Proceedings of the Madras Government, Public Works Department, 27th January 1874.

No. 361. 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, 15th December 1873, No. 673 :—

I HAVE the honour to enclose, for the information of Government, the Deputy Consulting Engineer's Report* upon the open line of the Great Southern of India Railway.

*Dated 12th December 1873.

2. The Agent has been asked to draw the attention of the Engineering Department to the suggestions made by Captain Thompson in paragraphs 6, 7, and 8 of his report.

Note on the Great Southern of India Railway Open line, between Negapatam and Erode, inspected on the 22nd, 23rd, and 24th of November 1873.

I HAVE the honour to report having inspected the open line of the Great Southern of India Railway, between Negapatam and Erode, on the 22nd, 23rd, and 24th of November 1873.

2. The roadway throughout appears to be in excellent order, working parties were engaged here and there on the usual repairs, "lifting," "packing," etc.

3. Between Trichinopoly and Caroor the side walks were being made up in places, with earth dug from side pits, preparatory to additional ballast being put on the roadway.

4. The stations appeared neat and clean, and the latrines properly attended to.

5. The Telegraph appears to be in good order, the posts and wires being kept free from branches of trees, climbing plants, etc.

6. The fencing appears to be everywhere in an efficient state, except at the 74th mile, and 18th and 19th telegraph posts, where the top wire of the fence on the north side of the line is loose and requires re-straining.

7. When approaching Saliamungalum from the west, the station signal cannot be very distinctly seen, owing to some palmyra trees forming a dark background to it.

These trees are about 200 yards to the east of the station, and the removal of one, or at the most two of them, would render the signal distinctly visible at a considerably greater distance than it is now.

8. The station and distant signals are plainly visible when approaching Saliamungalum from the *east*; but, as it is a "meeting" station, it is important that they should be as distinctly visible as possible from the *west* also.

MADRAS,
12*th December* 1873.

(Signed) R. W. THOMPSON, Captain, R.E.,
Offg. Deputy Consulting Engineer for Railways.

No. 362. ORDER THEREON, 27th January 1874, No. 182.

RAILWAY, No. 50.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

Spare Copies

Note on the G.S. of I. Railway open Line, between Negapatam and Erode Inspected on the 22nd 23rd and 24th of November 1873.

1. I have the honour to report having inspected the open Line of the G.S. of I. Railway between Negapatam and Erode on the 22nd 23rd and 24th of November 1873

2. The Roadway throughout appears to be in Excellent order, working parties were engaged here and there on the usual repairs, "lifting", "packing" &c.

3. Between Trichinopoly and Caroor the Side walks were being made up in places, with Earth dug from Side pits,

preparatory & additional ballast being put on the Roadway.

4. The Stations appeared neat and clean, and the Cabins properly attended to.

5. The Telegraph appears to be in good order, the posts and wires being kept free from branches of trees, climbing plants &c.—

6. The Fencing appears to be generally in an efficient State, except at the 74th Mile and 18th and 19th Telegraph posts, where the top wire of the fence on the North-side of the line is loose and requires re-straining.

7. When approaching Saliamungalum from the West, the Station Signal cannot be seen distinctly owing to some Palmyra trees forming a dark background to it.

There trees are about 200 yards to the East of the Station, & the removal of one or at the most two of them would render the Signal distinctly visible, at a considerably greater distance than it is now.

8. The station and distant Signals are plainly visible when approaching Saliamungalum from the East, but as it is a "Meeting" Station, it is important that they should be as distinctly visible as possible from the West also.

Madras.
December 12th
1873

Rob Thompson
Captain R.E
Off. Dy. Con. Engr. Railways.

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 673

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,

I have the honour to enclose, for the information of Government, the Deputy Consulting Engineer's report upon the open line of the Great Southern of India Railway.

The Agent has been asked to draw the attention of the Engineering Department to the suggestions made by Captain Thompson in paragraphs 6, 7, and 8 of his report.

I

Taked 12 Leerys

13 Aug.

P.W.D. 2878/43

Ry. & Agr. 1844 - 27-1-1

I have the honour to be
Sir
Your most obedient servant.

Madras
15 Dec. 1853

P. Maitland Lt. Col. R.E.
Consg. Engineer for Railways

Secy. Revd. Dy.

No. 183. Read the following letter from Lieutenant-Colonel W. T. F. FAREWELL, R.E., Inspecting Engineer for Ports and Communications, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Chepauk, 5th December 1873, No. 401-29 :—

I HAVE the honour to report that, as directed, I accompanied Mr. W. Parkes, Member, Institute Civil Engineering, to Kurrachee to inspect the harbour works executed under his direction as Consulting Engineer in that port.

1 Survey of the Kurrachee Harbour, A.
Plans and Sections of Kurrachee Breakwater, and the travelling crane named "Titan," B.
1 Plan of concrete mixing, station and block ground, C.,

2. During my stay at Kurrachee, I minutely examined all the surveys, plans, models, etc., etc., etc., that had reference to the harbour works, and every portion of the work actually executed.

3. So much has already been written and printed in reference to the Kurrachee Harbour work generally that it would be useless for me to recapitulate here its history, geographical position, physical aspect, etc., etc., and the various discussions that have arisen regarding the anticipated failure or possible deteriorating effect of the works now carried out, owing to the reputed existence of a strong easterly current, etc., etc., etc., I have only to remark that, notwithstanding the predictions to the contrary, the works, as originally designed by that experienced and eminent Harbour Engineer, the late Mr. James Walker, and perseveringly adhered to by the Consulting Engineer Mr. W. Parkes, have fully realized all that was looked for by these gentlemen, as is proved by the present condition of the harbour in comparison with its original state.

4. The Commissioner in Sind, in a report to his Government, dated 15th September 1873, (a copy of which I have been favored with,) requesting that the increased facilities for entering the port of Kurrachee may be made public, notes vessels of the largest class may now enter and leave the port with perfect ease and safety during the fair seasons of the year, and the port sailing directions he furnished for publication show that, at all seasons of the year, vessels not exceeding 21 feet of draught can, without difficulty or delay, enter and leave the port, while during the fair season from October to the middle of May the port is easily accessible to vessels drawing even 24 feet of water.

5. In the first reports on the project the navigable depth on the bar in 1853-54 was mentioned as being at high water about 21 feet and at low water 13 feet; the present average depth of water on the bar, as shown in the port sailing directions at high water of springs, is 28 feet, neap tides 25 to 26 feet; the original channel of entrance was a most tortuous one, while the present is perfectly straight.

6. In order that my report may [illegible] of waves 15 feet in hei[ght] tracing of a survey of the Kurrachee H[arbour] ds of concrete blocks of whi[ch] allowed me to copy; this survey shows t[hat] been dislodged in the past a[nd] carried out, which I will now cursorily de[scribe] ds for auguring well of t[he]

I.—The Keamaree Groyne, which [illegible]

II.—Manora Breakwater, 1,500 feet [illegible]

III.—Napier's Mole opening, and bri[dge] [illegible]