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MADRAS RECORD OFFICE

Government of Madras

Public works DEPARTMENT

G.O. No.	773 (R)	Press
B.P. No.		Mis.
554-555		
Dated	20-3-1874	195.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
20th March 1874.*

No. 551. 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, 19th February 1874, No. 96 :—

I HAVE the honour to submit, for the information of Government, a report by the Deputy Consulting Engineer upon an inspection of the South-West Line of the Madras Railway.

2. Those parts of the report which required attention from the Railway Authorities have been communicated to the Agent.

3. The reference in paragraph 7 of the enclosed report is to a slight modification of the interior arrangements of the station-house at Jollarpett, by which a large room will be set free to serve as a waiting-room for third-class passengers, a want that has been greatly felt. The required accommodation has been obtained by reducing the size of the Booking Office, which was far larger than necessary, and the entire cost of the alteration is estimated at Rupees 533.

Notes on an Inspection made on the 14th and 16th instant of the Madras Railway, South-West Line, as far as Jollarpett and the Bangalore Branch.

1. *Madras to Jollarpett.*—The permanent-way was in good condition and the line well ballasted throughout. The fencing was a little weak at 35-22, and at a few places between the 39th and 42nd miles; young aloes had, however, been planted at the foot of the bank at these points.

2. The urinals and closets were generally in good order. At Amboor the commode pans have become coated from insufficient cleaning, and in the men's room the rattan requires to be repaired or replaced.

3. The Station Masters generally along the line were in uniform, but at the large stations in charge of Europeans uniform was not worn as a rule. It appears to me that the larger the station the greater is the necessity, that the Station Master may be easily recognized, and I would suggest that the Station Masters at Madras and Bangalore be supplied with a suitable uniform, and directed to wear it when on duty in their stations. The Assistant Station Master at Arconum was not in uniform on the 16th.

4. Several minor protective works were in progress, and for others materials had been collected. A good deal of stone pitching had lately been executed where the line passes through tanks. At 40-6 the line was slightly diverted over a small open culvert, undergoing alteration, and the speed of trains over it limited to four miles per hour.

5. At Arconum the alteration to store-houses and urinals for Europeans were completed, and the new room for Post Office nearly so.

6. At Vellore the pillars to support the new shed over goods platform were raised to about 5 feet. I observed at this station at the west end of the platform a disused double semaphore signal, and the Station Master informed me that it had not been used during the last three years, as another had been erected at the east end of the platform. I would suggest the removal of the former, provided the Traffic Manager is satisfied that it will not be again required.

7. At Jollarpett the alterations to station buildings had been commenced with the conversion of bath-rooms at the south end into a booking office. A slight deviation from the sanctioned plan was being made, as one of the three small rooms which are shown on it as being converted into the booking office has hitherto been used as a liquor store, and the Station Master informed me that it was now intended to reserve it for the same purpose. This will curtail the length of the booking office, but the dimensions now allowed 20' 6" x 10' will probably be sufficient.

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20th March 1874.*

The cross-over road near the south end of the platform was completed and in use, and the new siding was being laid.

8. A start had been made with the protective works to the Palar bridge. At both flanks the portions of curtain walls which do not rest on wells had been built, and the flooring was being proceeded with as far as possible; brick-making was in progress, and the sinking of wells about to be commenced. At the Poiney and Gooriathum bridges a large quantity of materials had been collected, and these works were about to be put in hand.

9. *Bangalore Branch.*—The permanent-way was in excellent condition, and the general appearance of the line remarkably neat. The fencing of aloes throughout appeared to be in an efficient state.

10. The urinals and closets were generally clean, and the station-yards in good order.

11. The Malloor Station Master, a European, was not in uniform, and stated that the clothes supplied to him did not fit and required alteration.

12. The camp station is being kept open for one month as an experimental measure, and all trains stop there. From what I could learn, however, it appears to me that the extra traffic carried will hardly be remunerative.

13. In the 8-30. A.M. train of the 16th instant, I observed that the buffers of high-sided open goods wagon No. 1 were four inches below those of the next vehicle, goods brake-van No. 42. The wagon was loaded with about 8½ tons, and either the extra spring-plates which have been added are not sufficiently strong, or the axle brasses must be considerably worn.

14. It was suggested to me that the tickets of passengers for Bangalore should be taken at Cadgoody, as there is considerable delay in collecting them at the wooden platform before entering the Bangalore Station. All trains stop at Cadgoody, and if tickets were collected here trains might run into the Bangalore Station without further stoppage, the Bangalore tickets being carried on by the guard. This arrangement would be a convenience to passengers, and I beg to submit it for the consideration of the Railway Authorities.

(Signed) W. H. COAKER, Lieut., R.E.,
Deputy Consulting Engineer for Railways.

No. 555. ORDER THEREON, 20th March 1874, No. 773.

RAILWAY, No. 61.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.
Spare Copies

*Notes on an inspection,
made on the 14th and 16th instant,
of the Madras Railway South-West
line as far as Jollarpett, and the
Bangalore branch.*

Madras to Jollarpett.

*1. The permanent way
was in good condition, and the line
well ballasted throughout. The
fencing was a little weak at $\frac{35}{22}$
and at a few places between this
39th and 42nd miles; young aloes had,
however, been planted at the foot
of the bank at these points.*

*2. The urinals and closets
were*

were generally in good order. At Ambur their commodious vans have become coated from insufficient cleaning, and in the men's room the rattan requires to be repaired or replaced.

3. The station-masters generally along the line were in uniform, but at the large stations in charge of Europeans uniform was not worn as a rule. It appears to me that the larger the station the greater is the necessity that the station-master may be easily recognised, and I would suggest that the station-masters at
Madras

57
Madras and Bangalore be supplied with a suitable uniform and directed to wear it when on duty in their stations. The Assistant Station-master at Arcot was not in uniform on the 16.

4. Several minor protective works were in progress, and for other materials had been collected. A good deal of stone pitching had lately been executed where the line passes through tanks. At $\frac{40}{6}$, the line was slightly diverted over a small open culvert undergoing alteration, and the speed of trains over it limited to 4 miles per hour.
at

5. At Arcot the alteration to store houses, and animals for Europeans were completed and the new room for post office nearly so.

6. At Vellore the pillars to support the new shed over goods platform were raised to about 5 feet. I observed at this station at the west end of the platform a disused double semaphore signal, and the station-master informed me that it had not been used during the last three years, as another had been erected at the east end of the platform. I

would

77
would suggest the removal of the former provided the Traffic manager is satisfied that it will not be ^{again} required.

7. At Tollarpet the alterations to station buildings had been commenced with the conversion of bath-rooms at the south end into a booking office - a slight deviation from the sanctioned plan was being made, as one of the three small rooms which are shown on it as being converted into the booking office has hitherto been used

as a liquor store, and the station-master informed me that it was

now

now intended to receive it for the same purpose. This will curtail the length of the booking office, but the dimensions now allowed 20' 6" x 10' will probably be sufficient. The cross over road near the south end of the platform was completed and in use, and the new siding was being laid.

A start had been made with the protective walls to the Palan bridge. At both flanks the portions of curtain walls which do not rest on wells had been built, and the flooring was being

being proceeded with as far as possible: brick making was in progress, and the sinking of wells about to be commenced. At the Poiney and Goriathun bridges a large quantity of materials had been collected, and these works were about to be put in hand.

Bangalore Branch

The permanent way was in excellent condition, and the general appearance of the line remarkably neat. The fencing, of alcos throughout, appeared to be in an efficient state.

State.

10.

The animals and closets were generally clean, and the station yards in good order.

11.

The Malabar station-master, a European, was not in uniform and stated that the clothes supplied to him did not fit, and required alteration.

12.

The Camp station is being kept open for one month as an experimental measure, and all trains stop there. From what I could learn, however, it appears to me that the extra traffic carried will hardly be remunerative.

13.

In the 8.30 a.m. train of the 16th instant, I observed that the buffers of High Sided Open Goods wagon No 1, were four inches below those of the next vehicle - Gooder Brake Van No 42. The wagon was loaded with about 8 1/2 tons, and either the extra spring-plates which have been added are not sufficiently strong, or the axle boxes must be considerably worn.

14.

It was suggested to me that the tickets of passengers for Bangalore should be taken at Gadgoody, as there is considerable delay

delay in collecting them at the wooden platform before entering the Bangalore station. All trains stop at Sadgoody, and if tickets were collected here trains might run into the Bangalore station without further stoppage, the Bangalore tickets being carried on by the guard. This arrangement would be a convenience to passengers and I beg to submit it for the consideration of the Railway Authorities.

W. A. Loader

Lt. R.E.

Dy. Cons. Engineer for Railways.

The Cons. Engineer for Railways.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 96

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 submit for the information of Government a report by the Deputy Consulting Engineer upon an inspection of the South-west line of the Madras Railway.

2. Those parts of the report which required attention from the Railway authorities have been communicated to the Agent

3. The reference in paragraph 7 of the ~~enclosed~~ report is to a slight modification of the interior arrangements of the station-house at Folkeston by which a large room will be set free to serve as a waiting-room for third class passengers, a want that has been greatly felt. The required accommodation has been obtained by reducing the size of the booking-office, which was far larger than necessary; and the entire cost of the alteration is estimated at Rs 533.

I have the honour to be

Sir

Your most obedient servant

Wm Stewart Esq
Genl Supt for Railways

Indno 2
19 Feb'y/74 3

P. W. D.

Proceedings of the Madras Government,

Under date the

187

Read the following :—

Горн!

The Locomotives
for Railway

(H. E. No. 96 of 17th July 1874)

Int. med. record
26/2 1962

Addressing to the
Inspection Report
of the Deputy Com-
-sulting Engineer for
Railways the Com-
-sulting Engineer ob-
-served that those
parts of the report
which required atten-
-tion from the Rail-
-way Authorities have
been communicated
to

Just trust - The Con-
sulting Sup. judgment -
Not a matter for

RAILWAY DEPARTMENT.
Public Works 1874. No. 1039
From The Consulting Engineer
for Railways,

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

Dated 19th December 1878
Recd. 21st

London: Dec 1
No. 96

Salisbury & Weston
of Southwick Mass.
Say: Come: Days when
Southwick Mass. I
the same family

*✓ 707-20-3-74
with order.*

C.E. for Reg. J. Dep. wire d = 23/3/76

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Ordered to be recorded
794

554-555

Dir zuh. 1/74

to the Agent, but no in-
formation is afforded
as to the specific points
to which the attention
of the Railway autho-
rities has been called.
This should have been
more clearly stated.

His Excellency the
Governor in Council
desires to be furnished
with a plan showing
the modifications of the
sanctioned plan being
carried out at the
Jollaspett Station.
L.M.W.

Indomit - Mr. Britton
difficult explained
& not work further with
General Gov.
25/2 M.

So. Cong. Engrs. for Rys.

1039
Govt. of 1874 Madras.
PUBLIC WORKS.

To The Comm. Engineer
★ for
Railways.

Dated

Recd.

Encl.

G. O 20th March 74. No. 73.

Nos. 554 & 555.

Madras Railway

Inspection report of
the Dy Commr. Engr.
upon the 1st Line of the
Madras Ry - recorded.