and I can testify to the correctness of Captain Thompson's remarks: and with reference to the want of ballast remarked on by Captain Thompson

Now, I must observe that
it by no means follows, because
the Chief Engineer has recently
travelled over the whole branch
at from 50 to 60 miles an hour,
that in the particular places
named by the Deputy Consulting
Engineer additional ballast is
not urgently required.

So far as I know, there
has never until now been an instance
in which Railway Officers have
neglected to carry out repairs
which have been pointed out as
necessary by the Officers of this
department

338

department; but the course to be
followed in case of such neglect
is distinctly pointed out in clause
11 of the Company's Contract dated
the 2nd January 1871.

7. It is with very
great regret that I am obliged
to draw the attention of Government
to the language which the Chief
Engineer has thought right to
use in stating his objections to the
subjects brought forward in the
Deputy Consulting Engineer's report.
It was of course open to Mr.
Audison to take exception to any
portion of Captain Thompson's report;
but

but the expressions contained in the Chief Engineer's letter are as unbecoming to the Officer by whom they are used as they certainly are to the Officer to whom they are applied. The views of the Railway Board of Directors have been distinctly expressed on this subject, and they have stated clearly that it is the duty of their Agents to decline to forward letters written by any of the Company's servants, which may be wanting in respect to the Government and its Officers. So far from declining to forward the

the Chief Engineer's letter, the Agent has sent it to me without remark; thereby I presume endorsing the expressions contained in it.

I have the honour to be,
Sir,

Your most obedient Servant

Mount Pleasant Leventh Coll & Co

Cons: Engineer for Railway

Madras 3
31st July 3
1852 3

His Excellency
 the Governor in Council
 resolves to instruct the
 Consulting Engineer
 for Railways to call
 the attention of the
 Chief Engineer of the
 Madras Railway to
 the view taken by
 Government of the pro-
 ceedings of the Agent
 and Manager in the
 matter of the Bellary
 sidings

Mr. Anderson
 in his letter seems
 to have been
 excited - not by
 fault. I have been
 reluctant to let
 him say but by
 hindering & pushing
 the point into the Gov.
 & the Engineer. The secti-
 on is a time spent the main
 & the fact is printed out.
 I think it can pass that
 his time has been
 & the thing is done -
 for nothing - in deed

25° 30' 00" 1/10 1/4 395-98
 25° 30' 00" 1/10 1/4 564-65
 30° 30' 00" 1/10 1/4 400-61

Mr. 1872
 Secy of Govt for Madras
 No 3745

RAILWAY DEPARTMENT.

1872.

From

The Consulting Engineer
 for Railways,

To

The Secretary to Government,
 P. W. Department,
 Fort Saint George.

Dated 1 Aug 1872.
 Recd 2 Aug

No. 405
 See 7/1

Approved by
 C. J. F. M. M. M. M. M.
 in presence of the Secy P. W. D.

2003-22 Aug 6/72

2003-22 Aug 6/72

Gm

100

of the Bridges as transitional. And



Sta 2 in "paraphrase" of the original

P. W. Dyke

N. 2003

Under date the 22 August 1872

Pecis the following

From the Carry Engineer
for Railways (Here enter No 405 of 1st
August 1872)

The Governor in Council regrets that he is again compelled to record his disapproval of the language used by one of the officials of the Madras Railway Company in a letter written for the information of the Consulting Engineer and of Govt. The Agent of the Company should have declined to forward

Mr. Molson's Letter
of the 22nd Ultimo
4.11.72

No 3745

Govt. of 1872 Madras.
PUBLIC WORKS. ✓

The Consulting Eng^r
for Railways

Dated

Recd.

Encl 7 ✓

G O 22nd Augst No. 2003.

Nos. 372-9 872

Inspection Report. Railway

With displeasure the language
used by one of the officials
of the Madras Ry Co. in
explaining certain points
in the Ry. Com^{rs} Ins-
pection Report of the
M. and Bangalore
rail lines of the
Mad Ry.

No 372-375

1872