

(1) Number of pages\_\_\_\_\_

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# MADRAS RECORD OFFICE

## Government of Madras

*Public Works*

DEPARTMENT

|          |      |              |
|----------|------|--------------|
| G.O. No. | 2239 | Press        |
| B.P. No. |      | Mis.         |
| Dated    | 4-8- | CE 25<br>195 |

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,  
4th August 1875.*

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No. 38. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Lieutenant-Colonel J. MULLINS, R.E., Officiating Secretary to Government, Public Works Department, dated Madras, 27th July 1875, No. 418 :—

I HAVE the honor to forward, for the information of Government, a note\* by the  
Deputy Consulting Engineer upon the  
\* Dated 26th July 1875. South-west Line of the Madras Railway,  
which has been recently inspected by Lieutenant Coaker.

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*Note on an Inspection of the South-west Line, Madras Railway, 10th to 24th July 1875.*

WITH the exception of the line between Pothanore and Beypore, the condition of which has already been brought to notice, the whole of the permanent-way is in excellent order, and thoroughly ballasted up; no where did I observe tie-bars or sleepers exposed. The mixed road between Pothanore and Palghat is still very rough, but every endeavour is being made to bring this up to standard, and an improvement may be looked for soon. The ghaut between 312½ and 319½ miles is being relaid throughout with creosoted pine sleepers, which should make a good road for many years. The road appears somewhat rough between Cootipooram and Tiroom.

2. The fencing is in good order throughout, the station premises are generally clean, and the latrines properly attended to.

3. The Shevaroy Hills night signal is now readily visible, the trees which obscured it having been lopped. I noticed that the east distant signal at Jollapett on the 24th instant was not horizontal when it should have shown danger, and might possibly have been mistaken for caution, the wire apparently requires tightening up.

4. The line of telegraph appears to be in good order; in the 222nd and 223rd miles renewals are being made with Siemen's iron standards.

5. Protective works are being carried out in the 135th and 136th miles, where damage was caused by the bursting of tanks in September 1874. The masonry work for securing the boulders at the Tiger Rock on the Bangalore branch has made good progress.

6. The new portion of the Gooriathum bridge, consisting of eight 30 feet arches, and one irregular girder opening, is in a fair way to completion. The pier work is practically finished; five arches are turned, two in progress, and one not commenced. The work appears to be of the very best quality, and the bridge may be expected to be ready for traffic by the 1st September at the latest.

7. The new bridge of two 30 feet girder openings at Mailputty will be completed in about a fortnight. The whole of the masonry is done with the exception of two courses in the east abutment, two pairs of girders are in position, and the others at the site.

8. The protective works to the Palar, Poiney, and Gooriathum bridges are almost stopped pending the preparation of revised plans in accordance with the recommendations of the Company's Consulting Engineer in England. The only work in hand is the sinking of a few wells on the up-stream side of the Palar bridge.

MADRAS,  
26th July 1875.

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

Proceedings of the Madras Government, Public Works Department,  
4th August 1875.

No. 39.

ORDER THEREON, 4th August 1875, No. 2,239.

RAILWAY, No. 6.

ORDERED to be recorded.

(True Extract.)

Major, R.E.,  
Offg. Joint Secretary to Government.

To the Consulting Engineer for Railways.

Note on an inspection of the Southern  
west line, Madras Railway, 10 to 24  
July 1875.

With the exception of the  
line between Pothanore and Rignore, the  
condition of which has already been  
brought to notice, the whole of the per-  
manent way is in excellent order, and  
thoroughly ballasted up. Nowhere did  
I observe the bare or sleepers exposed. The  
mixed road between Pothanore and  
Palghat is still very rough, but every  
endeavour is being made to bring this  
up to standard and an improvement  
may be looked for soon. The ghāt  
between 3 1/2 and 3 9/2 miles is being  
relaid throughout with crossbed pine  
sleepers, which should make a good  
road for many years. The road appears  
somewhat

somewhat rough between Cootipoorani  
and Trood.

2. The fencing is in good  
order throughout: the station premises are  
generally clean and the latines properly  
attended to.

3. The Shevaroy Hills night  
signal is now readily visible, the trees  
which obscured it having been lopped.  
In shedd that the east distant signal  
at Jollarpett on the 24<sup>th</sup> instant, was not  
horizontal when it should have shown  
danger, and might possibly have been  
mistaken for caution; the wire appa-  
rently requires tightening up.

4. The line of telegraph  
appears to be in good order: in the 222<sup>d</sup>  
and 223<sup>d</sup> miles renewals are being made  
with Siemens's new standards.

Protective

5. Protective works are being  
carried out in the 135<sup>th</sup> and 136<sup>th</sup> miles, where  
damage was caused by the bursting of  
banks in September 1874. The industry  
went for securing the boulder at the  
Tiger rock on the Bangalore Branch, has  
made good progress.

6. The new piers of the  
Gorakhpur bridge consisting of 8-30 feet  
arches, and one irregular girder opening is  
in a fair way to completion. The pier  
work is practically finished; five arches  
are turned, two in progress, and one not  
commenced. The work appears to be  
of the very best quality, and the bridge  
may be expected to be ready for traffic  
by the 1<sup>st</sup> September at the latest.

7. The new bridge of 2-30 feet  
girder openings at Mailpetty  
will be completed in about a fortnight

fortnight. The whole of the masonry is done with the exception of two courses in the east abutment; two pairs of girders are in position; and the others at the side. The protective works to the Palay, Conney, and Yonathin bridges are almost stopped pending the preparation of revised plans in accordance with the recommendations of the Consulting Engineer in England. The only work in hand is the sinking of a few wells on the upstream side of the Palay bridge.

Madras 26 July 1875  
 Lt. Col. J. H. M. Shaw Stewart, R.E.  
 Consulting Engineer for Railways  
 Fort Saint George

26 July 1875  
 J. H. M. S. S.

26 July 1875

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 418 Madras 27 July 1875

From  
 LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,  
 Consulting Engineer for Railways,

To Colonel J. Mullins R.E.  
~~Colonel G. W. WALKER, R.E.,~~

Secretary to Government,  
 Public Works Department,  
 Fort Saint George.

SIR,

\* Dated 26  
 July 1875.

I have the honour to forward for the information of Government a note by the Deputy Consulting Engineer upon the South-west line of the Madras Railway, which has been recently inspected by Lieutenant Coaker.

I have the honour to be,  
 Sir,

Your most Obedt Servant,  
 Wm. Mullins R.E.  
 Cons Eng for Railways

W. Mullins

Q 25-June 75 No 578-579

P. W. 1875 Dept

RAILWAY DEPARTMENT.

No: 4880

From The Consulting Engineer,  
for Railways,

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

Dated 27 July 1875  
Recd. 28

E. I. V. No. 418

Forwarding for  
information of the  
Inspector of the  
Dep. Cons. Eng. for  
upon the S.W. Line  
of the M.R.

(With order.)

*Received*

No 2259  
Record to be recorded.

4 Aug 75

Com. Eng. for Dep. 21-8-75

Wm. 36/7

11:38/9  
Cii. 21.7.78  
Despatch 28-7-78

1880  
Govt of Madras.  
PUBLIC WORKS.

To *Mr. [unclear]*  
*[Signature]*  
Dated *12/1*  
Issued *[Signature]*  
Recd. *[Signature]* Encl.

G. O. 4<sup>th</sup> August 1880, No. 2239

Nos. 1-10

*Spec. Note of Inspection  
by the Dy. Commr for  
Hy upon the S. & line  
of the M. Ry. - The  
order forwarded by the  
Commr. ordered to be  
recorded.*