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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. 941-942 Press
~~B.P. No.~~ Mis.
623-625

Dated 26 3 1893.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 26th March 1873.

No. 623. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 6th March 1873, No. 138 :—

With reference to the Order of Government, No. 617, dated 25th February 1873, I have the honour to submit the enclosed reports from the Agents of the Madras* and Great Southern of India Railways in regard to the kind of ballast used with pine sleepers.

* No. 170, dated 5th March 1873.
No. 4,944, „ 3rd „ „

2. On the Madras Railway the creosoted pine sleepers have been ballasted with laterite or morumboo. No record exists of sand ballast being used with pine sleepers on this line.

3. The eastern section of the Great Southern of India Railway from Trichinopoly to Negapatam was originally laid with pine sleepers and two-thirds of it ballasted with sand, but the Resident Engineer seems to prefer ballast of laterite, morum, kunker, or coarse gravel to sand, for he says, " we use it where laterite is not to be had, because it is found at hand all over the line."

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 5th March 1873, No. 170.

I have the honour to inform you that the Chief Engineer* writes as follows with reference to your letter No. 203 of the 27th ultimo :—

* No. 138, dated 5th March 1873.

" The creosoted pine sleepers used on the Madras Railway were laid on the 1st and 3rd Divisions, South-West Line, where the ballast is either laterite or morumboo.

" I have no record of sand ballast having been used with pine sleepers."

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 3rd March 1873, No. 4,944.

Your No. 90 of the 27th instant. Two-thirds of the eastern section of this line is ballasted with sand and the rest with laterite and morum. The whole was laid originally with creosoted pine sleepers. The Resident Engineer writes :—" It has not been observed that pine sleepers last longer in sand than in any other clean ballast. Our wooden sleepers throughout have lasted much longer than was expected, and no doubt their longevity is partly to be attributed to the clean ballast we have been able to get all over the line. The great drawback to sand ballast is, and it is a great one, its being blown away so much by the high westerly winds in July and August. Another objection is that it makes a very dusty road. So far as I know sand has no advantages over any other clean ballast, such as laterite, morum, kunker or coarse gravel. We use it where laterite is not to be had, because it is found at hand all over the line."

No. 624. Order thereon, 26th March 1873, No. 941.

RAILWAY, No. 60.

Ordered that these papers be forwarded to the Government of India with reference to their letter dated 17th February 1873, No. 252 S. R. They are decidedly unfavorable to the use of sand ballast.

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

No. 625. (Docket No. 942, dated 26th March 1873.)

Copy of the above forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. E. C. Shunker.

No 24944

N.R/1485/73

The Agents
G.W.R. Co

The Secretary Engr
for Railways

Recd 23rd Nov 73
Read 5.
Sent

Rec'd at Lords

R.G. 26 Mar/73 Bk 623

No. 49111 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 3rd March 1873

From

THE AGENT,

Great Southern of India Railway,

To The Consulting Engineer
for Railways
Madras.

SIR,

Your No 90 of the 27th Instant. Two thirds of the Eastern section of this line is ballasted with sand and the rest with laterite and moorum The whole was laid originally with creosoted pine sleepers. The Resident Engineer writes "It has not been observed that pine sleepers "last longer in sand than in any other clean "ballast. Our wooden sleepers throughout "have lasted much longer than was ex- "pected, and no doubt this longevity is "partly to be attributed to the clean ballast "we have been able to get all over the line "The great drawback to sand ballast is, and "it is a great one, its being blown away "so much by the high westerly winds in "July and August. Another objection is that it

"it makes a very dusty road. So far as I know "sand has no advantages over any other clean "ballast such as laterite, moorum, Kunker "or coarse gravel. I use it where laterite "is not to be had because it is found at "hand all over the line"

I have the honor to be
Sir
Your most obedient Servant
Alexander Bell
Agent

36

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 138

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 No. 617 dated 25 February 1873, I have the honour to submit the enclosed reports from the Agents of the Madras and Great Southern of India Railways, in regard to the kind of ballast used with pine sleepers.

dated March 1873.
44 dated March 1873

On the Madras

2

Railway

"had, because it is found at hand
"all over the line."

I have the honour to be
Sir.
Your most obedient servant
W. Hoskyn Lieut. R.E.
for Cons: Engineer for Rys.

Madras
6th March 1873

Railway. The sleepers from the depot have been balanced with laterite or murrum &c. No wood exists of such ballast being used with this sleeper since this line.

3. The Coast Section of the Great Southern of India Railway from Trichinopoly to Negapatam were originally laid with teak sleepers and two thirds with this description of sleeper and one third with wood sleepers. Experience has proved the latter to be the best ballast for the purpose. Laterite gravel is much to be preferred to murrum, brinjal, &c. as ballast for the sleepers.

Hat.

Railway

Railway Department.

1872.

From

The Consulting Engineer
for Railways,

To

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

Dated 6th March 1873
Recd. 7 " "

No. 138

Submitting with remarks reports from the agents in regard to the kinds of ballast used with fine sleepers

William Bidder

No. 1485 L.S.

Govt. of Madras.

PUBLIC WORKS.

To The Consulting Engr for Railways & to the Secretary to the Govt of India

Dated

Read. Encl. 2.

G. O. 26th March No. 941-942.

Nos. 623-624-625

Ballast. Papers relative

A letter from the Engr-in-Chief forwarding reports from the Agents of the Madras & S.M. Railways in regard to the kind of Ballast used with Iron Sleepers.

Forwards a letter from the Engr-in-Chief submitting reports from the Agents of the Madras and S.M. Railways in regard to the kind of ballast used with Iron Sleepers.