

(1) Number of pages. _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1176-77	Press
B.P. No.		Mis.
398-400		
Dated	24. 4.	1873.

Not to be folded or roughly handled

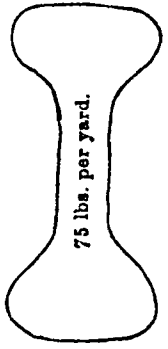
No. 398. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-
STEWART, R.E., Consulting Engineer for Railways, to Colonel
G. W. WALKER, R.E., Secretary to Government, Public Works
Department, dated Madras, 9th April 1873, No. 213:—

With reference to the Order of Government, No. 1,386, dated 7th May 1867,
I have the honour to submit a statement showing the particulars of the section of
the Railway line between the Madras Central Station and the junction of the Central
Station line with the Salt Cotaar branch which was opened for public traffic on
the 7th instant.

Proceedings of the Madras Government,

MADRAS

Particulars of a Section of the Railway between Madras Central Station and Junction
April

Date of opening.	STATION AND DISTANCE FROM FIXED POINT AT MADRAS.		Length.	Land taken up for a double or single way.	FORMATION FOR A DOUBLE OR SINGLE WAY.		Clear width between parapets of principal viaducts.	Width at formation level.	Number of Tracks laid.	Gauge from inside to inside of rails.	Form of Rail with a Diagram, and weight in lbs. per yard.
	Commence-ment of Section.	End of Section.			Earthwork.	Bridges, foundation, and superstructure.					
7th April 1873.	M. Chs.	M. Chs.	M. Chs.								
		0 77-46	0 77-46	Double way.	Formed for a double way; base 29 feet, slopes 1 1/2 to 1.						
						None.					
						26 feet.					
						Earthwork 29 feet; bridges 26 feet between parapets.			Two.		
										5 feet 6 inches.	
											 75 lbs. per yard.

CHIEF ENGINEER'S OFFICE,
8th April 1873.

(Signed) R. B. ELWIN,
Agent and Manager.

Public Works Department, 24th April 1873.

RAILWAY.

of Madras Central Station Line with Salt Colaur Branch opened for Traffic on the 7th 1873.

RAILS HOW LAID.		STATIONS OR JUNCTIONS.	TARIFF IN FORCE.											
Description and position of sleepers and number to a given length of rail.	Description and depth of ballast.		Distance from fixed point.	Names.	Passenger per Mile.				Per Ton of Goods per Mile.					
					1st Class.	2nd Class.	3rd Class.	4th Class.	Special Class.	1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.
Over earth-work Greaves' iron-pot sleepers, and over girder bridges teak sleepers, with six and seven sleepers, respectively, under a rail 20 feet long.		M.	Chs.											
Laterite and sea sand 2 feet deep.														
6 feet.		Madras Central Station.												
		Day ...	Rupees	0	1	6								
		Night ...	"	0	1	10								
		Day ...	Rupees	0	0	5								
		Night ...	"	0	1	0								
		Day ...	Rupees	0	0	3								
		Night ...	"	0	0	4								
		Day ...	Rupees	0	0	2								
			Rupees	0	0	10								
			Rupees	0	1	0								
			Rupees	0	1	2								
			Rupees	0	1	6								
			Rupees	0	2	0								
			Rupees	0	3	0								

(Signed) B. ANDERSON,
Chief Engineer.

*Proceedings of the Madras Government, Public Works Department,
24th April 1873.*

No. 399. ORDER THEREON, 24th April 1873, No. 1,170.

RAILWAY, No. 45.

ORDERED that the statement be forwarded to the Government of India, with reference to their letter, dated 15th April 1867, No. 335-R.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

No. 400. DOCKET No. 1,177, dated 24th April 1873.
COPY of the above forwarded to the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 213

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,
Consulting Engineer for Railways.

To

COLONEL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

*With reference to the Order
of Government N: 1386, dated 7th May 1867,
I have the honour to submit a statement
showing the particulars of the section
of the Railway line between the Madras
Central station and the junction of the
Central station line with the Salt Cotour
branch which was opened for public
traffic on the 7th instant.*

*I have the honour to be
Sir,
Your most obedient servant*

*J. H. M. Shaw Stewart Capt. R.E.,
for Cons. Engineer for Railways*

*Madras
9th April 1873*

10th Nov. 1873 *Merica*

RAILWAY DEPARTMENT.

From 1872.
Chas 2325.

The Consulting Engineer
for Railways,

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

Dated 9th April 1873.
Recd.

Serial.
No. 213.

*General Engr &
Sta Engineer Indian
Wg near Canton
of the Jor Ben of
the Newbury line
between New Canton
station and Ball Blain
with an order*

*Order that the statement be forwarded
to the Government of India with reference to them
The Consulting Engineer, No. 336 St.
Doct. No. 1177 of
Government of India
Copy of the above forwarded to the
Govt. of India
10th Nov. 1873*

71. 1 p. 2325
G. I. & H. S. J. J. J. J.
PUBLIC WORKS.

The Consulting Engineer
for Railways
The Secretary to the
Govt of India

24 April 1917

No. 298-2999/100

Forward Statement
Showing the particulars of
the section of the line between
the Madras Central Station
to the junction of the new
line with the Salt Cotour
which was opened for
traffic on the 7th April.

Statement, submitted by
J. J. J. J., showing the
particulars of the section
of the ~~line~~ line between
the Madras Central Station
to the junction of the new
line with the Salt Cotour
which was opened for traffic
on the 7th April, ordered by
the Govt. of India.