

Section & route

Copy of 1875 Madras

PUBLIC WORKS

To G. E. Madras

15/10/75

18th Oct 1875 No 2967

No. 307 - 303

Telegraph Office at

Madras letter from

the Director of Telegraphs

in India and the con-

struction of a - Comd

to the Director Madras

Proceedings of the Madras Government, Public Works Department,
16th October 1875.

No. 304. Read the following letter from Colonel H. DRUMMOND, R.E., Deputy Secretary to the Government of India, Public Works Department, (Railway,) to Major-General G. W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department, (Railway,) dated Simla, 6th October 1875, No. 2,502 R. :—

THE Director-General of Telegraphs wishes to be supplied annually with a Memorandum of the yearly number and value of paid messages transmitted by Railway Companies. As it is understood that this information can be easily supplied, I am to request that the statement may, with the permission of His Excellency the Governor, be furnished direct to the Director-General after the close of each year.

No. 305. ORDER THEREON, 16th October 1875, No. 2,968.

RAILWAY, No. 28.

COMMUNICATED to the Consulting Engineer for Railways, who will obtain the required information and furnish it direct at the close of each year.
 (True Extract.)

Major-General, R.E.,
 Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.
 Spare Copies

P. W. 1895 Dep't.
No: 6645

from

South of India

Dated 6 Decr. 1895.
Recd. 18th Decr. 1895.

No: 2502 R.

Requesting to be furnished
the Dr. Ind. of Telegraphs
with a memorandum
of the daily number and
value of paid messages
transmitted by Ry.
Companies.

With Order

No 2968.
Communicated to the Government Engineer
for Madras who will obtain the required
information and forward it direct at the
close of each year

Ag. for Mys 12 Decr 1895

Proceedings of the Madras Government, Public Works Department,
16th October 1875.

No. 306. Read the following letter from Major C. J. SMITH, R.E., Officiating Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 13th October 1875, No. 562:—

I HAVE the honor to forward a note on my recent inspection of the Southern Extension of the South Indian Railway Company.

2. The progress made since my last inspection cannot fail to be satisfactory to the Government. The punctual and orderly distribution of material and stores evenly along a distance of 40 miles from a point distant nearly 200 miles, in addition to the ordinary traffic by rail to the extent of two train-loads daily, involving the loading and despatch of as many as 380 carts from one point in a day, is not an easy task in this country for a private Company to accomplish; and the arrangement for the erection of the large bridges promises to be equally successful.

Note on an Inspection of the Southern Extension, South Indian Railway.

THE rate of progress during the last month and the arrangements for the completion are alike satisfactory. The permanent-way is all carted and laid out along the line, and through communication, as regards it, is now independent of weather. An engine will no doubt be able to reach the 70 feet bridge by the end of this week, it now runs to Virdu-

putty, the gap to be closed, on the morning of the 11th instant, was 1 mile 40 chains, and, working from two faces, it was expected that this would be linked in by Thursday night; the four small girder bridges will, it is thought, be ready by the same date, the iron work is rivetted up, and it only remains to place it, a work of a few hours.

The third pair of girders were laid on the Satoor bridge on Sunday last; the fourth pair were to be laid on Monday had not a large fresh disturbed the line laid on the river bed; the fifth pair would have been carried across and laid on the northernmost span on Wednesday 13th; as it is, seven pairs remain to be run out, and each pair can be laid and made independent of the river within twelve hours of the river subsiding after a fresh. Looking to the season, I expect that the whole will be laid by the end of this month.

It is probable that the five-70s will be completed by the same date, and the five-50 feet bridge within fifteen days from that time, viz., the 15th proximo, the line between the five-50s and the Satoor river will be ready long before that date, an engine will therefore probably be able to run through by the 15th proximo.

From Madura to Tuticorin.

it having been subject to very heavy intermittent rain for the week previous to my inspection. The train carrying a pair of 70 feet girders, and a fair load of ballast wagons, travelled easily over the whole at 15 miles an hour. Much depends upon the surfacing of the ballast; where the Engineers have had time and opportunity for completing this, the running of the line left nothing to be desired; where the surface is still rough, the rain, owing to the narrow formation width, soon undermines the sleepers. I have suggested, for the consideration of the Chief Engineer, whether, seeing that hard soil of some sort is almost everywhere procurable along the line, it would not be advisable to soil the berms; the ballast occupies a width of 10 feet, the formation width being 12 feet, and the rain passed off from the ballast cuts these berms into gullies; it is noticeable that even where ballast has been temporarily stored and afterwards removed, the rain gets less hold of the slopes.

1875 of 1875 Madras.
PUBLIC WORKS.

Consd. Eng. for Ry.

16th Oct 1875

No. 306-305
*Statement showing the
number & value of land
messages transmitted by
Ry. Companies in the
Madras Presidency &c.
from the 1st of January to
31st December 1874
giving to furnish the
Chief of Telegraphs after
the close of each year a
copy to the Comd. for
with instructions*

*Proceedings of the Madras Government, Public Works Department,
16th October 1875.*

The quantity of ballast yet required to be led by train to complete the surfacing is, it is believed, quite within the reach of the engine power available.

The engine sent down by road has been longer getting to work than was expected, it would be invaluable to the staff at the present time, and would have been so all through the month; whilst the other engines have been engaged in running down the bridge iron work, for want of this engine but little ballasting by train has been possible since my last inspection.

When at Tuticorin I inspected and sanctioned the proposed arrangements for conveying His Royal Highness the Prince of Wales through to the jetty, a curve of sufficiently large radius can be laid down at a cost of about 600 Rupees for compensation to private proprietors. The arrangement appeared to me in every way desirable and the best that could be made.

The watering arrangements, though efficiently replaced by temporary tanks, or platforms and chatties, still need pushing on; the masonry work appears to have been built to some extent independently of the piping which was sent subsequently from head-quarters; the result is a want apparently in each case of some additional or different lengths. I have reason to believe that the arrangements made on the spot by the Deputy Consulting Engineer for completing these works will suffice to ensure their being available for the opening of the line.

The telegraph is now complete, with double line, through to Tuticorin, and will be finished along the branch to Tinnevely by the end of this week. The sidings are either complete or very nearly so.

The great want of the line, in my opinion, at the present time is the systematising of the line watch and gatemen. I do not feel sure that my anxiety on this point and my estimate of its importance is altogether shared by the Chief Engineer and engineering staff; but the narrow escapes from what would certainly have been fatal accidents, which have come under my own observation, illustrate, to me at least, the necessity for this part of the Railway administration receiving immediate attention. The first instance I give is not altogether to the point, being on the open line, but it bears upon the subject indirectly.

(1.) The train from Erode broke down, I believe from want of fuel, at 8-35 P.M., 2½ miles from Trichinopoly station, the train being due at 7-35 P.M., three hours elapsed before a second engine or any communication from the station reached us.

(2.) I travelled over a bridge (iron girder) that had been opened for engineering material trains for some days, on which one of the rails for 20 feet had no spike on the inside, one at the extreme end, and two broken on the outside; the other rail had about half its complement of spikes. Four trains daily had, I believe, been running over it (but of this I am not positive), the engine would have fallen into water had it run off the line.

(3.) I have seen stores unloaded and left within reach of passing trains. The truck I was on struck a large piece of wood 20 feet long and pushed it in front for yards.

(4.) On the line between Trichinopoly and Madura, which has been opened for nearly three months, the engine, travelling at 12 miles an hour or so, ran over a small breach in the embankment made by the rain the night before, over which three sleepers were unsupported; the watchman stood with a green flag on the breach, instead of with a red one well in advance of it.

(5.) The practice of the watchmen and gatemen is not uniform throughout, some show white flags, others none.

The organizing of watchmen takes time no doubt, but I argue from this that the very earliest opportunity, certainly with the running of material trains, should be taken of organizing the staff; this will not, in my opinion, be efficiently done until the assistance of the guards and drivers is secured, and this can only be done:—

I.—By numbering every telegraph post.

II.—By making each line or gateman carry a tin or brass number, large enough to be legible to a passing train.

III.—By publishing a set of rules, a copy of which should be invariably carried by both guard and driver, and by holding them responsible for recording in their diary every

*Proceedings of the Madras Government, Public Works Department,
16th October 1875.*

infringement of rule, every evidence of carelessness or local damage, with the number of the man and the mileage of the irregularity.

IV.—By having a sufficiently strong staff of Inspectors and Assistant Inspectors for some to be employed on the duty of educating the watchmen.

In bringing this matter to the notice of Government, I beg that it may be borne in view that I do not wish to attribute any want of care to the engineering staff, or laxity in administration of the line. The Government are aware of the high pressure that has necessarily been brought to bear upon all the executive, by the desire of the Government that the line should be opened through in time for His Royal Highness the Prince of Wales' visit; officers have been transferred to new charges, temporary arrangements have been made, and engineering considerations have been held to outweigh all others, owing to which accidents will occur and oversights be frequent; but it is my duty to point out where, in the interests of the travelling public, the line must be drawn; and looking to the season of the year, the unfenced condition and description of the line, the fact that it is new to the people who manifest everywhere a strange, and, as has been shown, often fatal indifference to rules, I have urged upon the Chief Engineer the paramount necessity for more complete arrangements, for the prevention of accidents, being at once introduced.

The Chief Engineer has already ordered that no bridge shall be opened for the running of even material trains until it has been examined, tested, and reported complete, this will fully meet one class of possible accidents; the other arrangements specified above, if at once carried out throughout the line, will go far towards obviating others.

In asking for these measures, I am not asking for untried ones. The Madras Railway is patrolled night and day throughout on this system, how efficiently and at what a reasonable cost the Government are aware—if this is necessary there, how much more where the efficiency of the masonry works is untried and the conduct of the tanks above them is unknown; where the want of familiarity of the natives with the danger permits them even to sleep on the line (one was run over and killed, and a second just seen in time), and where the section of the embankment and the lightness of the rails all render additional care necessary.

With the line between Ammanaikanoor and Madura, as I saw it yesterday after heavy rain, unless efficiently watched, I consider the running of passenger trains to be attended with great risk.

I have also addressed the Agent on the subject of the brake power which, I am told, in wet weather is quite insufficient to control the trains on the heavy inclines.

The one or two derailments that have taken place on sidings point to the necessity for easier curves; it has been suggested that the curves where the accidents happened were not evenly laid, but I saw no reason to attribute it to this cause at Sholavandum, where the rail is now as it was at the time of the derailment. I am in correspondence with the Agent on this subject.

(Signed) C. J. SMITH, Major, R.E.,
Offg. Consgr. Engr. for Railways.

MADRAS,
13th October 1875.

No. 307. ORDER THEREON, 16th October 1875, No. 2,969.

RAILWAY, No. 28-A.

His Excellency the Governor in Council is gratified to learn that satisfactory progress with constructive operations is being made on the Southern Extension of the South Indian Railway, and appreciates the efforts of the engineering staff to complete the line in time for His Royal Highness the Prince of Wales to travel over early in December next. The want of systematic arrangements, however, among the line watchmen and gatemen referred to by the Officiating Consulting Engineer is, in the opinion of His Excellency in Council, a

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Spw: Supmcs Office
Quadrant 13 Oct 1875

No 562.

From

Major C. Smith RE

Off of Supmcs for Rys

To

The Secretary to Government

Public Works Dept

Ind. Ill. G. & O.

Sir.

I have the honour to
forward a note on my recent in-
spection of the Southern Extension
of the South Indian Railway Co.^l

2. The progress made since
my last inspection cannot fail
to be satisfactory to the Government.
The punctual and orderly distri-
bution of ^{material and} stores evenly along a dis-
tance of 40 miles from a point
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dition to the ordinary traffic
by

17
by rail to the extent of two train
loads daily, involving the loading
and dispatch of as many as 300
cars from one point in a day is not
an easy task in this country for a
private company to accomplish, and
the arrangements for the erection of
the large bridges promised to be equally
successful.

I have the honor to be
Sir

Yours most obedient Servant
O. Smith. Major M
Off of our Super Railways

3

General Progress. The rate of progress during the last month and the arrangements for the completion are alike satisfactory. The permanent way is all carted and laid out along the line, and through communication, as regards it, is now independent of weather. An engine will, no doubt, 52 paws each of 70 ft. be able to reach the 5-70 th by the end of this week, it now runs to Viradupully, the gap to be closed, on the morning of the 11th instant, was ^{in ch} 1-40, and, working from two faces, it was expected that this would be bridged in by Thursday night, the four small girder bridges will, it is thought, be ready by the same date, the iron work is rivetted up, and it only remains to place it, a work of a few hours.

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8. 3. 1895

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No. 1
Green

The Office of the
The Office of the

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the Peary & Post

Dr. J. H. H. H.

Franklin D. Roosevelt

Oct 13th 1893
Nov 5th 1893

8.1.17 to 5.6.22.

Towards a
note of reflection
recently made

of the Southern Co.
= location of the
South Atlantic Railway

40. Ms. 2969-16-1075.

✓ 42366

Dec 12 to Jan 11 - 1835

Merfido 04-14-10-75

on Wednesday 13th. As it is, seven pairs re-
main to be run out, and each pair
can be laid and made independent of
the river within 12 hours of the river
subsiding after a fresh. Looking to
the season, I expect that the whole
will be laid by the end of this month.

It is probable that the 5.40's will be completed by the same date, and the 5.50th Bridge within 15 days from that time, viz the 15. proximo. the line between the 5.50's and the 5.40's.

between the 5.50 and the Ratoos river.
will be ready long before that date, and
engine will ^{therefore} probably be able to run
through by the 15th.

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had ample opportunity for judging as
to the behaviour of the bird under race,
most of it having been subjected to

most of it having been subject to very heavy intermittent rain for the week previous to my inspection. The rain, carrying a pair of 70 feet and

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and

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1. The train from Rode broke down, I believe from want of fuel, at 8.35 p.m. $2\frac{1}{2}$ miles from Lichinopoly station, the train being due at 7.35 p.m., three hours elapsed before a second engine or any communication from the station reached us.

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opportunity, certainly with the numbering of material trains, should be taken of organising the staff; this will not in my opinion be efficiently done, until the assistance of the guards and drivers is secured, and this can only be done

1. by numbering every telegraph post
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the Executive, by the desire of the Government that the line should be opened through in time for His Royal Highness the Prince of Wales's visit, officers have been transferred to new charges, temporary arrangements have been made, and engineering considerations have been held to outweigh all others, owing to which accidents will occur, and oversights be frequent, but it is my duty to point out where in the interests of the travelling public, the line must be drawn, and looking to the season of the year, the unfenced condition and description of the line, the fact that it is new to the people who manifest everywhere a strange, and as has been shown often fatal indifference to rules, I have urged upon the Chief Engineer the paramount necessity for more complete arrangements, for the prevention of accidents, being at once introduced.

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194
I have also addressed
the Agent on the subject of the track
power which I am told in wet
weather is quite insufficient to con-
trol the trains on the heavy inclines.

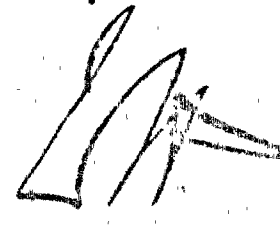
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ments that have taken place on
sidings point to the necessity for
easier curves, it has been suggested that
the curves where the accidents happened
were not evenly laid, but I saw no
reason to attribute it to this cause at
Sholavandrum where the rail is now
as it was at the time of the derail-
ment. I am in correspondence with
the Agent on this subject.

Madras 2
13 October
1845
W. Smith
Major R. E.
Offg. Com. Engrs. for Railways

31st Oct 1905
 Pro: of the head and tail
 No. 2769. Under date the 16th Oct 1905
 Read the following

From
 The Chief Engineer } (H. E. No. 562 of 13th Oct 1905)
 for Rgs:

His Excellency the
 Governor in Council is
 gratified to learn that
 satisfactory progress with
 constructive operations
 is being made on the
 Southern Extension of
 the South Indian Railway,
 and appreciates the
 efforts of the Engineering
 Staff to complete the
 line in time for
 H. R. H. the Prince
 of Wales to travel over
 early in December
 next. The want of
 systematic arrange-
 ments however among
 the line watchmen
 and

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 16/10


96-16 Oct 1905
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 11/10/95

MS. A. 14. 10. 75

and gentlemen referred
to by the officiating
Consulting Engineer
is, in the opinion of
His Excellency in Council,
a matter of grave
consequences. Every
endeavour should be
made to introduce as
early as practicable
a complete organization
among this class of
servants, on the punctual
and correct performance
of whose duties the
safety of the travelling
public must in a
great measure depend.
The remarks and
suggestions of the offg.
Consulting Engineer on
this point are specially
commended to the
attention of the Railway
authorities. And
His Excellency in Council
will

will be glad to receive
an early report of
the measures taken
in this connection
to prevent as far as
practicable the
possibility of accident.

The sufficiency
of the available brake
power and the radius
allowed for curves,
as well as the efficient
ballasting of the line
should also be
specially attended to.

The arrangements
made by the Chief
Engineer for testing
the security of bridges
appear to be judicious.
It is greatly to be
regretted that
owing to the ab-
sence of the A.

C. E. S. R. 18/10/75

sent the new b.
themed with the
other heavy duty
ten round with
penetration and
addition to his
and

Letter

Mr. [unclear] to
[unclear] [unclear]
[unclear]

Aspd - 28-10-75

Ch. J. [unclear] II
Office 17

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Col. of INDIAN
PUBLIC WORKS.

Consq: Ings for
Rys.

267
1/24/19
29/19
306-307

Southern Extension of
the S. I. Ry.—Pass
orders on letter from
the Offg: Consulting
Engr: forwarding
a note of inspection
recently made of the