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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No	835	Press
564-565		~~Mis~~
Dated	25-3-	1872.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
25th March 1872.*

No. 564. Read the following endorsement of the Acting Consulting Engineer for Railways, dated Madras, 11th March 1872, No. 122 :—

Notes on Inspection of the Great Southern of India line from Erode to Tanjore, and the Madras Railway line from Madras to Beypore.

GREAT SOUTHERN OF INDIA RAILWAY.

Permanent-way.—The 109th mile requires ballast.

The distant signal at Poogalore loaded with “chairs.”

In other respects the line from Erode to Tanjore appears well kept up.

The sanitary arrangements leave but little to be desired ; a wicket gate in the palings is required at Caroor to facilitate inspection by Station Master and others ; the station yard here was strewn with old rags and paper, the ends of torches, etc., and it is evident that the contents of the buckets were thrown on the grass slope occasionally instead of being carried to a distance. In some cases on the Railways it is becoming, I think, the custom to keep the urinals clean by permitting the public to frequent the neighbouring ditches, etc., and the only safeguard against this is frequent and careful inspection of the station compound and approaches.

Rolling Stock.—No. 2 third-class carriage had the appearance of being besmeared with turmeric. The Station Master, with the aid of a porter and wet cloth, endeavoured to prove that the appearance was due to failing varnish. The notice of “number of passengers to be carried” was illegible, and it had been replaced by one in “chalk,” the number in the latter being incorrect. I also observed a covered goods waggon of which the door had been repaired, but the new wood had not been painted. In my opinion stock sent in for repair, in the state of that under notice, should be re-painted before being again sent to work. I think the Agent and Manager should be requested to permit the Great Southern of India guards to telegraph officially to the refreshment room butlers when required by passengers, as on the Madras Railway. In the case of the early train from Trichinopoly to Erode this would be a great convenience.

MADRAS RAILWAY.

THE line generally is well ballasted up ; the portion between Somanoor and Coimbatore requires the most attention. The heavy rains this year, the fact of the road now being partly on wooden and partly on iron sleepers, and the deficiency of ballast (partly due probably to the substitution of iron for wooden sleepers) already reported on my last inspection, have all concurred to make the road rough and difficult to keep up to the standard of the rest of the line.

I noted the following miles as short of ballast :—

278, 280—9, 282—3, 290—6, 292—6, 300—17, 124—27 to 123—13, 121—0. On the Bangalore Branch 158, 159, 160, 161—13 (tie bars exposed), 163—16, 164—4 (pots exposed), 171—11, 175—17, 179—9. Near the following points the road seemed to want lifting, 165—4, 117—6, 167—10, 168—11, 169—4. At 184—14 I noticed a gate mended with string. The fences throughout seem well kept up. At 98—6 the gate was wide open when I passed.

Auxiliary semaphores are in course of erection at Cootipuram and Shoranoor. I would suggest that before the former is completed, the opinion of the Locomotive

Department be taken as to the proposed site. In fine weather I think that selected would suffice; in thick weather, as is not unusual on the West Coast, I think a little further west would be better, as the background is not a good one.

The lever bed of the distant signal at Walliar has been repaired after a fashion, but is not, in my opinion, more than barely serviceable. The least want of care will upset it sideways again. The communicating wire also requires re-arranging and the runners adjusting. As I have already reported more than once most of the distant signals have to be weighted with old iron stones, etc., to make them work properly. The Jollarapet one stood at caution instead of "danger," as the 5-50 A. M. train of Monday went out, possibly owing to this arrangement. If any accident did happen in connection with which it was found that one of these semaphores had worked improperly, the inspecting officers would, in my opinion, not be held free of blame.

The Wutkally semaphore lamp, which, I believe, has been raised, is now opened to the driver of a train approaching from the east, except when in line with the wooden structure on the water-tower, but practically, I think, this is of no great consequence.

I think that the Tripattoor semaphore lamp is obscured by the goods shed to a driver approaching from the west, and that at Tiruvellum from a driver approaching from the west by the station roof until the engine is round the curve. The Cadgoody semaphore lamp was so dim on Sunday evening last that I could barely distinguish it at 100 yards from the points.

I observed on the east face of the Beypore station building two or three banian trees, the seeds of which having lodged in the joints of the masonry have taken root there, and one has let fall its drops, which have again taken root in one of the bressummers; these should be at once removed.

I observe that many of the gate-houses and tool-sheds along the 4th division have been allowed to fall into complete disrepair. I noted those at the following points:—393—17, 392—11, 391—7, 388—1, 385—10, 382—3, 372—14, 371—1.

It has been again brought to my notice by passengers and by Railway officials that the want of a waiting-room at Tiroor is very much felt. It could be arranged at such a very small cost in the existing buildings that I am sure it need only be again brought to the Agent's notice to get it provided.

At "Goriattum" and at several other stations I notice the latrine accommodation rooms for "gentlemen" and "ladies" have each a venetian window, 4 feet from the ground, opening upon the verandahs; one of these is out of repair and cannot be closed; I think all these would be better repaired and nailed up, there is ample ventilation and light without them.

At the following stations the contents of the urinal buckets are frequently, if not constantly, thrown on to the ground immediately adjoining the cisterns, as evidenced by the rank grass and disgusting smell:—Tanoor, Tiroor, Shoranoor, Salem, Tripattoor, Amboor. At none of the stations, as I have before reported, could I learn from the Station Master that he had dug a pit, or fixed a particular spot, for the reception of the fluid. Until this is

enforced upon them the practice above alluded to will continue. I think a trench ought to be dug periodically and be gradually filled in by the sweeper; this is just as necessary, as easy, and less costly than tarring the urinals themselves.

At Amboor the railway cutting east of station and adjoining it is evidently the latrine of the Railway officials, if not the public.

At Tiruvellum the cistern lid had stuck, and broke when being opened. At Arcot the urinal outside the station (in the compound) was very dirty, and the offcast utensils only fit to be destroyed. At Tanoor, one bucket wanting. At Tiroor station, yard strewn with rubbish, rags, etc.

With reference to the traffic generally, I notice great want of alacrity on the part of Guards and Station Masters. I can think of no way of curing this except by a searching scrutiny into the returns of time booked by the Guards and Drivers against the "traffic."

At Vaniembady, for instance, the train stopped outside the points 6-20; we had been waiting certainly three minutes before the porter with the way-bill came to the Guard, and everything was done at a slow walk, it was 7-5 before we left the station; during this time we detached ten vehicles in one shunt, took on four in a second, and while watering and taking in fuel we unloaded forty-six articles from two trucks, which had therefore to be sheeted and unsheeted. I noted the above, and therefore drew the attention of the Guards to it, and so marked an improvement took place that the train reached Arcot at proper time without any effort on the part of the Driver, and the way-bill met us at each succeeding station at the points. It seems to me quite practicable in time by comparing the returns to approximate to what time ought to be spent, and to insist that it is not exceeded.

The Station Master at Coopum was asleep in the waiting-room three minutes after the arrival of the 8-30 P.M. train at the fuel store.

With reference to the passenger traffic I have again had brought prominently to my notice at each of the large cantonments the great inconvenience travellers undergo through not knowing where washing accommodation is provided, or how much time will be allowed. I am quite convinced myself that these complaints will not cease until notices are posted in every carriage, giving the required information. If, as is now the case, the Station Master is to have the option of starting the train when late without allowing the published "stopping time," he ought to be compelled to visit each first and second class carriage, and say so. Passengers are now afraid to leave their carriages, even if they know that accommodation is provided. I have myself been left behind at a first-class station, and a first-class passenger was left behind on Monday last; these fears are therefore, to my knowledge, not groundless. It would not cost much to provide boards, one to be hung on the door of each first-class compartment by the Station Master, stating how long that particular train will stop.

It may be a question what accommodation each first-class passenger ought to have provided for him for a certain payment. There can be no question that having provided him with certain accommodation at a great cost, he ought to be enabled, if not induced, to avail himself of it.

*Proceedings of the Madras Government, Public Works Department,
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Another complaint frequently brought to my notice by travellers, and as often apparent to myself, is against the arrangements made for ladies. Probably no one applying for reserved accommodation at head-quarters has ever done so in vain, but the Guards and Station Masters not being authorized to act in furtherance of these views decline to put on extra carriages (and indeed often cannot do so): the lady travelling alone must therefore either share a sleeping compartment with strangers, or must induce them to go into the second or third-class.

I would suggest that notice be affixed to all carriages and stations stating the terms on which reserved accommodation can be had on application, and that the Station Masters of Madras, Arcotum, Jollapett, Erode, Coimbatore, and similar stations on the North-West Line, be given to understand that families or ladies travelling alone can entitle themselves to certain specified accommodation, and that they be empowered to provide accordingly. The emergency would only occur now and again, and could therefore, I am confident, be met liberally without loss to the Company. The travelling public are not aware that reserved accommodation is to be had by application to the Agent, or that special accommodation not being provided for ladies this application is advisable, while the Station Masters are cautioned against providing any such special accommodation, even if in their power to do so.

I am sorry to be obliged to bring again prominently to notice the shortcomings of the refreshment rooms. I really think the present lessee ought to be invited to give up those that it evidently does not pay him to supply properly. At Coimbatore during three days there was no brandy, at Erode no bread, while at either the mere sight of the arrangements and servants would be sufficient to prevent any one from entering the place.

In this matter also the public are, in my opinion, not sufficiently advertised of the arrangements.

Knowing as I do the arrangements made and desire manifested by all officers of the Company to secure the comfort of the passengers, it is very unsatisfactory to me to be constantly assailed by complaints the grounds for which could be so easily removed.

CHELLAMBRAM,
2nd March 1872.

(Signed) C. J. SMITH, Captain, R.E.,
Deputy Consulting Engineer for Railways.

SUBMITTED to the Government.

2. The attention of the Agents of the Madras and Great Southern of India Railways has been requested to the remarks and suggestions of the Deputy Consulting Engineer.

(Signed) H. L. PRENDERGAST, Major, R.E.,
Acting Consng. Engineer for Railways.

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No. 565. ORDER THEREON, 25th March 1872, No. 835.

RAILWAY, No. 91.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Notes on Inspection of the Great
Southern of India line from Erode to
Tanjore and the Madras Railway line
from Madras to Begoor.

Great Southern of India Railway

Permanent
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The 109 miles requires ballast.

The distant signal at Poovalore loaded
with "chairs".

In other respects the line from Erode to
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The sanitary arrangements leave but
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others; the station yard here was strewed with old rags and paper, the ends of torches &c^o and it is evident that the contents of the buckets were thrown on the grass slope occasionally instead of being carried to a distance. In some cases on the Railways it is becoming I think the custom to keep the windows clean by permitting the public to frequent the neighbouring ditches &c^o and the only safeguard against this, is frequent and careful inspection of the station compound and approaches.

N^o 2 - 3rd class-carriage had the appearance of being besmeared with Turmeric. The station-master with the aid of a porter and wet-cloth endeavoured to

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In the case of the early train from Trichinopoly to Erode this would be a great convenience.

Madras Railway

The line generally is well ballasted up, the portion between Somanoor and Coimbatore requires the most attention; The heavy rains this year the fact of the road now being partly on wooden and partly on iron sleepers, and the deficiency of ballast, (partly due probably to the substitution of iron for wooden sleepers) already reported on my last inspection have all conspired to make the road rough and difficult to keep up to the standard of the rest of the line.

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10 vehicles in one shunt took on 4 in a
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C. Smith Capt C.E.

Chellambaram
March 2nd/72.

P.O. 11284/72.
From: 25th March 1972

N. 122.

Submitted to the Government.

The attention of the Agents of
the Madras and Great Southern
of India Railways, has been
requested, to the remarks and
suggestions of the Deputy Consulting
Engineer.

Madras
11th March 1872

K. S. Sander
Major, R.E.,
Ag. Cons. Engineer for Railways

To,

The Secretary to Government
Public Works Department
Fort Saint George.

to 18 March 1902. 1902

Recd 26/3/72

in reply

8855

Added to the records

Recd 11/3 March 1902

Recd 13 March 1902

P.O. 1872 Recd 11/3 March 1902
Recd 13 March 1902
to the 1872 Recd 11/3 March 1902
to the 1872 Recd 11/3 March 1902

8855. 25 March 1902

Recd 11/3 March 1902
Recd 13 March 1902
to the 1872 Recd 11/3 March 1902
to the 1872 Recd 11/3 March 1902

With our reply

Chy. 1871.

Govt. of 1871 Madras.

PUBLIC WORKS.

The. the. the. Consulting
Engs for Railways

dated

Recd.

Encl. 1

225° between 935°.

2. Nov 564. 565

Inspection. Letter from

the. P. of Engs for Railways.

with notes of inspection

of the P. of Engs for Railways.

Received.