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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

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Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
8th February 1875*

No 187 Read the following letter from Lieutenant-Colonel J H M SHAW-
STEWART, R E, Consulting Engineer for Railways, to Colonel G W.
WALKER, R E, Secretary to Government, Public Works Department,
dated Madras, 4th January 1875, No 2 —

I HAVE the honor to submit, for the information of Government, a report by
the Deputy Consulting Engineer upon
Dated 23rd December 1874 an inspection made by him of the South-
West Line of the Madras Railway

2 The attention of the Railway Authorities has been drawn to those por-
tions of the report which require notice

*NOTE on the South-West Line and Bangalore and Neilgherry Branches, Madras Railway,
inspected in December 1874*

I HAVE the honor to report having inspected the South-West Line and the Bangalore and
Neilgherry Branches of the Madras Railway during the current month

2 The roadway generally between Madras and Beypore is in excellent condition, and
working parties are employed, wherever necessary, throughout the line in ballasting, lifting,
packing, etc

3 Between Walliar and Conjeevaram the line has been lately ballasted, and a number of
decayed wooden sleepers are being replaced by pots (iron)

Train ballasting is in progress between Conjeevaram and Palghat, and renewals of sleepers are
being made with iron pots

The wooden sleepers which are being removed are greatly decayed, most of them breaking to
pieces during removal

4 Between Tiroor and Tanoor new jungle-wood sleepers are being substituted, where neces-
sary, for the old The old jungle-wood sleepers are being removed, in most instances, piecemeal,
they are so completely rotten

5 Seven thousand five hundred creosoted pine sleepers have arrived from England at
Beypore, and another cargo is expected shortly Three miles of the line next Beypore are being
renewed with these sleepers

6 The fencing throughout between Madras and Beypore appears to be efficient
Between Madras and Arcotum aloes have been lately planted to supplement the corkapully
and prickly-pear hedges, where they have not proved sufficiently good fences

7 The lines of telegraph, both Government and Railway, appear to be well maintained and
in good working order

8 The upper storey which has lately been added to the Erode station, for the convenience
of passengers obliged to remain for the night at Erode, is almost completed The rooms appear
light, pleasant, and well ventilated The only addition or improvement I can suggest is to have
a skirting board of 12 or 15 inches in depth put on the sides of the staircase, and along the foot
of the railings at the head of the stairs *This addition is necessary to make the staircase
pleasant for LADIES going up or down*

9 The new third-class waiting-room at Erode is almost completed The roof is on and the
inside is being plastered The inner surface of the verandah roof at the Erode station has been
lined with planking, which makes the platform considerably cooler

10 The arrangements for keeping the latrines of the Walliar and Conjeevaram Stations clean
do not appear to be very satisfactory There are no resident sweepers at either of these two sta-
tions A sweeper is supposed to go down daily to Walliar and Conjeevaram by the 9-45 A.M. train
from Pothanore, and to return to the latter station by the 7-15 A.M. train from Beypore, but
this is scarcely a satisfactory arrangement for the passengers by the 8-25 A.M., or mail train
from Pothanore to Beypore

John H. M. Shaw-Stewart

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11 On my arrival at the Walliar Station on the morning of the 5th instant by the 9 45 A.M. train from Pothanore, I found the latrines in a dirty, neglected state. Passengers by the 8 25 A.M. train from Pothanore immediately preceding that by which I travelled must have been similarly inconvenienced, as the Station Master told me the latrines had not been attended to since the previous day, under the present arrangements they could not have been cleaned.

12 At Conjeevare I found the latrines in a similarly unsatisfactory state for similar reasons.

13 At Palghat the latrines were not in as satisfactory a state as they should have been considering that the sweepers are resident there. I pointed this out to the Railway Apothecary at Palghat, who is in charge of the sanitary arrangements at the stations from Pothanore to Puttamby.

14 The stations on the South-West Line are, as a rule, kept neat and clean.

15 I travelled from Pothanore to Beypore on the 5th instant by the train which should have left the former station at 9-45 A.M. It did not however start until 10 A.M. On my inquiring the cause of delay, I was told by the Station Master that the train was "waiting for grease." This did not, and does not, appear to me to be a satisfactory explanation for detaining a train 15 minutes after its proper time of starting at a large station like Pothanore.

16 There is, I think, considerable room for improvement on the Madras Railway in the matter of keeping axles well oiled or greased, and signal and roof lamps properly trimmed and kept free from accumulations of soot in their covers.

17 I have on several occasions lately travelled by trains which were delayed in consequence of axles heating, and which heated purely from want of being sufficiently oiled or greased before starting.

18 An instance of this which has lately come under my observation was as follows — When returning from Pothanore to Bangalore on Saturday last, the 19th instant, by the mail train which leaves the former station at 3-50 P.M., one of the axles of a new first class double saloon carriage was found to be very much heated on arrival at Somanoor. According to rule, the carriage in question should have been shunted at Somanoor and the passengers transferred to other carriages, but as nothing appeared to me to be wrong with the axle except being insufficiently supplied with oil, and as all the other carriages were full, I requested the driver of the train to have the axle cooled, then well supplied with oil, and to take on the carriage, if possible, to Erode. This was done, and I carefully examined the axle with the driver at each of the stations between Somanoor and Erode. As I found that the axle cooled down as we proceeded, instead of heating again, it was clear that there was nothing wrong further than its having been insufficiently oiled.

19 With regard to carriage roof and signal lamps not being sufficiently cleaned and in good order, the following is an instance in point —

I travelled from Beypore to Jollapett on the 6th instant by the 10-15 A.M. or mail train, in the inspection carriage attached to the rear of the train. Shortly after leaving Erode I noticed that, although there were two red side lamps attached to the inspection carriage, only one was burning, and that but dimly. The rear red lamp was also burning very dimly.

To indicate that a train was "following" the one in which I travelled, a small hand-lantern, without a top, was tied with string in an insecure and slovenly manner alongside the regular large red rear lamp. A puff of wind, or a few drops of rain, would have at once extinguished this wretched little substitute for the proper signal.

20 On arriving at Sunkerrydroog I questioned the chief guard about the signals for the rear vehicle, as he is the official supposed to be responsible for their correctness, and for being in proper trim. He told me that the two side, and the one rear, lamps were trimmed at, and sent from, Beypore with the train, and that he had applied at Erode for a second rear lamp to indicate "train following," but had been told that there were "none there." The little hand-lamp above-mentioned was therefore tied on to do duty for the regular rear red lamp which should have been attached.

21 The lamps flickered dimly until the train arrived at Salem, when they were thoroughly examined and found to be choked at the top with soot. They were then properly cleaned, and of course burned satisfactorily afterwards.

22 The rules regarding night signals for an ordinary mail train such as I travelled by are as follow —

"Every ordinary train running on the line between sun-set and sun-rise, or in a doubtful light, must carry a red tail light and two red side lights."

"Whenever an ordinary train is to be followed by a special train, or whenever a special train or engine is followed by one or more special trains or engines, a red board by day and an additional red tail light by night is to be fixed at the back of the ordinary train, etc., etc."

23 There appears to be no reason why the Station and Assistant Station Masters at Pothanore and the Station Master at Erode should not conform to the rule of wearing uniform when on duty at the arrival and departure of passenger trains. Yet I have never seen them in uniform of any kind, and I have on several occasions been obliged to point out the Station Masters in question to passengers who wished to speak to them.

24 I have frequently brought to the notice of Government the inconvenience which arises from the officials not wearing a uniform or distinguishing badge of some kind.

The Government have frequently communicated their views and wishes on this subject to the Madras Railway Company, and the Madras Railway Company have as frequently expressed their willingness to meet the wishes of Government in the matter. It appears strange, therefore, that at two such important stations as Pothanore and Erode, the Station and Assistant Station Masters should always appear in plain clothes when on duty.

25 The building of the water-pandal at Jollapett Station was recommenced on the 7th instant and is now almost finished.

26 At Vaniembady the "Gwynn's" pumping engine which was upset and buried in the bed of the Vaniembady river, during the late floods, has been dug out, cleaned, and is now at work, keeping the foundations for the new Vaniembady bridge clear of water.

27 A ring-bund has been constructed completely round the break in the Gooriattum bridge, and arrangements are being made for the permanent repair of the bridge.

The Vaniembady, Mailputty, and Gooriattum, temporary bridges have all stood, and are all standing well.

28 Materials are being collected at the Poiney bridge for the protective works, and well sinking is in progress along the down stream side of the bridge.

29 On several occasions lately I have travelled by trains in which parties of European Soldiers were proceeding either to or from Wellington, Bangalore, Trichinopoly, or Beypore. I noticed that there was never a sufficient provision of drinking water for them at any of the stations.

The water in the ordinary station filters was all they had to draw upon. This state of things might easily be remedied by sending a telegram to stations along the route, when a sufficient supply of drinking water might easily be provided before the arrival of the train.

30 Bangalore Branch — The roadway of the Bangalore branch is in excellent order on the whole.

It suffered severely during the late very wet season.

Between Bangalore and Malloor the roadway is rather rough in places still.

The temporary bridge over the Cadgoody break has stood and is standing well.

31 The stations and latrines are kept clean and neat.

32 The fencing appears efficient and in good order throughout.

33 The telegraph appears to be in good working order, and to be well cared for.

34 Neilgherry Branch — The Neilgherry Branch roadway is in excellent order throughout.

35 The aloe fencing generally is much improved, probably on account of the unusually wet season we have just had.

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In some places, where water lies on the surface of the land, the aloe fence has not thriven well. Stone walls with rough Scotch copings have been built in such places to supplement the vegetable fence.

36 The telegraph appears to be in good working order, and to be well maintained.

37 The third class waiting-room at Coimbatore Station has been enlarged to twice its original size, and now forms a roomy and convenient place for native passengers.

38 The under surface of the Coimbatore Station verandah has been sheeted with planking and the platform is consequently much cooler.

39 A waiting-room for first-class passengers is greatly wanted at Coimbatore. There is at present no place of the kind. The mail trains through are frequently late, and ladies have occasionally to suffer a good deal of inconvenience from there being no place to sit down and rest. Ample accommodation is provided for third-class passengers, but as I have already said there is none whatever for second and first class passengers.

40 At Karamaly, the new lay-by for vehicles has been completed.

41 At Mettapolliem, a new carriage dock and horse platform have been constructed.

42 The Mettapolliem Station Master states that the present goods shed is not large enough for the traffic passing through.

It only accommodates two wagons at a time. Rain has soaked into one corner and along one face of the building. This is owing, I imagine, to the eaves of the corrugated iron roof not projecting quite far enough.

The Station Master also complains that rain beats in at two of the goods shed doors, and that the water thus finding its way in has no means of getting out again. A slight alteration in the slope of the floor would be sufficient to remedy this.

43 The Mettapolliem Station verandah roof has been sheeted inside with planking, thus making the passenger platform considerably cooler.

44 I observed that the Station Master at Mettapolliem wears the uniform helmet only, and does not wear the uniform coat, however this is better than nothing, and enables many people to conjecture who he may possibly be.

BANGALORE,
23rd December 1874

(Signed) ROSS THOMPSON, Captain, R.E.,
Offg Dy Cnsg. Engr for Railways

No 188

ORDER THEREON, 8th February 1875, No 349

RAILWAY, No 28

The Consulting Engineer submits with the above letter a report by Captain Ross Thompson on the result of his

inspection of the South-West Line and the Bangalore and Neilgherry Branches of the Madras Railway. His Excellency the Governor in Council will proceed to notice such points as call for special remark.

2 Paragraph 2—The Deputy Consulting Engineer bears testimony to the excellent condition of the roadway generally between Madras and Beypore, and

• Paragraph 6

† Do 7

to the eminent state of the fences* and lines of telegraph† along that portion of the line

3 Paragraphs 15 to 22—Attention is specially invited to the subject of the defective arrangements noticed in paragraphs 15 to 22 in respect to the greasing of carriages, and to the provision of the prescribed number of suitable signal lamps, properly trimmed, for trains.

4 Paragraphs 23, 24 and 44—Looking to the frequency with which the subject of the wearing of uniform by the station staff on duty has been brought to notice, and to the recognition of its importance by the officers of the Company,

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His Excellency the Governor in Council is unwilling to believe that disregard of the rule at the Pothanore and Erode Stations is habitual, and will be glad to receive an assurance on this point from the Agent and Manager.

5. Paragraphs 26—28—It is noted that attention is being paid to the means of crossing at the Vaniembady, Goornattum, and Mailputty rivers, and to the completion of the protective works of the Poiney bridge.

6 Paragraph 29—The subject of a sufficient supply of drinking water for troops travelling by train is specially remitted to the notice of the officials of the Company.

7. Paragraphs 30—36—The roadway on the Bangalore and Neilgherry Branches as well as the fencing and telegraph lines are reported to be in a generally satisfactory condition.

(True Extract.)

(Signed) G. W. WALKER, R.E., Colonel,

Secretary to Government.

To the Consulting Engineer for Railways

Military Department.

Exd. S. T. Austin.
Spare Copies

S B 103

Note on the South West-Line
and Bangalore and Neilgherry
Branches, Madras Railway
Inspected in December 1874

1. I have the honour to report
having inspected the
South West-Line, and
the Bangalore and
Neilgherry Branches
of the Madras Railway
during the current
month.
2. The roadway generally
between Madras and
Beylore is in excellent
condition, and working
parties are employed
whenever necessary
throughout the line
in ballasting, lifting,
packing &c.
3. Between Wallur and
Conjeevee, the line has
been lately ballasted,
and a number of
decayed wooden sleepers

are being replaced
by pots (Iron).

Train ballasting is
in progress between
Conjode and Paulghat,
and renewals of sleepers
are being made with
iron pots.

The wooden sleepers which
are being removed are
greatly decayed, most
of them breaking to
pieces during removal.

Between Leroor and 4.
Lauwar, new jungla wood
sleepers are being
substituted, where
necessary for the old.
The old jungla wood
sleepers are being
removed, in most
instances, being much
they are so completely
rotten.

Seven thousand five 5.
hundred Crossed Tim
sleepers have arrived
from England at
Beyport, and another
cargo is expected.

Three miles of the line
Beyport are
being renewed with
iron sleepers.

6.

The fencing throughout
between Madras and
Beyport appears to be
efficient.

Between Madras and
Arcot, also have
been lately planted
to supplement the
Corkbally and prickly
pear hedges, where
they have not formed
sufficiently good fences.

7.

The lines of Telegraph,
both Government and
Railway, appear to be
well maintained and
in good working order.

8.

The Upper Storey which
has lately been added
to the Trade Station,
for the convenience of
passengers obliged
to remain for the night
at Trade, is almost
completed. The rooms
appear light, pleasant.

and well ventilated.
The only addition or
improvement I can
suggest, is to have a
skirting board of 12
or 15 inches in depth
put on the sides of
the staircase, and
along the foot of the
railings at the head
of the stairs.

This addition is necessary
to make the staircase
pleasant for ladies
going up or down.

The new third class
waiting room at
Erode is almost
completed. The roof
is on and the inside
is being plastered.

The inner surface of
the verandah roof at
the Erode station has
been lined with planking,
which makes the
platform considerably
cooler.

10. The arrangements for
keeping the latrines of
the Walliar and Compode
stations clean, do not
appear to be very satisfactory.
There are no resident
sweepers at either of
these two stations.

A sweeper is supposed
to go down daily to Walliar
and Compode by the
9.45 am train from
Pothanore, and to return
to the latter station by
the 7.15 am train from
Beypore, but this
is scarcely a satisfactory
arrangement for the
passengers by the 8.25
am. or mail train from
Pothanore to Beypore.

11. On my arrival at the
Walliar station, on
the morning of the 5th
instant, by the 9.45 am
train from Pothanore,
I found the latrines in
a dirty, neglected state.
Passengers by the 8.25 am
train from Pothanore
immediately preceding

That by which I travelled,
a must have been similarly
in Commenced, as the
Station Master told me
the Cabins had not
been attended to since
the previous day.
Under the present
arrangements they could
not have been cleaned.
At Compende found .12
the Cabins in a
similarly unsatisfactory
state, for similar
reasons.

At Paulshant - the Cabins .13
were not in as satisfactory
a state as they should
have been, considering
that the Sleepers are
resident there.

I pointed this out
to the Railway Officer
at Paulshant, who is
in charge of the
Sanitary Arrangements
at the Stations from
Pothore to Puttambry.

14. The Stations on the 6
South West Line are,
as a rule, kept neat
and clean.

15. I travelled from Pothore
to Beypore on the 5th
Instant, by the train
which should have
left the former Station
at 9.45 am. It did
not however start until
10. am. On my
inquiring the cause of
delay, I was told by
the Station Master
that the train was
"waiting for grease"
This did not, and does
not appear to me
be a satisfactory
Explanation for
detaining a train 15
minutes after the proper
time of starting, at
a large Station like
Pothore -

16. There is I think,
considerable room
for improvement -

On the Madras Railway
in the matter of keeping
Axles well oiled or greased,
and Signal and 3rd class
property trimmed and
kept free from accumulation
of dirt in their cases.

I have on several occasions
occasionally travelled
by train which were
delayed in consequence
of Axles heating, and
which heated purely
from want of being
sufficiently oiled or
greased before starting.

An instance of this which
has lately come under
my observation, was
as follows. —

When returning
from Pithavore to
Bangalore on Saturday
last, the 19th instant,
by the mail train which
leaves the former station
at 3.50 pm, one of the
axles of a new first-
class Corrie Saloon Carriage

+ on arrival at +
+ Somanoor +

Carriage, was found to
be very much heated. +
According to rule, the
Carriage at this time should
have been shunted at
Somanoor, and the
passengers transferred
to other Carriages, but
as nothing appeared to
me to be wrong with the
Axle, except being
insufficiently supplied with
oil, and as all the
other Carriages were full
I requested the Driver of
the train to have the
Axle cooled, then
well supplied with oil
and to take on the
Carriage if possible to
Bade. This was done.
And I carefully examined
the Axle with the Driver
at each of the Stations
between Somanoor and
Bade. As I found that
the Axle cooled down
as we proceeded, instead
of heating again, it
was clear that there
was nothing wrong
further than its having
been insufficiently oiled

With regard to 19
Roof and Signal Candles
not being sufficiently
cleaned and in good
order. The following is
an instance in point:-

Travelled from Beypore
to Jallapett on the
6th instant by the
10.15 am, or Mail train,
in the Inspection Carriage
attached to the rear of
the train.

Shortly after leaving
Grade I noticed that
although there were two
red ~~candle~~ side candles
attached to the Inspection
Carriage, only one was
burning, and that but
dimly. The rear red
candle was also burning
very dimly.

To indicate that a train
was "following" the one
in which I travelled,
a small hand lantern,
without a top, was tied
with string in an insecure

and slovenly manner
alongside the regular
large red rear candle.
A puff of wind, or
a few drops of rain
would at once
extinguish the
wretched little substitute
for the proper signal.

20.

On arriving at
Sunkum Dragg I
questioned the Chief
Guard about the signals
for the rear vehicle,
as he is the official
supposed to be responsible
for their correctness,
and for being in proper
trim.

He told me that the
two side, and the one
rear candles were trimmed
at - and sent from
Beypore with the train,
and that he had
applied at Grade for
a second rear candle
to indicate "train
following" but had

been told that there
were "None there".

The Little Hand Camp
above mentioned was
there for tied on, &
as duty for the regular
year red camp which
should have been attached.

The Camps picked
climbed until the
train arrived at Salem
when they were
thoroughly examined
and found to be choked
at the top with soot.
They were then properly
cleaned, and of course
burned satisfactorily.
Afterwards

The rules regarding night 22
signals for an ordinary
mail train such as
I travelled by are as
follows.

"Every Ordinary train
"Running on the Line
"between Sun Set and
"Sun Rise, or in a doubtful

"doubtful light, must
"Carry a Red Tail Light
"and two Red Side Lights

"Whenever an Ordinary
"train is followed by
"a Special train, or
"Whenever a Special train
"or Engine is followed by
"one or more Special
"trains or Engines, a
"Red Board by day
"and an Additional
"Red Tail Light by night
"is to be fixed at the
"back of the Ordinary
"train &c.

23.

There appears to be no
reason why the Station
and Assistant Station
masters at Portsmouth
and the Station Master
at Exeter should not
conform to the rule of
wearing uniform when
on duty, at the arrival
and departure of
passenger trains.

Get I have never seen
them in uniform of
any kind, and I have
on several occasions
been obliged to point
out the Station Masters
in question to passengers
who wished to speak
to them.

I have frequently brought 24
to the notice of Government
the inconvenience which
arises from the officials
not wearing a uniform
or distinguishing badge
of some kind.

The Government have
frequently communicated
their views and wishes
on this subject to
the Madras Railway
Company, and the
Madras Railway Company
have as frequently
expressed their willingness
to meet the wishes of
Government in the
matter of uniform.

Therefore that at least 10
such important stations as
as P. O. Manore and
Vadakkudi, the Station and
Assistant Station Masters
should always
appear in plain clothes
when on duty.

25. The building of the
water Pandal at
Jallampett Station was
recommenced on the
1st instant and is
now almost finished.

26. At Vannambady, the
"Geyser" pumping
Engine which was
upset and buried in
the bed of the Vannambady
River, during the late
floods, has been dug
out, cleaned, and is
now at work keeping
the foundations for the
new Vannambady Bridge
clear of water.

27. A Ring beam has been
constructed completely
round the break in

1. ... 1. ... 1. ...

The Gooriallum bridge
and arrangements are
being made for the
permanent repair
of the bridge.

The Fattimbady
mail post and
Gooriallum temporary
bridges have all
stood, and are all
standing well.

Materials are being
collected at the Poney
Bridge for the protection
works; and well sinking
is in progress along the
down stream side of
the bridge.

On several occasions
late. I have travelled
by train, in which
parties of European
soldiers were proceeding
either to or from Wellington
Bangalore, Fictinport
or Bangalore. I noticed
that there was never
a sufficient provision

provision of drinking
water at any
of the stations.
The water in the main
station cistern was all
they had to draw upon.
This state of things
might easily be remedied
by sending a telegram
to stations along the
route, when a sufficient
supply of drinking
water might easily be
provided before the
arrival of the train.

30. Bangalore Branch
The roadway of the
Bangalore Branch
is in excellent order
in the whole -
It suffers severely
during the late very
wet season.

Between Bangalore
and Malloori the
roadway is rather
rough in places still.
The temporary bridge
over the Cadgordy break
has stood and is
standing well.

The Stations and
Carriages are kept clean
and neat. .31

The fencing appears
efficient and in good
order throughout. .32

The telegraph appears
to be in good working
order, and the well
care of. .33

Neilgherry Branch. .34
The Neilgherry Branch
roadway is in excellent
order throughout.

The Aloe fencing generally. 35-
is much improved,
probably on account
of the unusually hot
Season we have just
had.

In some places where
water lies on the surface
of the land, the Aloe
fence has not been
well. Stone walls
with rough, Scotch Copings
have been built in such
places, to supplement

The Vegetable fence. 12

36. The telegraph appears
to be in good working
order and the well
maintained.

37. The third class waiting
room at Coimbatore
Station has been enlarged
to twice its original
size, and now forms
a roomy and convenient
place for native passengers.

38. The under surface of the
Coimbatore Station
Verandah has been
shaded with plankings
and the platform is
consequently much
cooler.

39. A waiting room for
first-class passengers
is greatly wanted at
Coimbatore. There is at
present no place of
the kind. The mail
trains through are
frequently late, and
caddies have occasionally
to suffer a good deal of

incommence from ^{the} being
in place & sit down and
rest. Ample accommodation
is provided for third class
passengers, but as I
have already said there
is none whatever for
second and first class
passengers.

At Karamady, the 40
new Lay By for Vehicles
has been completed.

At Mettappalliem or 41
new Carriage Dock,
and some platform
have been constructed.

The Mettappalliem Station 42
Master States that
the present Goods Shed
is not large enough
for the traffic passing
through.

It only accommodates two
wagons at a time.

Rain has soaked into
one corner and along
the side of the building.
This is owing to leakage
from the roof.

The Corrugated Iron Roof
is projecting quite far
enough.

The Station Master also
complains that rain
beats in at the side of the
Goods Shed door,
and that the water
is finding its way
in, has no means of
getting out again.

A slight alteration in
the slope of the floor
would be sufficient
to remedy this.

43. The Mettappalliem Station
Verandah Roof has
been sheeted inside
with planking, thus
making the Passenger
platform considerably
cooler.

44. I observed that the
Station Master at
Mettappalliem wears
the uniform helmet
only, and does not
wear the uniform coat.
However this is better
than no uniform at all.

Enables many people
to conjecture who he
may possibly be.

Paul Thompson
Captain R.E.
Offg. Dir. Com. Engrs. for Railways

Bangalore
December 23rd 1874

Dear Sir,

I have the honor to

acknowledge the receipt of

your letter of the 17th inst.

in relation to the

proposed railway line

from Bangalore to

Channarayana.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No 2

From

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

To

COLONEL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department.
Fort Saint George.

Sir,

I have the honour to sub-
mit, for the information of Govern-
ment, a report by the Deputy Con-
sulting Engineer upon an inspec-
-tion made by him of the South-
West line of the Madras Railway.

The attention of the Railway
Authorities has been drawn to those
portions of the report which require
notice.

I have the honour to be
Sir
your most obedient servant
W. H. M. Shaw Stewart
Consulting Engineer for Railways

Madras
4th January
1875
Respect

P. W. 42/74

24. Dec. 1874

- The ...
- ...
- ...
- ...
- ...
- ...
- ...
- ...
- ...
- ...

Abstract

[Faint handwritten notes at the bottom of the page]

— *Ch. 10*

THE UNIVERSITY OF CHICAGO

From
The Consulting Eng: for
Railways

Read the following
349

The Consulting Eng:
submits with the above
letter a report by Capt
Ross Thompson on the
result of his inspection
of the S.W. line and the
Bangalore and Hilyberry
Branches of the Madras
Railway. It is recommended
the Governor in Council
will proceed to order
such prints as call for
special remark.

17/1
10/1

Para 2.

The Deputy Consulting
Engineer bears testimony
to the excellent condition
of the Roadway generally
between Madras and
Beyoor, and to the
efficient state of the
Fences

+ Para 6

G. N. 1875
Railway Department

From
The Consulting Engineer
for Railways,
To
The Secretary to Government,
P W Department,
Fort Saint George

Dated 4th January 1875.
Recd
No 2

Enclosed are a Report
by the Engineer, Capt J. P. W.
upon an inspection made
by him of the S.W. line
of the Madras Railway
No. 349, & 2. 25.

Dec 187
Q. 12

Fences and lines of
Telegraph along that
portion of the line.

Para 7

~~The arrangements
for the bitumens
the station and the
station appear to require~~

Paras 10-12

~~is especially invited to~~ Paras 15 to 22

the subject as well as
of the defective arrange-
ments noticed in paras
15 to 22 in respect to the
gracing of carriages
and to the provision
of the prescribed number
of suitable signal lamps
properly trimmed for
trains.

Looking to the
frequency with which
the subject of the wearing
of uniform by the Station
Staff on duty has been
brought to notice and to
the recognition of its
importance by the
Officers of the Company.

Paras 23-24 & 44

That the hint given
in para 4. of S.O. No 2496
of 3rd Sept. 1874 was
not superfluous.

Paras 26-28

Completion of the pro-
tective works of the
Dorney Bridge

Para 29

Paras 30-36

His Excellency the Governor
in Council is unwilling
to believe that disregard
of the rule at the
Panthanoor and Erode Stations
is habitual, and will
be glad to receive an
assurance on this point
from the Agent and
Manager. [It would appear

It is noted that
attention is being paid
to the means of crossing
at the Vanimbadu, Gov.
headquarters & Mailpathy and
Poring rivers; and to the

The subject of a
sufficient supply of
drinking water for
troops travelling by train
is specially remitted
to the notice of the officials
of the Company.

The Roadway on the
Bangalore and Huelgherry
branches as well as the
fencing and telegraph
lines are reported to
be in a generally satisfactory
condition

Condition:

The other portions of
the report will doubtless
receive due attention at
the hands of the Railway
Authorities.

G.M.W.

The Engineer for Rep.
Rail Department
Sept 12-2-75

12/18-1-75

42

Gob. of Madras
PUBLIC WORKS.

For
★

The Engineer-in-Chief.

Dated

Recd

a. o. 8 Feb. 1875, No. 349

Nov 187-188.

Inspection Report - By

Passing orders on
letter from the Comdant
for By submitting a
Report by Capt. R. P. P.
~~Thompson~~ on Thompson.
son on the result of his
inspection of the South
West Line and the Bangalore
& Heulghery Branches of
the Madras Railway.

12-2-75