M.R.O. 1—77,006—3-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

# MADRAS RECORD OFFICE.

## Government of Madras.

Public works DEPARTMENT.

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| G.O. No. 349, 380 | 2285 | Press / Mis. |
| Dated | 26. 9. | 18 1/2. |

***Not to be folded or roughly handled***

No. 379. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 3rd September 1872, No. 463:—

I HAVE the honour to report, for the information of Government, that I have lately inspected the North-West Line of the Madras Railway. Owing to press of work at Madras, and the very weak state to which my office had been reduced, my inspection was more hurried than I could have wished.

2. The greater part of the line I found in excellent order. Ballast seemed to be required in some places between Royalcherroo and Goondacul, but I understand that this want is now being supplied. From Goondacul northwards to Raichore and westwards to Bellary, the embankments, which are chiefly formed of black cotton soil, have not yet become thoroughly consolidated, and will require constant attention for some time to come. This is especially the case on the 16 miles to the north of the Toongabudra; but the line throughout was in fair order at the time of my visit.

3. The fencing seemed to be efficient all over the line. The aloe fence has not thriven equally everywhere. In some places it has suffered from drought, or some other cause, and seems never to have been able to make head; but in all such places it is supplemented with a wire fence. I cannot speak to the state of the fencing between Goondacul and Auspree, as I travelled by the ordinary trains, and this part of the line is passed over after dark; but I have no reason to suppose that it is inferior to the fencing on the rest of the line.

4. The bridges seemed to be for the most part in very good order. Upon the bridge over the Cheyaur, I lately sent a special report.* The additional opening to the bridge at the 287th mile, which was sanctioned† in February last, has not yet been begun, as it was thought unadvisable to commence work until after the monsoon; but the curtain walls and flooring of the one opening have been built. Similar protective works have now been provided for almost every bridge on the line. The Huggry river crossing remains in the state in which it has been since the opening of the line, eighteen months ago. The temporary road across the river bed was available at the time of my inspection; and up to that date, owing to the dryness of the season, it had been interrupted only once during this year. It is hoped that the cylinders for this bridge will arrive soon from England; but I can see no reason to expect that the bridge will be opened for traffic before the end of next year.

* No. 412, dated 2nd August 1872.

† *Vide* G. O., 26th February 1872, No. 519.

5. The station-houses and buildings were in good order. At Bellary the only work in progress is the erection of a weigh-bridge. At Raichore the lines for Porters and Pointsmen were in progress, and the construction of new staff quarters had been begun, it having been arranged to make over to the Great Indian Peninsula Railway Company the quarters which were originally built. The other buildings at this station are nearly finished; the roof of the engine-shed was in progress at the time of my visit. The condition of the central platform remains the same as at the time of Major Prendergast's inspection* in November

* *Vide* G. O., 8th December 1870, No. 2,977.

1870. An estimate for removing it and widening the other platform was forwarded in April last, but was returned by the Government of India with their letter* of the 1st June, No. 731-G.R. I am still in communication with the Agent on the subject, and I hope soon to be able to lay the estimate before Government.

* *Vide* G.O., 26th June 1872, No. 1,543.

6. At Kosgee I observed that the turn-table, which was temporarily placed there in 1870 when the line was opened to the Toongabudra river, is still in position, and I was informed that another turn-table is also lying at the same station. I learn from the Agent that these two turn-tables are looked on as surplus stock, and that, in his opinion, they are not more than necessary for the Madras Railway system; but it seems to me that one might have been economically utilized on the Neilgherry branch.

7. In the matter of the dress of the station staff along the line, there is still room for improvement. This has been more than once brought to notice, but on my late inspection, I found it sometimes very difficult to identify the Station Masters; the ticket-collectors were seldom in their blue waistcoats, and on several occasions the guards and porters were not properly dressed.

8. In the refreshment-rooms a very great improvement has been effected since the Traffic Department took charge of them from the 1st May last.

9. From Raichore I went on the Kistna to see what progress had been made in the bridge over that river, and what prospect there was of its being soon opened for traffic. The bridge is to consist of thirty-six girder openings, each opening being 107 feet from centre to centre, and the girders resting on iron cylinders. At the time of my visit twelve girders were in position on the north bank of the river, and three on the south bank. The foundations of some more cylinders had been got in, but from what I saw, and was able to learn, I do not think there is much chance of the bridge being finished during 1873.

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No. 380. ORDER THEREON, 26th September 1872, No. 2,285.

RAILWAY, No. 75.

His Excellency the Governor in Council is glad to learn from this report of the generally satisfactory condition of the works on the North-West Line of the Madras Railway; but regrets to find that the arrangements to secure the easy recognition of Railway officials by passengers and others are still so imperfect. His Excellency trusts that this subject will receive early attention at the hands of the Agent; it is a matter to which the Government attach considerable importance.

(True Extract.)

Colonel, R.E.,
*Secretary to Government.*

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

31 /

RAILWAY DEPARTMENT. CONSULTING ENGINEER'S OFFICE.

No. 463.

From

Lieut-Colonel F. R. H. Shaw Stewart, R.E.,
*Consulting Engineer for Railways,*

To

Colonel J. W. Walker, R.E.,
*Secretary to Government,*
*Public Works Department,*
*Fort Saint George.*

SIR,

I have the honour to report, for the information of Government, that I have lately inspected the North-West line of the Madras Railway. Owing to press of work at Madras, and the very weak state to which my Office had been reduced, my inspection was more hurried than I could have wished.

2. The greater part of the line I found in excellent order. Ballast seemed to be required in some places between

between Royalcherroo and Goondacul, but I understand that this want is now being supplied. From Goondacul northwards to Paichore, and westwards to Bellary, the embankments, which are chiefly formed of black cotton soil, have not yet become thoroughly consolidated, and will require constant attention for some time to come. This is especially the case on the 16 miles to the north of the Toongabudra: but the line throughout was in fair order at the time of my visit.

3. The fencing seemed to be efficient all over the line. The aloe fence has not thriven equally every where. In some places it has suffered from drought, or some other

cause



cause, and seems never to have been able to make head; but in all such places it is supplemented with a wire fence. I cannot speak to the state of the fencing between Goondacul and Anagree, as I travelled by the ordinary trains and this part of the line is passed over after dark; but I have no reason to suppose that it is inferior to the fencing on the rest of the line.

4. The bridges seemed to be for the most part in very good order. Upon the bridge over the Cheyaur I lately sent a special report* The additional opening to the bridge at the 287th mile, which was sanctioned in February last, has not yet been begun;

* No: 412 dated 2d August/72.

* vide G.O. 26th February 1872 No: 519.

as

as it was thought unadvisable to commence work until after the monsoon; but the curtain walls and flooring of the one opening have been built. Similar protective works have now been provided for almost every bridge on the line. The Huggy river crossing remains in the state in which it has been since the opening of the line, 18 months ago. The temporary road across the river-bed was available at the time of my inspection; and up to that date, owing to the dryness of the season, it had been interrupted only once during this year. It is hoped that the cylinders for this bridge will arrive soon from England; but I can see no reason to expect that the bridge will be opened for traffic before the end



end of next year.

The station houses and buildings were in good order. At Bellary the only work in progress is the erection of a weigh-bridge. At Raichore the lines for porters and pointsmen were in progress, and the construction of new Staff quarters had been begun, it having been arranged to make over to the Great Indian Peninsula Railway Company the quarters which were originally built. The other buildings at this station are nearly finished; the roof of the engine shed was in progress at the time of my visit. The condition of the central platform remains the same as at the time of Major Pennefather's inspection in November 1870. An estimate for removing it and widening the other

platform

vide G.O. 8th December 1870 No. 2977.

platform was forwarded in April last, but was returned by the Government of India with their* letter of the 1st June; N:731 G. P. I am still in communication with the Agent on the subject, and I hope soon to be able to lay the estimate before Government.

* vide G.O. 26th June 1872 N: 1543.

6. At Raegee I observed that the turn-table which was temporarily placed there in 1870 when the line was opened to the Tungabudra river, is still in position, and I was informed that another turn-table is also lying at the same station. I learn from the Agent that these two turn-tables are locked on two similar sleets, and that in his opinion they are not more than necessary for the Madras Railway system, but it seems to me that one might have been economically utilised on the Veilgherry branch.

7. In the matter of the dress of the Station Staff along the line, there is still room for improvement. This has been more than once brought to notice, but in my later inspections I found it sometimes very difficult to identify the station-masters, the ticket-collectors were seldom in their blue waistcoats and on several occasions the guards and porters were not properly dressed.

8. In the refreshment rooms a very great improvement has been effected since the Traffic Department took charge of them, from the 1st May last.

9. From

9.

From Paichare I went on the Kistna, to see what progress had been made in the bridge over that river, and what practice there was of its being soon opened for traffic. The bridge is to consist of 36 girder openings, each opening being 109 feet from centre to centre; and the girders resting on iron cylinders. At the time of my visit 12 girders were in position on the north bank of the river, and 3 on the south bank. The foundations of some more cylinders had been got in; but from what I saw and was able to learn I do not think there is much chance of the bridge being finished during 1873.

I have the honour to be

Sir

Your most obedient servant

Madras.
3rd September
1872

Wm Stewart Lieut. R.E.
Cons: Engineer for Railways.

No 2228 dt 12th Sept. 1872

Mr. Mac-Donald

Secretary

Read the following

From Lieut. Col. Pasley (Ch. Engr. & Secy.)

to His Excellency

the Governor in Council

I am glad to learn from

this report of the gene-

rally satisfactory co-

-dition of the works

on the South East

line of the Madras

Railway, last regret-

to observe that the ar-

-rangements to secure

the very recognition

Pro: 8th Decr 1870 No 1551 to 156
28th Febry 1872 - 411 to 412
26th June 1872 - 372 to 373
28th Augt 1872 - 481 to 482

No 379

Recd 6th Octr 1872

P. W. 1872 Depart.

Pro: of Govt. for Septr

No 4309.

RAILWAY DEPARTMENT.

1872.

From

The Consulting Engineer
for Railways,

To

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

Dated 5th September 1872.
Recd. 4th

No. 463.

Reporting that he lately inspected the North West Line of the Madras Ry.

No 2285 - 26th Sept

of Railway officials by passengers and others, upon which not only the comfort of the public, but the success of the railway system itself in other particulars is so mainly dependent are still so imperfect. His Excellency trusts that this subject will receive the early attention at the hands of the Agent which its importance demands.

Adverting to Para 6 the Consulting Engineer will be good enough to see that the existing spare turntable is utilized before further indents for similar stock are submitted.

GWW

to omit.

Ballast omit.

It is a matter to which he has attached considerable importance.

Second Hand Wheels &c. Railway should have. If Mr. Collins has not done so I shall do so next week.

34

To
The Consulting Engineer
for Rajpd

Despt 3/10/72.

No. 4309

Govt. of {1872} Madras.

PUBLIC WORKS.

To The Consulting Engineer for
Railways

Dated

Read. Encl.

G. O. 26 Sept. No. 2285.

Nos. 379 - 380

Rd. Rys Railways. Papers
orders on the Inspection
Report of the S. M. Line of
the Madras Railway.