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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	1347	Press
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Dated	12-5-195	6875

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
12th May 1875.*

No 255 Read the following endorsement of the Consulting Engineer for Railways,
dated Madras, 1st May 1875, No 243 —

From R B ELWIN, Esq, Agent and Manager of the Madras Railway Company, to
Lieutenant-Colonel J H M SHAW-STEWART, R E, Consulting Engineer
for Railways, dated Madras, 5th March 1875, No 241

With reference to your letter, No 1,231, of the 31st December 1874, with which
you forwarded me a copy of a report of an inspection of the line by the Deputy
Consulting Engineer, I have the honor to enclose for your information a copy of the
Traffic Manager's letter, No C/^{29 A&M}_{1,199}, dated the 4th instant, in which he replies to
Captain Ross Thompson's observations as far as the Traffic Department is concerned

From H E CHURCH, Esq, Traffic Manager, to R B ELWIN, Esq, Agent and Manager of the
Madras Railway Company, dated 4th March 1875, No C/^{29 A&M}_{1,199}

Your No 117, of 8th January

Latrines at Walliar and Conjeevore — A resident scavenger is employed at Conjeevore, but no
stranger can be induced to accept employment at Walliar, and a resident is not to be found. The
only way of meeting the difficulty is to send a scavenger daily to Walliar by the first train out
of Pothenore, and to bring him back by the last train eastward passing Walliar, and this is done.
The mail trains are not timed to stop at Walliar, though as a matter of fact they do stop for a
moment to allow the Station Master to alight in the morning and embark in the afternoon. So
many Station Masters have died from Walliar fever that no man can now be induced to live there.
Both the Station Master and scavenger at Conjeevore have been punished for the unsatisfactory
state of things noticed by the Deputy Consulting Engineer.

2 *Detention of 9-45 A M train from Pothenore on 5th December* — The Guard was to blame for
the detention of the train, and was punished at the time it occurred.

3 *Greasing of Vehicles* — There are causes other than insufficient greasing or oiling which will
account for vehicles running hot. In this as well as in all other mechanical matters we are
guided by the opinion of the Company's Locomotive Superintendent, who considers that a heated
oil axle box vehicle should be taken off the train and lifted before it is allowed to run again.

4 *Train Signals* — The Chief Guard is responsible for these signals, and his explanation is to
me so highly unsatisfactory that I have ordered him to attend the lamp-room when off duty to
make himself more thoroughly acquainted with the mode of trimming lamps. The absence of an
extra tail lamp was due to the fact that the goods traffic was unusually heavy at the time, and
the spare lamps provided at Erode for purposes of this kind were employed on extra goods trains.

5 *Uniform of Station Masters* — The uniform of the Station Master at Pothenore was returned
as unserviceable on the 2nd November, and a new one had not been supplied at the date of the
inspection. The Assistant Station Master at Pothenore had only been recently appointed, and
had not been supplied with uniform. The Station Master at Erode at the time of the inspection
was a Native, and I am informed was in uniform, but the Assistant Station Master, who was also
on the platform, though not on duty, was not in uniform. The Station Master of Mettappolliem
explains that his uniform had been sent to Madras for alteration.

6 *Drinking water for Troops* — Whenever large detachments of troops travel it is the practice
to advise the principal stations to provide water, and since this practice was introduced, at the
suggestion of the Quartermaster General, no complaint of want of water has reached me.

7 *Mettappolliem Goods shed* — Our requirements in respect of goods shed accommodation at
Mettappolliem have been made known to the Chief Engineer.

SUBMITTED for the information of Government, with reference to Proceedings, No.
349, dated 8th February 1875

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

2898
Govt. of 1875 Madras.
PUBLIC WORKS.

To *Mr. [Signature]*

Date

Recd

Encl.

12 May 1875 No 1347

Nos. 255-15-6

Madras Railway.— Letter
from the Agent reporting
upon the particulars
noted in the Deputy
Consulting Engineer's
Inspection report,
during December 1875,
recorded.