M.R.O. 1—10,006—28-2-50.

(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. 2387-2388 Press (Original)
~~B.P. No.~~ ~~Mis.~~

Dated 19-8-1875 ~~195~~

Not to be folded or roughly handled

No. 326. 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, 5th August 1875, No. 434 :—

I HAVE the honor to lay before Government a Report by the Deputy Consulting Engineer upon the progress of work on the Northern Extension of the South Indian Railway, which was inspected during last month by Major Smith.

2. It will be seen that doubts are expressed with regard to the opening of the various sections upon the dates lately named by the Railway Authorities. Those dates compare as follow with the anticipations now formed by Major Smith :—

Vide letter No. 401, dated 16th July 1875.

Section of Line.	Probable Date of Opening.	
	According to Railway Authorities.	According to Deputy Consulting Engineer.
Madras to Chingleput	1st October 1875 ...	Doubtful.
Chingleput to Tindevanum with temporary road over Palar	1st February 1876 ...	1st August 1876.
Tindevanum to Cuddalore with temporary road over Panar	1st July 1876 ...	1st August 1876.
Cuddalore to Shealli or Combaconum	1st December 1876	Doubtful.
Shealli or Combaconum to Tanjore	1st July 1876 ...	1st November 1876.

3. The special attention of the Agent has been drawn to the remarks made in paragraph 6 of the enclosed Report, with regard to the pressing necessity for more frequent inspections of the works in progress. I entirely agree with what is said upon this point; and I have urged upon the Agent the importance of relieving Mr. White, the officer named for the proposed post of Deputy Chief Engineer, from all executive duty, so that his whole time and attention may be given to inspection duty, in order that the younger Engineers may obtain advice and assistance from his experience.

4. With reference to paragraph 7, my letter of yesterday's date, No. 431, will show that the expectation formed regarding the opening of the line between Trichinopoly and Madura has not been fulfilled. During the ten days which followed Major Smith's inspection of this part of the line, the erection of the permanent line of telegraph had not made sufficient progress to justify the opening of this section at the beginning of the current month.

5. The Agent's special attention has been drawn to paragraph 9, and he has been asked to bring the subject to the notice of the Board of Directors. I can corroborate Major Smith's remarks with regard to the unsatisfactory condition of the rolling stock which has been supplied from England, and to the apparent want of inspection in that country before the despatch of the engines and vehicles.

Note on the Northern Extension, South Indian Railway, inspected by Deputy Consulting Engineer, between 26th June and the 28th July 1875.

THE following are the sections into which the work to be done, as well as the work already done, seems to divide the line as regards the probable dates of opening :—

1. Madras to Chingleput.
2. Chingleput to Tindevanam.
3. Tindevanam to Shealli.
4. Shealli to Tanjore.

2. The works that will probably determine the date of completion for the first of these sections are the Adyar and Cooum bridges, but there is a great deal yet to be done elsewhere; there is hardly a girder in sitû, and several masonry works are not yet commenced; I should not be surprised to learn that a later date than the 1st October, the time now named for opening, had to be fixed.

3. The principal works on the next section are the bridges over the Palar river and the Carangooly tank surplus channel; of these, the former river might be crossed on a temporary road, pending the completion of the bridge, which cannot be looked for under two more working seasons, and the Carangooly bridge should be ready for girders within three months; but I do not feel at all sure that the small masonry work under the Madranticum tank, can, even if commenced at once, be completed before the tank fills and work becomes difficult and costly if not impracticable. I am inclined to state the 1st of April as the earliest date that can be assigned to the probable opening of this section.

4. The fourth section above mentioned, from Shealli to Tanjore, is, from a financial point of view, perhaps the most important; and I see no reason why all the bridges in this portion should not be ready for iron work by the end of the next working season in the Tanjore delta, say, by the end of July 1876; and the line completed within three months of this date, say, the 1st November 1876.

5. Of the intermediate section, from Tindevanam to Shealli, it is difficult to predict with any degree of certainty either the date for final opening or that of any portion of it.

Setting aside the Coleroon river, for which the foundations cannot be commenced until the working season of 1876, there are the following rivers to be bridged :—

		M.	CH.
1.	Chendoor river	84	29
2.	Pooniaur	105	0
3.	Gaddalam	124	4
4.	Paravennaur	139	22
5.	Vellaur river	146	20

The completion of the first and third, perhaps by the end of next working season, might enable the permanent-way to be extended from Tindevanam to the 103rd mile from Madras.

By this date the line may possibly also be completed between the Pooniaur river south bank in the 106th mile and the Paravennaur north bank in the 139th mile, and the question may arise whether temporary roadways through the Pooniaur river beds and flood cuts should not be made, to complete communication between Madras and the South Arcot trading centres, such as Panrooty, Nellicoopam, and others, and to secure the passenger traffic that may be looked for from Chellambram and the neighbourhood.

The opening of the bridges over the Paravennaur and Vellaur tidal estuaries would probably be of no great advantage without that of the bridge over the Coleroon.

6. The quality of the work I have inspected appeared, with the exception of certain foundations which the Resident Engineer and myself ordered to be removed, good; but the necessity for

Proceedings of the Madras Government, Public Works Department,
19th August 1875.

the Deputy Chief Engineer's immediately entering upon his inspection duties, not only as at present arranged, but over the whole line between Madras and Tanjore, is very apparent.

The securing of good materials goes far towards preventing bad work, and it is now in their first year that the younger and less experienced officers feel the want of assistance and that the works most need it.

7. I have also recently inspected as far south as 15 miles beyond the line from Trichinopoly to Madura. The line may be opened with safety to Madura for passenger traffic on the 1st proximo. It will take another month at least before the goods sheds and loading platforms are in a state to warrant the Company's undertaking to carry heavy goods. The permanent telegraph erection is making fair progress, and, at the rate of work promised me by the Assistant in charge, should be finished by the 15th proximo; as the most insecure portions of the temporary line will have been replaced, and but a short length remain on the first proximo, for which, if necessary, special arrangements can be made, the non-completion of the permanent line to Madura need not delay the opening of the line for traffic.

8. I cannot speak at all confidently as to the probable date of opening to Tuticorin; there can be no doubt that, over the southern black cotton fields in the month of November, even if completed, the line will have to be worked at slow speeds and with great caution.

9. I am not satisfied with the narrow gauge rolling stock supplied from home. The engines have required alterations and repairs, which, in my opinion, had they been inspected by an officer of the Locomotive Department conversant with the Indian requirements, would not have been necessary. The 3rd-class carriages appear to me to have been made of unseasoned wood, and the workmanship is, in my opinion, not good enough for this climate.

There is reason to conclude that the inspection of stores and plant sent from England is not so effective as it should be, or as the salary given for the purpose ought to secure.

MADRAS,
29th July 1875.

(Signed) C. J. SMITH, Major, R.E.,
Dy. Consulting Engineer for Railways.

Nos. 327 & 328. ORDER THEREON, 19th August 1875, No. 2,387.

RAILWAY, No. 3.

IN his letter No. 431,* dated 4th August 1875, the Consulting Engineer for Railways brought to notice that the sections of the Southern Extension of the South Indian Railway were not likely to be ready for traffic on the dates previously reported,† and he now states that the anticipations formed by the Railway Authorities as to the dates of opening the northern sections of the line are not likely to be realized. The Honorable the Governor in Council considers the state of progress to be highly unsatisfactory, especially as regards the southernmost section to Tuticorin. It was on the assurance of the Agent that the plans for His Royal Highness the Prince of Wales have been laid so as to include conveyance by rail from Trichinopoly to Tuticorin early in December, and no effort should be spared to secure this. The Government deem it advisable that the Consulting Engineer for Railways should, as soon as practicable, himself inspect the entire line south of Trichinopoly and report the result especially with reference to the section in question.

2. The condition of the rolling stock sent out from England is highly unsatisfactory, and seems to indicate defective arrangements in that country for the inspection

* G. O., No. 2,323, dated 11th August 1875,

† G. O., No. 2,137, dated 26th July 1875.

of stores shipped to India. The matter will be specially brought to the notice of the Secretary of State.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

No. 320. (Docket No. 2,388, dated 19th August 1875.)

Copy of the above forwarded to the Government of India in continuation of No. 2,323-A, dated 11th August 1875.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

Exd. S. T. Austin.
Spare Copies

Madras 29th July 1875.

Note on the Northern Extension South Indian Railway inspected by Deputy Consulting Engineer between 26th June and the 28th July 1875.

The following are the sections into which the work to be done, as well as the work already done, seems to divide the line as regards the probable dates of opening.—

1. Madras to Chingleput.
2. Chingleput to Tinderanam.
3. Tinderanam to Shealli.
4. Shealli to Tanjore.

2. The works that will probably determine the date of completion for the first of these sections are the Adyar and Coovum bridges, but there is a great deal yet to be done elsewhere; there is hardly

hardly a girder on site, and several masonry works are not yet commenced; I should not be surprised to learn that a later date than the 1st October, the time now named for opening, had to be fixed.

3. The principal works on the next section are the bridges over the Palar river and the Carangoly tank surplus channel; of these the former river might be crossed on a temporary road pending the completion of the bridge, which cannot be looked for under two more working seasons, and the Carangoly bridge should be ready for girders within three months, but I do not feel at all sure that the small masonry work under the Headranticum tank, can, even if commenced at once, be completed before the tank fills and work becomes difficult

difficult and costly, if not impracticable. I am inclined to state the first of April as the earliest date that can be assigned to the probable opening of this section.

4. The fourth section above mentioned, from Sheallé to Tanjore, is from a financial point of view, perhaps the most important; and I see no reason why all the bridges in this portion should not be ready for iron work by the end of the next working season in the Tanjore delta, say by the end of July 1876; and the line completed within three months of this date, say the 1st November 1876.

5. Of the intermediate section, from Tindevanam to Sheallé it is difficult to predict with

with any degree of certainty either the date for final opening or that of any portion of it.

Setting aside the Coleroon river, for which the foundations cannot be commenced until the working season of 1876, there are the following rivers to be bridged:

		M.	Ch.
1.	Chendoor river	84	29
2.	Poomaur	105	0
3.	Gaddalam	124	4
4.	Paravennaur	139	22
5.	Vellaur river	146	20

The completion of the first and third, perhaps by the end of next working season, might enable the permanent way to be extended from Tindevanam to the 163rd mile from Madras.

By this date the line may possibly also be completed between

between the Poomaur river south bank in the 106th mile and the Paravennaur north bank in the 139th mile, and the question may arise whether temporary roadways through the Poomaur river beds and flood cuts should not be made, to complete communication between Madras and the South Arcot trading centres, such as Panrooty, Nellicoopam, and others, and to secure the passenger traffic that may be looked for from Chellambram and the neighbourhood.

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the narrow gauge rolling-stock supplied from home. The engines have required alterations and repairs, which, in my opinion, had they been inspected by an officer of the Locomotive Department conversant with the Indian requirements, would not have been necessary. The third class

class carriages appear to me to have been made of unseasoned wood, and the workmanship is in my opinion not good enough for this climate.

There is reason to conclude that the inspection of stores and plant sent from England is not so effective as it should be, or as the salary given for the purpose ought to secure.

C. Silsmith. Major R.E.
Deputy Cons. Engr for Rys.

Railway Department. — CONSULTING ENGINEER'S OFFICE.

No. 434 Madras 5th August 1875

From

LIEUT.-COLONEL J H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To *Lt.Coll. I. Mullins R.E.*

~~COLONEL G. W. WALKER, R.E.~~,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

I have the honour to lay before Government a report by the Deputy Consulting Engineer upon the progress of work on the Northern Extension of the South Indian Railway which was inspected during last month by Major Smith.

2 It will be seen that doubts are expressed with regard to the opening of the various sections upon the dates lately named by the Railway Authorities. Those dates compare

Vide letter No. 401 dated 16th July 1875.

compare as follow with the anticipations now formed by Major Smith:-

Section of line.	Probable date of opening. According to Railway Authorities.	According to Dy Consulting Engineer.
Madras to Chingleput	1st Oct. 1875	Doubtful
Chingleput to Tinderanum with temporary road over Palar	1st Febry. 1876	1st Augt 1876
Tinderanum to Cuddalore with temporary road over Panar	1st July 1876	1st Augt. 1876
Cuddalore to Sheally or Combaconum	1st Decr. 1876	Doubtful
Sheally or Combaconum to Tanjore.	1st July 1876	1st Novr. 1876.

3 The special attention of the Agent has been drawn to the remarks

remarks made in paragraph 6. of the enclosed report, with regard to the pressing necessity for more frequent inspections of the works in progress. I entirely agree with what is said upon this point, and I have urged upon the Agent the importance of relieving Mr. White, the officer named for the proposed post of Deputy Chief Engineer, from all executive duty, so that his whole time and attention may be given to inspection duty, in order that the younger Engineers may obtain advice and assistance from his experience.

4 With reference to paragraph 7. my letter of yesterday's date,

No

No 431 will show that the expectation formed regarding the opening of the line between Trichinopoly and Madura has not been fulfilled. During the ten days which followed Major Smith's inspection of this part of the line the erection of the permanent line of telegraph had not made sufficient progress to justify the opening of this section at the beginning of the current month.

5. The Agent's special attention has been drawn to para. graph 3 and he has been asked to bring the subject to the notice of the Board of Directors. I can corroborate Major Smith's remarks

with regard to the unsatisfactory condition of the rolling-stock which has been supplied from England, and to the apparent want of inspection in that country before the despatch of the engines and vehicles.

I have the honour to be,

Sir,

Your most Obed Servants,

Mountmorres

Lt Coll R.E.

Cons. Eng. for Railways.

L Bault

1

Public Works Dept.

For Orders

Letter from the Consulting Engr for Railways
No. 434 of 5th Augt 1875.

Circulated for
orders in continuation
of the Consg Engineer's
letter No. 431 dated
4th August. On this
letter Lt Col. Strum-
dale brought to
notice the expediency
of the operations
delay in the section between
Kadambattur and Arakonam,
Kumbakonam
to the Secy of State
and this communication
Public Works
11 Aug. 75.
For Secretary to Govt
Army Department

This is a very unsatisfactory account especially as regards Tatiparr. which may not be ready for M.R. H.E. journey (Journal 8.)
The conditions of the tolling Road should form subject of a despatch to the Secy of State

Ho 26 Jul 8/75 Encl 680-681.

P. W. 1875 Dept.

RAILWAY DEPARTMENT.

No: 5108

From
The Consulting Engineer,
for Railways,

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

Dated 5 } Augt 1875
Recd. 6 }

E. I. No. 434.

P.C. 2387. 19-8-75.
Forwards for inspection
a report by Major
Smith upon the
progress of work
on the Northern
Extension of the
South Indian Ry

Noted in Ho. 5059

No 326

Cir. 9.8.75.
Encl 6 to 26-8-75 11 21-8-75

formed by the Railway Authorities as to the dates of opening other sections of the line are not likely to be realized.

The inferiority of the Rolling Stock seems to require special notice and report to the Secretary of State.

I have the honor to be
Sir
Your most obedient Servant
[illegible]
Major R.E.
Offg. Jr. Secy. to Govt.
P.W.D.

G.O. 2137 - 26 July 1875.

In his assurances the plans for W.R.R. have been laid down in detail from Trichy to Dindigul only in part and the effect of the whole cannot be known.

A strong representation should be made to the Railway Authorities of the rolling stock.

V.K.

Should not the Govt. know the Railway Authorities intention with regard to the entire line South of Trichinopoly & report the observations of Govt. thereon to the Secretary of State.

M.R.

16/8

23

To

The Secy. of State for India

My Lord Marquis-

In forwarding for your Lordship's information copy of our Proceedings in the Public Works Dept. Railway No. 2387 dated 19th Augt. 1875 we have the honor to invite particular attention to para 9 of the report of the Deputy Comr. Engr. in which he states that

Rec'd 21-8-25

that Officer brings to notice that the condition of the narrow gauge rolling stock recently sent out by the Board of Directors of the South Indian Railway is far from satisfactory. The Engines have had to be altered and repaired to an extent which seems to indicate either a want of supervision on the part of the inspecting Officers at home, or a lack of knowledge of Indian requirements. The 3rd Class Carriages are represented

represented to be of inferior workmanship and to be made of unseasoned wood. This state of things deserves, in our opinion, serious and immediate notice, and we therefore request that your Lordship will be pleased to take such action in the matter as may be necessary.

Adm[illegible]

Public Works Dept.

No. 2387

Proceedings of the Madras Government

Under date the 19th Augt. 1875

Read the following

From

The Consg. Engr. for Railways } No. 434 dated 5th Augt. 1875

In his letter No. 431 dated 4th Augt. 1875 the Consulting Engr. for Railways brought to notice that the sections of the Southern Extension of the South Indian Railway were not likely to be ready for traffic on the dates previously reported and he

Forwarding for information copy of Progs: in the P. W. Dept: (Ry:) No. 2387 of 19 Aug: 75, and inviting particular attention to para 9 of the report of the Dpty: Consulting Engr:, in which that officer brings to notice the unsatisfactory condition of the narrow gauge rolling stock recently sent out by the Board of Directors of the S. I. Ry:.

Rec'd from Agt 21-8-75

*Go. No. 2137 of 26th July 1875.

he now states that the anticipations formed by the Railway authorities as to the dates of opening the Northern sections of the line are not likely to be realized. The Hon'ble the Governor in Council considers the state of progress to be highly unsatisfactory, especially as regards the Southernmost section to Sutconim. It was upon the assurance of the Agent that the plans for His Royal Highness the Prince of Wales have been laid so as to include

Conveyance

Conveyance by rail from Pachmopoly to Sutconim early in December and no effort should be spared to secure this. The Govt deem it advisable that the Comp. Engr for Railways should as soon as practicable himself inspect the entire line South of Pachmopoly and report the result especially with reference to the section in question.

The condition of the Rolling stock sent

sent out from England
is highly unsatisfactory
and seems to indicate
defective arrangements
in that country for
the inspection of stores
shipped to India. The
matter will be specially
brought to the notice
of the Secretary of
State.

H.E. docket No. 2388
dated 19th Augt 1875.

No. 2388.

Copy of the above
forwarded to the Govt
of

Comptr Engr for Rys
[illegible]
Sc Rly 31.8.75

of India in continu-
ation of No. 2323 A
dated 11th August
1875.

Ackd

30 sc Dspd
31-8-75

W.H. 19/8

5108

Govt. of [1875] Madras.

PUBLIC WORKS.

To

Chief Engineer

&

Secretary to Govt.

Date 7

Read

Rect. Encl.

G. O. [illegible] No. 238

3588

Nos. 326-329

Forwarding copy of Progs: on endorsement of the Consulting Engineer for Rys: forwarding a report of inspection by Major Smith on the progress of work on the Northern Extension of the South Indian Rly:.

Progress of work on the Northern Extension of the South Indian Railway:—

Passing orders on endorsement of the Consulting Engineer forwarding a report of inspection by Major Smith on the ——.