

P.W.D. 1873

- (1) பக்கங்களின் எண்ணிக்கை _____
- (2) புதுக்கித் திருப்பிய நாள் _____
- (3) ஆதாரங் குறிப்பவர் சுருக்கொப்பம் _____

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P.W.D. 1873

அரசாணை எண்.	அச்சகம்
மு. கோப்புத் தாள் எண்.	பலவகை
No. 912.	
559-60	
நாள் : 24.3.1873.	
1873	

கல்வா கல்வியி கையாளவோ கூடாது.

- (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.	912	Press
B.P. No.		Mis.
559.560		
Dated	24-3-	1873.

Not to be folded or roughly handled

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

No. 559. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 7th March 1873, No. 401-G. R.:—

I AM directed to acknowledge the receipt of your letter No. 344, dated the 3rd February 1873, with enclosures, and, in compliance with the recommendation of His Excellency the Governor of Madras in Council, to convey the sanction of the Government of India to the renewal with iron sleepers from the amount in stock of the section of the Madras Railway between Muddikerry and Palghat, a distance (excluding the ghaut where it has always been proposed to retain wooden sleepers) of seventeen miles.

2. Before according sanction, however, to so large an expenditure as that proposed in your letter No. 809, dated the 21st March 1872, for the renewal with iron sleepers of the whole length of 101 miles from Muddikerry to Beypore, the Government of India desire to be informed whether the Consulting Engineer for Railways has ascertained beyond all question that an average renewal of 320 pine sleepers, out of 1,830 per mile, is an absolute and unavoidable necessity. In no other part of India is this the case, and the cause for this exceptional decay of sleepers on the Madras Railway should be clearly stated, and a description given of the ballast used with the pine sleepers, together with an exact section, in a few instances, of the bank where the decay among the sleepers is greatest. Notwithstanding the heavy rain-fall which is known to prevail on the West Coast, it does not appear that the abnormal decay of the sleepers can be due to that cause alone if sufficient drainage and ventilation are provided to each sleeper.

3. I am also to inquire whether the rapid decay of sleepers, under existing circumstances, is peculiar to creosoted pine only, or applies equally to teak and other local woods which are understood to be procurable of good quality in the neighbourhood of the line; and it should at the same time be stated whether due consideration has been given to the enhanced price and difficulty of procuring iron in the English Market.

4. In conclusion, I am to observe that, notwithstanding the decided opinions of the officers of the Madras Railway Company in favour of the adoption of iron bowls in lieu of timber sleepers, the Government of India consider it desirable that the experiment proposed by the Consulting Engineer of renewing with sleepers of creosoted pine a portion of the Madras Railway on the West Coast of not less than ten miles in length should be made, and the results reported for the information of the Government of India.

5. The capital portion of the sanction accorded in paragraph 1 of this letter should be reported for registry.

No. 560. ORDER THEREON, 24th March 1873, No. 912.

RAILWAY, No. 55.

COMMUNICATED to the Consulting Engineer for Railways, with reference to G. O. No. 343, dated 3rd February 1873.

Letter for the Government of India

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less than 10 miles in length should be made
and the results reported for the information of
the Government of India.

5. The Capital portion of the sanction ac-
corded in paragraph 1 of this letter should be re-
ported for registry.

I have the honor to be
Yours most Obedient Servant,
M. M. M. Col. R. E.
Off. Secy. to the Government of India

17th June 1872 no 55523
 8th April " 339-346
 6th May " 276-278
 1st June " 100-105
 11th May 1875 - 266228

2nd Mr. Norton 1873 16th June
 Dr. J. G. W. W. W. W.
 17th 1875

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12/25

Govt. of 1873 Madras.

PUBLIC WORKS.

The Consulting Eng^r
for Railways

Dated

Recd.

Encl.

G. O. 24th Dec 1873 No. 912.

No. 559 & 560

Madras Railway. Letter

From the Govt of India sanctioning the renewal with iron sleepers of a portion of the Madras Railway and calling for further information before authorizing additional outlay, Com^d to the Eng^r in charge with instructions.