M.R.O. 1—77,006—8-6-37.

(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. 741, 75	2603	Press / Mis.
Dated	5 . 11 .	18 72.

Not to be folded or roughly handled

No. 74. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 12th October 1872, No. 548 :—

Read the following letter from the Officiating Deputy Consulting Engineer for Railways, to the Consulting Engineer for Railways, dated Madras, 7th October 1872.

I HAVE the honour to report to you that I have inspected the permanent way and stations of the Great Southern of India Railway between Erode and Negapatam.

2. *Roadway.*—The roadway throughout appears to be in excellent order. At one or two points the ballasting is rather light, more especially where the way is laid with wooden sleepers at the Negapatam end of the line. I observed, however, that men were employed at almost all the places when there was anything requiring to be done, and a good deal of ballast has been collected at the 29th mile, near Needamungalum, and in the 39th mile, near Saliamungalum.

3. *Fencing.*—The wire fencing appears to be in good order throughout, with the exception of one or two places, where the fence posts carrying the wire have been undermined by floods and are now a little out of the perpendicular. In the 147th mile at the 8th and 9th telegraph posts, and in the 138th mile at the 2nd and 3rd telegraph posts, south side of the line, some of the uprights are, as I have described, a little out of the perpendicular.

4. *Stations and Latrines.*—The stations and latrines were all in a very clean and satisfactory state.

5. *Native Latrine, Ellambanore.*—Latrine for natives at Ellambanore is built upon a very low site, just at the rear of the embankment forming the passenger platform. The embankment slopes down towards the door of the latrine in rear, and as the latrine has no basement it is flooded after every heavy shower of rain. When I inspected it there were several inches of sand and mud in it, carried down by heavy showers which had fallen a short time previously. The flooding of the latrine during rains might, I think, be prevented by constructing a small trench round it and facing the sides of the trench with bricks or tiles.

6. *Proposed communication between Passoor Railway Station and the Cauvery River.*—When passing through Passoor, the Station Master, on behalf of the merchants about that locality, requested me to inform him whether sanction had been obtained for constructing a road from Passoor down to the Cauvery River, and, if so, when the work would probably be commenced. I promised to make inquiries upon the subject and to inform him of the result.

7. *Australian Coal.*—The driver of the engine on which I travelled informed me that he was then burning Australian coal in his engine, and spoke very favourably of it. He preferred it to the patent fuel lately received, stated that it did not injure the bars so much, and only objected to it on account of its raising "such lots of smoke."

SUBMITTED for the information of Government. The attention of the Agent has been specially drawn to paragraph 5.

2. With reference to paragraph 6, the want of the short bit of road required to unite the Passoor Station with the Cauvery has been repeatedly pressed on my attention by the Railway authorities, who represent that a great deal of traffic is in consequence lost to the Railway. I learn from the Superintending Engineer that an estimate for making this road, amounting to Rupees 4,320, was sanctioned by the Board of Revenue on the 3rd June 1872; but so far as I know nothing further has yet been done in the matter.

3. The use of Australian coal upon the Great Southern of India Railway was reported upon two years ago. The reports are printed with the Proceedings of Government dated the 1st September and the 15th November 1870, Nos. 2,104 and 2,746. I shall call upon the Agent for a further report on the subject.

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

No. 75. ORDER THEREON, 5th November 1872, No. 2,603.

RAILWAY, No. 17.

HIS Excellency the Governor in Council observes that the necessity for allotting funds for connecting the Passoor Railway Station with the Cauvery River will be taken into consideration on receipt of the reports called for in G. O.,* No. 1,105, of 21st August.

* Financial Department. Public Works G. O., 12th August 1872, No. 1,918.

2. The Government will await the further report which the Consulting Engineer promises to submit on the suitability of Australian coal as fuel for locomotive engines.

(True Extract.)

Major, R.E.,
Acting Joint Secretary to Government.

To the Consulting Engineer for Railways.
„ Financial Department.

Exd. A. S. Rodgers.

Railways Depart. Cons: Engrs Office

3

From,

Captain Ross Thompson R.E.
Offg: Dy: Cons: Engr. for Railways

To,

Lieut Colonel J. H. M. Shaw-Stewart R.E.
Consulting Engineer for Railways
Madras

Sir,

I have the honour to report to you that I have inspected the Permanent way and stations of the Great Southern of India Railway between Erode and Negapatam.

1 Permt Way. 2 The Roadway throughout appears to be in excellent order. At one or two points the ballasting is rather light, more especially where

where the way is laid with
wooden sleepers at the Negapatam
end of the line. I observed
however that men were employed
at almost all the places where
there was any thing requiring
to be done, and a good deal of
ballast has been collected at
the 29th mile, near Nedamangalam,
and in the 99th mile, near Valva-
mangalum.

3 The wire fencing appears Fencing
to be in good order throughout,
with the exception of one or two
places where the fence posts
carrying the wire have been
undermined by floods, and are
now a little out of the
perpendicular.

perpendicular. In the 167th mile
at the 8th and 9th Telegraph posts,
and in the 138th mile at the
2nd and 3rd Telegraph Posts, South
side of the line, some of the
uprights are a little out of the perpendicular.

Stations and Latrines

4 The stations and latrines were all in a very clean and satisfactory state.

Latrine at Ellambanoor.

5 Latrine for natives at Ellambanoor is built upon a very low site, just at the rear of the embankment forming the passenger platform. The embankment slopes down towards the door of the latrine in rear, and as the latrine has no

basement

basement, it is flooded after every heavy shower of rain. When I inspected it there were several inches of sand and mud in it, carried down by heavy showers which had fallen a short time previously. The flooding of the labrine during rains might I think be prevented by constructing a small trench round it and facing the sides of the trench with bricks or tiles.

Proposed communication between Passort railway station and the Canary River.

6 When passing through Passort, the Station Master on behalf of the merchants about that locality, requested me to inform him whether sanction had been obtained for constructing a road from Passort down to the Canary River, and if so when the work would probably be commenced. I promised to make enquiries upon the subject and to inform him of the result.

Australian coal.

7 The driver of the engine on which I travelled informed me that he was then burning Australian coal in his engine, and spoke very favourably of it. He preferred it to the patent fuel lately received, stated that it did not injure the bars so much and only

objected

objected to on account of
its passing over lots of
rocks.

Madras
3rd October
1872

I have the honour to be
Sir,
Your most obedient
Servt
W. H. Thompson Capt R.E.

To
The Superintg. Engr. Sth R.E.

No 548.

Submitted for the
information of Government. The
attention of the Agent has been
specially drawn to paragraph 5.

2. With reference to
paragraph 6, the want of the short
bit of road required to unite the
Papoor station with the Convey
has been repeatedly pressed on my
attention by the Railway Authorities,
who represent that a great deal
of traffic is in consequence lost
to the railway. I learn from the
Superintending Engineer that an
estimate for making this road,
amounting to Rupees 4,320, was
sanctioned by the Board of Revenue

on the 3d June 1872 but so far as
I know nothing further has yet been done
in the matter.

3. The use of Australian coal upon the Great Southern of India Railway was reported upon two years ago. The reports are printed with the proceedings of Government dated the 1st September and the 15th November 1870, Nos 2104 and 2746. I shall call upon the Agent for a further report on the subject.

I have &c.

Lieut Col R.E.

Madras
12th October
1872

Cons: Engr for Railways

To
The Secretary to Government
P W Department
Fort Saint George

13 17

His Excellency
the Governor in Coun-
-cil observed that it
is very desirable
that the road between
the Passoor Station
on the Great Southern
of India Railway
and the Cauvery
should be proceeded
with as early as
practicable

S. of S.

I should like to
know something
more of this, before
committing pd. to
it. Is there a bridge
on the river at the
State? Or is it that
the traffic for Dhar

Ex. W. 1872 Elephant
Bd of Govt Offs Nov 1872
Rec'd 14 Nov
The Comr: Engineers
for Railways

I. The Secy to Govt
P.W.D.
Fort St George

Dated 12th October 1872
Rec'd 14th October 1872

Ens: 1/No 548

Submitting
for the information of
Government, the report
of the Dy Comr: Engineer
on the Q. Pass of S. Ry.

No. 714

No 2603-5 Nov 1872

Rec'd to Addy 16 Nov 1872

practicable, and the question of making an allotment for the work, if funds have not been already provided, will be considered in the Financial Department. The Government will await the further report which the Consulting Engineer promised to submit on the suitability of Australian Coal as fuel for Locomotive Engines.

O.L.S.

G.M.W.

the rivers in basket boats & it is wished to try & drive it to the rail - a feeder to the edge of a river seems a good idea

O.L.S.

There is a ferry across the Canning at Pinjarra, but the Canning channel runs between it & the Station, & that communication between them is difficult.

G.M.W.

To the Com.r & Eng.r for Railways
" Supt. Eng.r for Dist.

Pinjarra has never been selected by the Railway Company as the Station for delivery of Coal by the Forest Dept. instead of Fremantle

G.M.W.

Pasdun
Station

Cr 22nd Petr

Public Works Department

No 2603.

Proceedings of the Madras Government

Read the following

From The Consulting Engr
for Railways. } No. 5483/12th Octr/12

His Excellency the
Governor in Council
observes that the necessity
for allotting funds
for connecting the Pasdun
Railway Station with the
Cauvery River will be
taken into consideration
on receipt of the Report
called for in G.O. No.
1105 of 21st ult August.

The Government
will await the further
reports which the Con-
sulting Engineer promises
to submit on the suitability
of Australian Coal

as

Irl Dept
Ry. G.O. 12 Augt/12
No 1918.

Che 4974

Govt. of 1872; Madras.

PUBLIC WORKS.

To The Consulting Engineer
for Railways

Dated

Recd. Encl.

G. O. 5th Nov. 1872, No. 2603.

Nos. 74875

Inspection Report & Passing
orders on the Inspection
Reports of the Dy. Con. Engr. for Rly.
matters. G. S. I Rly.