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(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	495	Press
B.P. No.		Mis.
Dated	20. 2	195-1875

Not to be folded or roughly handled

117

*Proceedings of the Madras Government, Public Works Department,
20th February 1875.*

No. 512. 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, 28th January 1875, No. 68:—

I HAVE the honor to submit, for the information of Government, a report by the Deputy Consulting Engineer upon the condition of the Arconum-Conjeveram Line, which was inspected by Lieutenant Coaker upon the 25th instant.

*Note on an Inspection of the Arconum-Conjeveram Branch of the South Indian Railway on
the 25th January 1875.*

THE line is generally in good order; a slight deficiency of ballast was noticeable at a few points, but these were being attended to. A gradient near the Pulloor Station, which was found inconvenient in working heavy trains in and out of the station, has been flattened.

2. The vegetable fencing continues to improve, especially where the space between the slope and the fence has been filled in with sand. In alkaline soils, where aloes do not thrive on account of the continual dampness, this arrangement has been found to effect a great improvement in their growth.

3. The masonry works are in good order, with the exception of the bridges which were damaged during the late floods; these were temporarily restored at the time, but the permanent repairs have not yet been undertaken. The temporary bridge at the 14th mile has stood well, though for five days water flowed through up to within 6 inches of the bottom of girders. The protective works to the Pulloor bridge are being proceeded with. All the wells have been sunk to their full depths, but seven still remain to be filled with concrete. The remainder of the curtain wall will then be built and the work completed without further difficulty.

4. It has been found necessary to remove the creosoted pine sleepers from the curves (of about 6 chains radius) at the temporary bridge, owing to the spikes with which the rails were fastened having been found to draw on the passage of trains. Teak sleepers, which are much harder than pine have been substituted and are found to obviate the inconvenience. No fang bolts were used with the pine sleepers, but these are generally placed at each end of a rail on the lines now being constructed. The wheel base of the engines in the Arconum-Conjeveram Line is 9 feet, while that of the new locomotives is 12 feet, so that on curves of small radius, e.g., 20 chains, it may be found necessary to use fang bolts with every sleeper.

5. The traffic during the last two months has been very good, both in passengers and goods. With the prospect of an abundant harvest the merchants appear to be clearing out their present stocks of grain, and in December the tonnage of goods was larger than during any month since the opening of the line. Sixty tons of grain were booked at Pulloor, a very unusual quantity. Mr. LeaHair informs me that since the interruption of traffic on the Madras road, a number of merchants who were then driven to use the railway still continue to do so, notwithstanding that the road has again been made passable. When traffic can be carried to Madras without break of bulk, it is probable that a much larger proportion than at present will be sent by rail. I am informed that a numerous signed petition has been presented to the Agent by the inhabitants of Conjeveram urging the construction of the connecting line with Chingleput.

MADRAS,
28th January 1875.

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

No. 513.

ORDER THEREON, 20th February 1875, No. 495.

RAILWAY, No. 69.

ORDERED to be recorded.

2. The Consulting Engineer will report whether the objection to soft

Proceedings of the Madras Government, Public Works Department,
20th February 1875.

wood sleepers noticed in paragraph 4 of the Deputy Consulting Engineer's report has been found to exist elsewhere.

3. The traffic prospects on this line are encouraging.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. W. J. Lewis.
Spare Copies

21 S.P. 3
Note on an inspection of the Arcotum-
banjeveram branch of the South
Indian Railway on the 25th January
1875.

1. The line is generally in good
order: a slight deficiency of ballast
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these were being attended to. A gradient
near the Pulloor station which was
found inconvenient in working
heavy trains in and out of the sta-
tion has been flattened.

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space between the slope and the fence
has been filled in with sand. In
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4. It has been found necessary to remove the creosoted pine sleepers from the curves / of about 6 chains radius / at the temporary bridge, owing to the spikes with which the rails were fastened having been found to draw on the passage of trains. Teak sleepers which are much

much harder than pine have been substituted and are found to alleviate the inconvenience. No fang belts were used with the pine sleepers but these are generally placed at each end of a rail on the lines now being constructed. The wheel base of the engines in the Arcorum - Conjeeveram line is 9 feet, while that of the new locomotives is 12 feet, so that on curves of small radii, e.g. 20 chains, it may be found necessary to use fang belts with every sleeper.

5. The traffic during the last two months has been very good, both in passengers and goods. With the prospect of an abundant harvest the merchants appear to be clearing out their present stocks of grain, and in December the tonnage of goods was larger than during any month since the opening of the line. Sixty tons of grain were booked at Pullaw, a very unusual quantity. Mr. Leitch informs me that since the interruption of

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the Agent by the inhabitants of Ben-
jeveram urging the construction of the
connecting line with Chingleput.

Madras
28th January
1875
Sd/-
W. Walker

Lieut. Col.
Dy. Comm. Engrs. for Ry.?

5753/75

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 68.

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 submit,
for the information of Government, a
report by the Deputy Consulting En-
gineer upon the conditions of the
Arconum - Benjeveram line, which
was inspected by Lieutenant Baker
upon the 25th instant.

I have the honour to be
Sir

Your most obedient servant

Madras
28th January
1875
Sd/-
W. Walker

W. Walker Lieut. Col., R.E.,
Consulting Engineer for Railways

P. W. 1875 Depart
P. W. 1875 Depart

RAILWAY DEPARTMENT.
From *No 593.*
The Consulting Engineer
for Railways,
To
The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 28th Jan'y 1875.
Recd. 29th Jan'y
Enc. 1. No. 68.

Submitting
a report by the
Sg. Cons. Eng. upon
the condition of the
Arcconum-Congeveram
line inspected on the
25th instant.
S.O. No. 495. 20.2.75.

CP 572
1030-1-75

From.

The Consulting Engineer
for Railways -

(S.O. No 68 of 28 Jan'y 1875)

495

Ordered to be
recorded.

The Consulting Engineer
will report whether the
objection to ~~create~~ ^{soft wood}
sleepers noticed
in para. 4 of the Deputy
Consulting Engineer's
report has been found
to exist elsewhere.

The traffic prospects
on this line are encour-
aging.

MS 11/2

Carriage for Dept
S.O. No. 222 of 22-2-75

593

Govt. of Madras.

PUBLIC WORKS.

The Engineer-in-Chief

Date:

Recd.

Encl.

G. O. 20 Febry. 1875. No. 495

Nos. 512-513

exist elsewhere -

Report - (By)

The by ~~Conjunct~~ report
of his inspection of
Note on an inspection of
the Arcotum - Conjeevaram
branch of the South Indian
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wood sleepers noticed in para 4
of the note has been found to