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# MADRAS RECORD OFFICE

Government of Madras

*Public Works* DEPARTMENT

|          |          |       |
|----------|----------|-------|
| G.O. No. | 1501-25  | Press |
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Not to be folded or roughly handled

No. 225. 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, 30th May 1873, No. 298 :—

UPON receipt of the Order of Government, dated 24th March 1873, No. 912, the wishes of the Government of India regarding the renewal of sleepers between Muddikerry and Beypore were communicated to the Agent of the Madras Railway Company.

2. With respect to the proposed experiment of renewing, with sleepers of creosoted pine, a portion of the line on the West Coast not less than ten miles in length, Mr. Elwin points out that his Board of Directors have already approved of the 4th Division (with the exception of about seven miles on the Coimbatore ghaut) being renewed with iron-pot sleepers, and he trusts that the matter may be allowed to remain in abeyance until he has been advised of their approval of the course which the Government of India wish to be adopted.

3. With reference to paragraphs 2 and 3 of the letter from the Government of India, calling for further information regarding the frequent renewals and rapid decay of wooden sleepers on the Madras Railway, I believe it may be considered as ascertained beyond all question that an average renewal of 320 wooden sleepers out of 1,830 per mile has been found an absolute and unavoidable necessity.

4. These figures have been arrived at by taking the monthly renewal returns of the Resident Engineer, 4th Division, South-West Line, over five years, viz., from 1867 to 1872, and striking an average therefrom. Mr. Going, the Acting Chief Engineer of the Madras Railway, reports, however, that these renewals were not amongst creosoted pine sleepers, which have never been used on the 4th Division of the South-West Line.

He proceeds to say—

“It is so many years since creosoted pine sleepers have been used on any part of the Madras Railway, that I have no evidence to adduce as to their rate of decay.”

“So far as I am aware creosoted pine sleepers have been used only on the 1st Division of the Madras Railway, where the ballast is principally morumbou (or decomposed gneiss). The only woods admitted into the road on the Madras Railway are the four jungle-woods known in Malayalam under the following names, viz., Vengay, Kurra Murdah, Errool and Chadachee.”

5. The botanical names for these woods are I believe—

|                            |               |
|----------------------------|---------------|
| Pterocarpus Marsupium..... | Vengay.       |
| Inga Xylocarpa.....        | Errool.       |
| Grewia tilioefolia.....    | Chadachee.    |
| Terminalia glabra.....     | Kurra Murdah. |

6. Mr. Going is unable to assign any cause for their exceptional decay. No record has been kept to show in what particular localities it has been greatest, and there is no information forthcoming as to whether wooden sleepers in embankments have been less subject to decay than those in cuttings.

*Proceedings of the Madras Government, Public Works Department,  
17th June 1873.*

7. The section of the line is the same throughout, viz., 20 feet at the top, with a rise of 6 inches at the centre, and as a general rule I believe sufficient drainage and ventilation have been provided for each wooden sleeper.

8. Bearing in mind that the high rate of average renewals above referred to in paragraph 3 does not appear to have been amongst creosoted pine sleepers, that sleepers of this description do not appear to have ever been tried on the 4th Division of the South-West Line, that so many years have elapsed since they have been anywhere used, and that no evidence can be adduced as to their rate of decay, the proposed experiment of laying them down for a length of ten miles on the West Coast does not appear to be either purposeless or arbitrary.

9. The estimate of Rupees 12,87,381 for renewing the line between Muddikerry and Beypore was framed in accordance with the prices of iron current at that time, viz., in January 1872. Since then the price of iron has undoubtedly risen considerably.

10. The estimated cost of renewing with pot sleepers the line between Muddikerry and Palghaut (exclusive of seven miles of the Coimbatore ghaut) to which the sanction of the Government of India has been accorded is Rupees 2,17,300, of which Rupees 36,782 is chargeable to Capital and the remainder to Revenue.

No. 226.

ORDER THEREON, 17th June 1873, No. 1,581.

RAILWAY, No. 33.

ORDERED that this letter be forwarded to the Government of India.

(Here enter No. 1,582, dated 17th June 1873.)

(True Extract.)

Colonel, R.E.,

*Secretary to Government.*

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

PUBLIC WORKS DEPARTMENT,  
OOTACAMUND, 17th June 1873.

No. 227.

No. 1,582.

FROM

COLONEL G. W. WALKER, R.E.,

*Secretary to the Government of Madras,*

*Public Works Department.*

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA.

*Public Works Department.*

RAILWAY, No. 34.

SIR,—With reference to your letter No. 401 G. R., dated 7th March 1873, in which the sanction of the Govern-

ment of India is deferred to the expenditure necessary for renewing with iron sleepers the whole length of 101 miles from Muddikerry to Beypore on the Madras Railway, pending further information on the subject of the decay of wooden sleepers, I am directed by His Excellency the Governor in Council to forward the accompanying letter from the Consulting Engineer in which all the information extant is afforded.

2. I am also to invite the attention of the Government of India to the request of the Agent of the Company that the proposed renewal of a determined distance on the Western Coast with creosoted pine should be held in abeyance for the present.

3. It will be observed that the sum chargeable to Capital out of the estimate of Rupees 2,17,300 for renewing the line between Muddikerry and Palghaut is Rupees 36,782.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) G. W. WALKER, Colonel, R.E.,

*Secretary to Government.*

Exd. E. C. Shunker.

Spare Copies.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 298

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,

Upon receipt of the  
Order of Government dated March 24th  
1873, No 910, the wishes of the  
Government of India regarding the  
removal of sleepers between Muddikerai  
and Bussore were communicated to  
the Agent of the Madras Railway  
Company. With respect to the  
proposed experiment of renewing, with  
sleepers of creosoted pine, a portion of  
the line on the West coast not less  
than

than ten miles in length, Mr. Edwin points out that his Board of Directors have already approved of the 4<sup>th</sup> Division (with the exception of about 7 miles on the Coimbatore branch) being renewed with iron foot sleepers, and he trusts that the matter may be allowed to remain in abeyance until he has been advised of their approval of the course which the Government of India wish to be adopted.

3. With reference to paragraphs 2 and 3 of the letter from the Government of India, calling for further information regarding the frequent renewal and rapid decay of wooden sleepers on the Madras Railway, I believe it may be considered as ascertained beyond all question that an average renewal of 320 wooden sleepers out of 1830 per

mile

79  
mile, has been found an absolute and unavoidable necessity.

4. These figures have been arrived at by taking the monthly renewal returns of the Resident Engineer 4<sup>th</sup> Division South-West line over five years viz from 1867 to 1872 and striking an average therefrom. Mr. Young the Acting Chief Engineer of the Madras Railway reports however that these renewals were not amongst creosoted pine sleepers, which have never been used on the 4<sup>th</sup> Division of the South West line.

He proceeds to say

"It is so many years since creosoted pine sleepers have been used on any part of the Madras Railway, that I have no evidence to adduce as to their rate of decay."

"So far as I am aware creosoted pine sleepers have been used only on the

1<sup>st</sup>

1<sup>st</sup> Division of the Madras Railway,  
where the ballast is principally  
"Morumbo" (or decomposed gneiss).

The only woods admitted into the  
road on the Madras Railway  
are the four junglewoods known  
in Malayalam under the following  
names viz. Vengay, Kurra Mundab,  
Errool, and Chadachee.

5. The botanical names  
for these woods are I believe,  
*Pterocarpus Marnipumie* — Vengay.  
*Inga Dylocarpa* — Errool.  
*Cordia Tiliifolia* — Chadachee.  
*Terminalia Glabra* — Kurra Mundab.

6. Mr. Goring is unable  
to assign any cause for their excep-  
tional decay. No record has been  
kept to show in what particular  
localities it has been greatest, and  
there

there is no information forthcoming  
as to whether wooden sleepers in  
embankments have been less subject to  
decay than those in cuttings.

7. The section of the line  
is the same throughout, viz. 20 feet at  
the top, with a rise of six inches at  
the centre, and as a general rule I  
believe sufficient drainage and venti-  
lation have been provided for each wooden  
sleeper.

8. Bearing in mind  
that the high rate of average renewals  
above referred to in paragraph 3 does  
not appear to have been amongst  
creosoted pine sleepers; — that sleepers  
of this description do not appear to  
have ever been tried on the 4<sup>th</sup> Division  
of the South-West line; — that so  
many

many years have elapsed since they have been anywhere used; - and that no evidence can be adduced as to their rate of decay; the proposed experiment of laying them down for a length of ten miles on the West coast does not appear to be either purposeless or arbitrary.

9. The estimate of Rs. 12, 84, 381 for renewing the line between Muddikeri and Raypore was framed in accordance with the prices of iron current at that time, viz. in January 1872. Since then the price of iron has undoubtedly risen considerably.

10. The estimated cost  
of renewing with hot sleepers the  
line

line between Muddikery and  
Poulghat (exclusive of seven miles  
of the Coimbatore ghaut) to which  
the sanction of the Government  
of India has been accorded, is  
Rs 2,17,300 of which Rs 36,782 is  
chargeable to Capital and the  
remainder to Revenue.

I have the honour to be  
Sir

Yours most obedient servant  
Wm. Newton St. J. R. E.  
Gen. Engineer for Railways

Madras 2  
30 May 1873.

P.W. Dept

N<sup>o</sup>. 1381  
Proceedings of the Madras Government  
Under date the 18<sup>th</sup> June 1873  
Read the following

From the Consing. for Ry / N<sup>o</sup>. 298 7.30 May 1873

Ordered that this  
letter be forwarded to the  
Government of India

To The Consulting Engineer  
for Railways.  
Dated 25/6/73

To  
H. E. N<sup>o</sup>. 1382  
The Secretary to the  
Government of India

Sir,  
With reference to your  
letter N<sup>o</sup>. 401 G. D. dated 7<sup>th</sup>  
March 1873 in which the  
sanction of the Government of  
India is deferred to the  
Expenditure necessary for  
renewing with iron sleepers  
the whole length of 101 miles  
from

*ML*

On 21 June 1873 No 535-56  
P. M. 1873 Madras  
City of Madras

RAILWAY DEPARTMENT.  
1873.  
From  
The Consulting Engineer  
for Railways,  
To  
The Secretary to Government,  
P. W. Department,  
Fort Saint George.

Dated 30<sup>th</sup> May 1873.  
Recd. 31<sup>st</sup>

August 31 1873

No 298

No. 298  
J<sup>o</sup>. 1581-1582-17<sup>th</sup> Dec 73  
Regarding in the  
several objects noted  
in the Consing. and  
Resolutions, regarding  
the renewal of iron  
sleepers between Madras  
and Palghat.

from Muddikerry to Bayloor  
on the Madras Railway  
pending further information  
on the subject of the decay  
of wooden sleepers, I am  
directed by His Excellency  
the Governor in Council to  
forward the accompanying  
letter from the Consulting  
Engineer in which all the  
information extant is afford-  
ed.

received from the  
Consulting Engineer  
25/6/73

I am also to invite the  
attention of the Government  
of India to the request of  
the Agent of the Company  
that the proposed renewal  
of a determined distance  
on the Western Coast with  
Creosoted Pine should be  
held

15<sup>th</sup>  
held in abeyance for the  
present.

It will be observed  
that the sum chargeable  
to Capital out of the esti-  
mate of Rs. 2,17,300 for re-  
newing the line between  
Muddikerry and Palghat  
is Rs. 36,782.

C.M.W.

25  
Dispt 25/6/73 with  
Proc No 1581

English 31st Aug 1873

and Palghat  
sleepers amounting  
to Rs. 36,782

No. 3191

Govt. of Madras

PUBLIC WORKS.

The Consulting Engs  
for Railways  
And  
To The Secretary to the  
Govt of India

Date

Recd.

Encl.

G. O. 17<sup>th</sup> June 1882. N. 1581-1582.

Nos. 225-226 & 227

Railway Sleepers. Passing

Orders in letter from the Eng.  
Supt. affording information  
relative to the reversal  
of sleepers between Madras-  
Kerry & Keyport on the  
Madras Railway.

Affording infor-  
mation in respect to the  
reversal of sleepers between  
Mudalickerry & Keyport  
& requesting that the proposal  
for the ~~reversal~~ reversal of  
the determined distances  
on the Western Coast with  
crossed Pine be held in  
suspense until the present.