

(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.	2357-52	Press
B.P. No.		Mis. —
Dated	21-8-1954	1874

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
21st August 1874.*

No. 507. 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, 3rd August 1874, No. 464 :—

With reference to the Proceedings of Government, No. 1,553, dated 12th June 1874, I have the honor to submit a report from the Chief Engineer of the South Indian Railway giving further information regarding the deBergue's sleepers which were laid some years ago on a small portion of the Carnatic line.

2. A drawing is also enclosed.

Letter from the Chief Engineer of the South Indian Railway, to the Agent, dated 30th July 1874, No. 1,635-3,990.

Your letter No. C-743-522.

In compliance with the above, I have the pleasure to forward you a drawing of a deBergue sleeper, as also the following information.

On the 7th June 1870 four lengths of rails, each 19 feet in length, were laid with deBergue's sleepers on a straight piece of the first mile (Arcanum and Conjeveram line) and were left in that position until the end of the year, during which time they gave far less trouble and required lifting less often than the teak sleepers.

In order to test their capabilities of holding the road on a sharp curve, they were taken up on the 22nd December 1870 and relaid the following day at 0 miles 25 chains on a ten chain radius curve, and they have been left there since that time.

Between the 23rd December 1870 and 1st January 1872 these sleepers were lifted four times, whilst the teakwood sleepers in the same curve were lifted nine times, and during this period it was found that the iron sleepers kept the road better than those of wood, especially during the May festivals, when that portion of the line laid with wooden sleepers had a greater tendency, owing to the heavy trains, to straighten than where the deBergue's sleeper had been used. On the whole I am of opinion that a road laid with the sleepers in question would be considerably less trouble to keep in order than where wooden ones are used.

These sleepers are 1'-7½" in diameter and weigh each with one eye-bolt and clip-piece 56 lbs., and are laid 2'-6" from centre to centre; the rail has a bearing of 11 inches on the sleeper and requires no keys, gibs, etc., one eye-bolt and one clip being sufficient to hold both rail and tie-bar; they are packed with ordinary beaters.

The accompanying tracing was traced from an old office drawing, and I find that quite unnecessarily Ibbottom's patent rail joints have also been copied.

No. 508. ORDER THEREON, 21st August 1874, No. 2,351.

RAILWAY, No. 72.

ORDERED that these papers be forwarded to the Government of India, with reference to their letter, dated 19th May 1874, No. 1,082-R.

(True Extract.)

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

No. 509. (DOCKET, No. 2,352, dated 21st August 1874.)
Copy of the above forwarded to the Government of India.
(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. T. O'Connor.
Spare Copies

South Indian Railway

Letter from the Chief Engineer to the Agent
dated 30 July 1874. No ¹⁶⁹⁵₃₉₉₀.

Your letter No C/ ⁷⁴³₃₂₂

In compliance with the above I have the pleasure to forward you a drawing of a De Berque sleeper, as also the following information.

On the 7th June 1870 four lengths of rails, each 19 feet in length were laid with De Berque's sleepers on a straight piece of the first mile (Arconium and Congerem line) and were left in that position until the end of the year, during which time they gave far less trouble and required lifting less often than the Teak sleepers.

In order to test their capabilities of holding the road on a sharp curve, they were taken up on the 22nd December 1870, and relaid the following day at O.H. 25 Chs on a ten chain radius curve, and they have been left there since that time.

Between the 23rd Decr 1870 and 1st Jan 1872 these sleepers were lifted four times, whilst the teakwood sleepers in the same curve were lifted 9 times, and during this period it was found that the iron sleepers kept the road better than those of wood, especially during the May festivals, when that portion of the line laid with wooden sleepers had a greater tendency owing to the heavy trains, to straighten than where the De Berque's sleeper had been used. On the whole I am of opinion that a road laid with the sleepers in question would be

considerably less trouble to keep in order than
here wooden ones are used

These sleepers are 1' 7 $\frac{3}{4}$ " in diameter
and weigh each with one eye bolt and clip piece
to the and are laid 2' 6" from centre to centre
the rail has a bearing of 11 inches on the sleeper
and requires no keys, gibs &c one eye bolt and
a clip being sufficient to hold both rail and
the bar, they are packed with ordinary beaters

The accompanying tracing was
taken from an old office drawing, and I
trust that quite unnecessarily Abbotts's Patent
rail joints have also been copied.

(True copy)

Wm. C. Chapman
Chief Clerk

Wm. C. Chapman
1874

3rd August 1874

W. M. Crocker
President

Esq.
Crosby

for Cons. Engineer for Railways

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 464

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 Proceedings of Government No. 1553, dated 12th June 1874, I have the honour to submit a report from the Chief Engineer of the South Indian Railway giving further information regarding the de Burquis' sleepers which were laid some years ago on a small portion of the Carnatic line.

2.

A drawing is also enclosed.

I have the honour to be

Sir

Your most obedient servant

W. M. Walker

Lieut. Col.

for Cons. Engineer for Railways

Madras
3rd August
1874

Ed.
C. W. D.

105: 105
17/10/74
17/10/74
17/10/74

P. W. 1874 Dept
No. 4883
RAILWAY DEPARTMENT.

From The Consulting Engineer
for Railways,

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

Dated 3rd August 1874.
Recd. 5
E. 2.
No. 464.

Submitting
a report from the
Chief Engineer of the
South Indian Railway
giving further information
regarding the De Berghs
clapers.

With an order

Ordered that these papers be for-
warded to the Govt. of India, with reference
to their letter of 19th May 1874, No. 1002 P.
Recd. No. 2352
Copy of the above forwarded
to the Govt. of India
with reference
to their letter of 19th May 1874, No. 1002 P.
507-509
Recd. 11/8/74
Via 8/8/74
Recd. 10/8/74 5 Aug 74

4863 ✓
Govt. of 1874 Madras.

PUBLIC WORKS.

To *Malim Highways*
Secy. Govt. of India

Dated

Recd.

Encl.

G. O. 21 Aug 1874, No. 2357
2352

Nos. 507, 509.

de Berque's sleepers

Letter from the Secy. for
for P.W. furnishing
further information
respecting the sleepers
ordered to be forwarded
to the Secy. of India.

Forwarding papers
containing further
information regarding
the de Berque's sleepers