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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	3273	Press
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Dated	16 - 11	1875 195

Not to be folded or roughly handled

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

No 375 Read the following letter from Lieutenant-Colonel J H M SHAW-STEWART, R E, Consulting Engineer for Railways, to Major-General G W. WALKER, R E, Secretary to Government, Public Works Department, dated Madras, 10th November 1875, No 609 —

I HAVE the honor to report, for the information of Government, that I have returned from inspecting the Southern Extension of the South Indian Railway. The progress made in completing the construction of the line between Madura and Tuticorin continues to be as satisfactory as when last reported on by Major Smith.

2 At the time of my inspection there were only three bridges unfinished: the bridge over the Vypar at Satoor, consisting of twelve 70-foot openings, the Gunnecherry bridge, consisting of five 70-foot openings, and an intermediate bridge over a small stream, consisting of five 50-foot openings. I have subsequently learnt that the last pair of girders has been successfully placed in position at the Satoor bridge, and, although the work at the Gunnecherry bridge was seriously impeded by a heavy fresh in the river, I have every reason to expect that the whole of the girders are now in position. The completion of the latter bridge will allow the girders for the five 50-foot openings to be brought up, and I confidently expect that an engine will be able to run through from Madura to Tuticorin by the 15th instant, the date named by Major Smith.

3 All other necessary work along the line is making fair progress. The ballasting of some parts has been unavoidably delayed until the completion of the bridges, but there will soon be five ballast trains at work, and the line will probably be ready for the passage of trains by the end of this month. All the watering arrangements will probably be in working order by that time.

4 The Tinnevely branch is still in need of additional ballast in several places, but with this exception it is now ready for the passage of trains. The bridge over the Sittar, consisting of ten 70-foot openings, was finished upon the 1st instant.

5 The station buildings are well advanced, but it is more than doubtful whether all the goods sheds will be ready by the end of this month. The passenger sheds will all be finished.

6 The necessity for additional waterway has been proved by some recent heavy floods, especially near the Maniacee and Tiroomungalum stations. Proposals with respect to this will be made by the Chief Engineer.

7 I have already addressed you demi-officially with regard to the proposed temporary extension of the line at Tuticorin between the Railway station and the jetty, and I understand that Government have approved of the suggestion to dispense with the proposed extension.

8 The erection of the telegraph wire upon permanent posts is now complete, and the mile boards have been placed upon them as far south as Satoor. The numbering of the telegraph posts is also in progress, but this work takes time, and it is to be regretted that it was not undertaken sooner. The Chief Engineer has however promised that additional men shall be employed upon this important duty, and that it shall be taken in hand at different points along the line.

9 The want of training among the watchmen continues to be the weak point upon the line. Owing to the pressure of work in other directions, this want is to some extent unavoidable; and I trust that the arrangements made by the Chief Engineer

will result in the line being guarded by an efficient body of watchmen when the time comes to open it for traffic

10 I have no doubt whatever that by the 10th December, the date named for the journey of His Royal Highness the Prince of Wales from Madura to Tuticorin, the line between those places will be in a fit state for the Royal Special Train to run over it, and for passenger trains generally, if it should be determined to declare it open to the public from that day. This point will depend in great measure upon the amount of rolling stock then available. I understand it to be the intention of Government that His Royal Highness shall travel between Madura and Tuticorin during the day, and feel it my duty to urge that, if possible, the journey of His Royal Highness between Trichinopoly and Madura should also be performed during daylight. I am not of opinion that any positive risk would be entailed by running a train between Trichinopoly and Madura during the night, but the newness of the line, its unfenced condition, the uncertainty of the weather, and the comparative inexperience of the watchmen, make it of importance that His Royal Highness' journey should, if possible, be performed during daylight.

11. I trust that the progress which has been made upon the unopened part of the Southern Extension will be satisfactory to Government. The work has latterly been performed at high pressure, and all engaged upon it have been subjected to constant exposure and to much fatiguing drudgery. The officers employed upon it have been Mr White, Deputy Chief Engineer, and Messrs Spalding, Rice, Partridge, Nicholas, and Dredge, Assistant Engineers. The satisfactory result which I am able to report could have been secured only by great exertion and untiring energy on the part of those gentlemen.

No 376 ORDER THIRTEEN, 16th November 1875, No 3,273

RAILWAY, No 45

HIS EXCELLENCY the Governor in Council is glad to observe that satisfactory progress continues to be made on the

Southern Extension of the South Indian Railway.

2. Proposals for remedying the insufficient waterway which has been allowed at certain places will be awaited. No time should be lost in increasing the waterway where necessary.

Paragraph 6.

3 The proposed temporary extension of the line at Tuticorin between the Railway station and the jetty may be dispensed with.

Paragraph 7.

4 It is of great importance that the telegraph posts should be numbered throughout with the least practicable delay, and it is satisfactory to learn that the Chief Engineer of the Company has arranged for the work being completed expeditiously.

Paragraph 8

5 The necessity for having the watchmen trained in anticipation of their services being required has already been forcibly impressed on the Railway authorities, and His Excellency the Governor is satisfied that Mr Logan has taken the matter up, and is arranging that the system of instruction adopted shall be vigorously carried out.

Paragraph 9

6 It has already been decided in separate Proceedings that the use of the line by His Royal Highness the Prince of Wales is not to be considered as throwing it open to public traffic.

Paragraph 10.

7 Arrangements will be made, if possible, to meet the Consulting Engineer's recommendation that the journey from Trichinopoly to Madura shall be performed by daylight.

8 His Excellency the Governor in Council notices with pleasure the laudable exertions of the officers under the Chief Engineer, who have worked with great energy under trying circumstances.

Paragraph 11

(True Extract)

Major-General, R E,
Secretary to Government

To the Consulting Engineer for Railways
,, Political Department

Exd W J Lewis

Spare Copies

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE.

Madras, 10 November 1875.

No. 609.

From

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

Consulting Engineer for Railways,

To

MAJOR-GENERAL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George

SIR,

I have the honour to report, for the information of Government, that I have returned from inspecting the Southern extension of the South Indian Railway. The progress made in completing the construction of the line between Madurai and Tuticorin continues to be as satisfactory as when last reported on by Major Smith.

at

2. At the time of my inspection there were only three bridges unfinished: the bridge over the Vyhar at Satoor, consisting of twelve 70 feet openings; the Gunnechery bridge, consisting of five 70 feet openings; and an intermediate bridge over a small stream, consisting of five 50 feet openings. I have subsequently learnt that the last pair of girders has been successfully placed in position at the Satoor bridge; and although the work at the Gunnechery bridge was seriously impeded by a heavy fresh in the river, I have every reason to expect that

that the whole of the girders are now in position. The completion of the latter bridge will allow the girders for the five 50 feet openings to be brought up; and I confidently expect that an engine will be able to run through from Madura to Suberin by the 15th instant, the date named by Major Smith.

3. All other necessary work along the line is making fair progress. The ballasting of some parts has been unavoidably delayed until the completion of the bridges; but there will soon be five ballast trains at work; and the line will

will probably be ready for the passage of trains by the end of this month. All the watering arrangements will probably be in working order by that time.

4. The Tirunelveli branch is still in need of additional ballast in several places, but with this exception it is now ready for the passage of trains. The bridge over the Sittar, consisting of ten 70 feet openings, was finished upon the 1st instant.

5. The station buildings are well advanced, but it is more than doubtful whether all the goods

goods-sheds will be ready by the end of this month. The passenger-sheds will all be finished.

6. The necessity for additional waterway has been proved by some recent heavy floods, especially near the Maniachee and Tirumangulum stations. Proposals with respect to this will be made by the Chief Engineer.

7. I have already addressed you demi-officially with regard to the proposed temporary extension of the line at Tuticorin, between the Railway station and the jetty; and I understand that Government have approved of the suggestion

to

to dispense with the proposed extension.

8 The erection of the telegraph wire upon permanent posts is now complete, and the mile-boards have been placed upon ^{them} as far South as Satov. The numbering of the telegraph posts is also in progress; but this work takes time, and it is to be regretted that it was not undertaken sooner. The Chief Engineer has however promised that additional men shall be employed upon this important duty, and that it shall be taken in hand at different points along the line.

The

9 The want of training among the watchmen continues to be the weak point upon the line. Owing to the pressure of work in other directions, this want is to some extent unavoidable; and I trust that the arrangements made by the Chief Engineer will result in the line being guarded by an efficient body of watchmen when the time comes to open it for traffic.

10. I have no doubt whatever that, by the 10th December the date named for the journey of His Royal Highness the Prince of Wales from Madras to Litchfield the

the line between those places will be in a fit state for the Royal special train to run over it; and for passenger trains generally, if it should be determined to declare it open to the public from that day. This point will depend, in great measure, upon the amount of rolling-stock then available. I understand it to be the intention of Government that His Royal Highness shall travel between Madras and Tuticorin during the day; and I feel it my duty to urge that, if possible, the journey of His Royal Highness between Trichinopoly and Madras

Madras should also be performed during daylight. I am not of opinion that any positive risk would be entailed by running a train between Trichinopoly and Madras during the night; but the newness of the line, its unfenced condition, the uncertainty of the weather, and the comparative inexperience of the watchmen, make it of importance that His Royal Highness' journey should, if possible, be performed during daylight.

11. I trust that the progress which has been made upon the unopened part of the Southern

Southern Extension will be satisfactory
to Government. The work has
latterly been performed at high
pressure; and all engaged upon
it have been subjected to constant
exposure and to much fatiguing
dudgery. The officers employed
upon it have been W. White,
Deputy Chief Engineer, and
Messrs. Spalding, Rice, Patridge,
Nicholas, and Dredge, Assistant
Engineers. The satisfactory
result which I am able to
report could have been secured
only by great exertion and
untiring energy on the part of
those

those Gentlemen.

15th

I have the honor to be
Sir

Your Most Obedt Servant
Wm. T. H. R. E.

Cons. Engineer for
Railways

No 3273 P. W. D.

Proceedings of the
Madras Government
under date 16 Nov 1875

Read the following
papers:

From the Cons Sec for Rys (H.L. to 609 d of 10 Jan/75)

H.L. the Governor in
Council is glad to
observe that satisfactory
progress continues to
be made on the Southern
Extension of the South
Indian Railway.

2. ~~Attention is specially~~
~~calling to~~ the insufficient
waterway which has
been claimed at
certain places. No
time should be lost
in

Para. 6

1875-76 to 640-642
16-12-75 " 306-307

Q. W. 1875 Sept.

RAILWAY DEPARTMENT.

No: 7229

From
The Consulting Engineer
for Railways

To

The Secretary to Government,
R. W. Department,
Fort Saint George.

Dated
Recd 1875
November 1875

No 609

Forwarding

a report of progress
made in completion
of the Southern Railway
and the Eastern Railway
and the service.

1875-76

Q. W. 32731 16-11-75

3. The proposed tem- Para. 7
porary extension of
the line at Tuticorin
between the Railway
Station and the jetty
may be dispensed
with.

Para. 7

4 It is of great importance that the telegraph posts should be numbered throughout with the least practicable delay, and it is satisfactory to learn that the Chief Engineer of the Company has arranged for the work being completed expeditiously.

Para 8

5. The necessity for
having the watchmen
trained

Para 9

trained in anticipation of
their services being required
has already been fairly
impressed on the Railway
authorities, and His
Excellency the Governor
is satisfied that
~~the~~ ^{the} ~~Government~~ ^{Government} of Japan
now taking the matter up,
and is arranging that
the system of instruction
shall be adapted ^{separately}
carried out

Kara 10.

c. It has already been decided in separate proceedings that the use of the line by H.R.H. the Prince of Wales is not to be considered as throwing it open to public traffic.

The arrangement for

7. Arrangements will be made, if possible, to meet the Comg Engrs recommendation that the journey from Dickinson to Mandan shall be performed by daylight.

8. At the Governor in Council notices with pleasure the laudable exertions of the officers under the Chief Engineer who have worked with great energy under trying circumstances.

W.M.W.

Indl Traveller

375/76

Cin 12-11-75

Para 11

1. While the fact is that the work of the men on the trip is not to be considered as a part of the regular duty of the men on the trip, it is nevertheless a part of the duty of the men on the trip to travel by daylight from the time of departure to the time of arrival.

CC for Rep: 21
Southern Dept 7
10-11-75

1229

Govt. of Madras.
PUBLIC WORKS.

To
Messrs. Messrs. Messrs.
R. J. L.

Post

Is

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Encl

G. O. No. 3273
1875, No 3273

Nos. 375-376

Return to the
Public Works on the
of proposals made in
the --