

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referee _____

MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No. 2302	Press
18-11-9.	Mis.
Dated 9-10-	18-12-

Not to be folded or roughly handled

No. 118. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 28th August 1872, No. 445:—

From the Officiating Deputy Consulting Engineer for Railways, to the Consulting Engineer for Railways, dated Madras, 22nd August 1872.

I HAVE the honour to report that I have inspected the South-West Line of the Madras Railway Company from Madras to Beypore.

2. *Permanent-way.*—The line throughout is, as a rule, well ballasted. I observed that at every place where there was any deficiency of ballasting working parties were employed.

3. Between Coimbatore and Beypore sleepers were being renewed here and there, and rough stone has been collected at various places for the construction of walls where the vegetable fence has failed or is weak.

4. This portion of the permanent-way is in excellent condition showing but few signs of having just withstood nearly three months of heavy south-west monsoon weather.

5. *Stations.*—The stations are throughout the line clean and well kept. There is, however, room for one or two trifling improvements in the waiting and bath-rooms for gentlemen at the Coimbatore (Pothanore) Station.

12. *Palghat Station, well kept.*—I particularly noticed the Palghat Station as being very clean and well kept in every way.

13. *Fencing.*—The fencing throughout the line is in good order.

14. *Distant Signals at Shoranoor.*—The distant signals at Shoranoor appear to be scarcely far enough out from the station, more particularly the one to the westward of the station, as it is situated at the foot of rather a long bank, the gradients of which are 1 in 100 and 1 in 160. During monsoon weather, and going at a rapid pace against driving rain, it is difficult to see objects which are not quite close.

15. *Distant Signals at Cootipooram.*—Approaching the Cootipooram Station from the east, the distant signal can (in fair weather only) be seen distinctly enough when about half a mile distant from it. On approaching closer however, the signal comes in line with three small jack trees in rear, when it cannot be seen at all until quite close to it. If these jack trees were cut down, the signal could be seen clearly enough all the way up. The trees are situated in the Railway Station compound, and therefore, I presume, belong to the Railway Company; in which case there would be no difficulty in the way of their removal.

SUBMITTED for the information of Government.

2. A copy of the Deputy Consulting Engineer's report has been sent to the Agent of the Madras Railway, and I have asked Mr. Elwin to let me know what measures have been taken to remedy the defects and short comings mentioned by Captain Thompson.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

Proceedings of the Madras Government, Public Works Department,
9th October 1872.

No. 119. ORDER THEREON, 9th October 1872, No. 2,362.

RAILWAY, No. 16.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

Madras

August 22nd 1872

From Captain Ross Thompson
Royal Engineer

Offg. D. B. C. Esq. J. R. C. Esq.

Lt. Col. J. H. M. Shaw Stewart
Royal Engineer

Consulting Engineer for Mysore

Sir,
I have the honor to report
that I have inspected the
South-West Line of the
Madras Railway Company
from Madras to Bangalore

Permanent-
way.
The line throughout is
as a rule well ballasted
I observed that at every
place where there was

First Class Kew

any deficiency of ballasting
working parties were employed.

3. Between Combalore and
Bijpore Sleepers were being
renewed here and there
and rough stone has been
collected at various places
for the construction of walls
where the vegetable fence
has failed or is weak.

4. The portion of the permanent
way is in excellent condition
showing but few signs of
having got into a bad state
more than of heavy South-
West monsoon weather.

5. The Stations are throughout Stations
the line clean and well
kept. There is no room
for one or two trifling
improvements in the waiting
and Bath Rooms for
gentlemen at the Combalore
(Pothanore) Station. viz.

6. The door of the Bath Room
off the waiting room
is not supplied with
bolts or fastenings
it opens outwards from
the bath room. There
are no means of keeping
it closed on the inside
and as it is liable to,
in fact, does open,
with the least draught
it is inconvenient when
the waiting room happens
to be occupied at the
same time.

7. No provision is made for
lighting the bath room
and at the same time
insuring privacy. The
of the doors admit light
when closed, and the
panes of the window
are not divided into
top and bottom portions.
8. of the upright bars
of the ventilators are

not painted.

Cut - So as to admit of the
four top leaves on each
side of the window being
opened independently
of the bottom portions,
light and privacy
would both be secured.

9. There is only one water
chatty for bathing
porpoises and of the same
kind for the washing
of the hands, but the
water is very much too
small

10. The Labries for Native men
and Native women at the
Pottanore Station are
the only ones along the
line which I did not
find in a clean and
satisfactory condition

11. The Labrie for Native women
was dirty and in the
the corner for the dry earth-beds

Labries

7
were off their hinges
and in a very dilapidated
condition generally.
The East Wind in the
Native women's Labrie
contained rags and
pieces of stick and
dry earth. —

Paulghat
Station
well kept.

12. I particularly noticed the
Paulghat Station as
being very clean and
well kept in every way.

Fencing

13. The fencing throughout the
line is in good order

Distant
Signals at
Shoranore

14. The distant signals at
Shoranore appear to be
scarcely far enough
off from the station
more particularly the one
to the westward of the
station as it is situated
at the foot of rather a
long bank, the gradients
of which are 1 in 100 and
1 in 120.

at an 5-1 in 160. During
foggy weather, and
going at a rapid pace
against driving rain
it is difficult to see
objects which are not
quite close.

15 Approaching the Cootiporuan Distant
Station from the East, the Signals at-
distant Signal can (in Cootiporuan
fair weather only) be seen
distinctly enough when
about half a mile distant
from it. On approaching
closer from the signal
comes in line with the
small jack trees in rear,
when, it cannot be seen
at all until quite close
to it. Of these jack
trees were cut down the
signal could be seen
clearly enough all the
way up. The trees are
situated in the Railway

Station Compound
and the main 2000 ft
belong to the Railway
Compound. In which
case there would be
no difficulty in the
way of their removal

From the main line
in

From the main line
in

From the main line
in

From the main line
in

From the main line
in

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Dr. 4183/2.

Surge - 1887/1888

2-10-11

N^o 445

Submitted for change

information of Government.

2 A copy of the Deputy
Consulting Engineers Report has
been sent to the Agent of the

Meador & Cushing, and I have

2nd asked Mr. Edwin to let me

Know that measures have been

tation, to remedy the defects

and shortcomings mentioned by

Captain Thompson.

Mader
28th August
1872

~~Received of~~
Merritt
Lent 1896

Cons. Eng. for Railway

To The Secretary to Government
Public Works Dept.
Fort Saint George.

[Faint handwritten notes and signatures]

Order to be recorded - J^{no} 2362.

P. W. 1892. Manuscript.
June No 4/1893.
Newbern: Eng. July
The Secretary of Court
P. W. Report
Held 28 July 1892.
Dec 5 29 }
No 445
Submitted
In informal manner Mr.
Crosby Report of 22 Aug.
and informing that
Agent has been sent
a copy of it, and has
been called upon to bring
me back the same. Report
of 22 Aug.

C/4/83

Govt. of 1872 Madras.
PUBLIC WORKS.

To The Consulting Engineer
for Railways

Dated

Encl.

To

G. A. 2362.

Nos. 1184/119

Report, submitted by the
Inspector, of the inspection
by the South West
line of the Madras Rail-
way, recorded.