

(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.

B.P. No.

1264 (Ry)

Press

Mis.

Dated

1 - 6 -

1876

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
1st June 1876.*

No. 16. 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, 22nd May 1876, No. 249 :—

I HAVE the honor to lay before Government a report by the Deputy Consulting Engineer upon the Arconum and Conjeveram branch of the South Indian Railway, which was inspected by Captain Coaker upon the 16th instant.

2. The bridge of four openings of 25 feet, referred to in paragraph 3 of the report, is the one the construction of which was sanctioned in Proceedings of Government, under date the 27th December 1875, No. 3,639.

3. The falling off in the grain traffic is not confined to the Conjeveram line. Upon the Madras Railway the goods receipts under this head have suffered in like manner; and on that line the decrease is ascribed by the Traffic Manager partly to an unfavorable season, and partly to the large importations of rice from Calcutta to the West Coast ports, which have heretofore been in great measure supplied from North Arcot by rail.

4. The condition of the four locomotives upon this short line has of late made it appear doubtful whether the traffic could be carried on without heavy expenditure on repairs; and it is satisfactory to learn that a close examination of the boilers gives room to expect that the engines will be able to last, without such serious outlay, for some time longer; during which it may be hoped that the question of converting the branch to the metre gauge, and of extending it to Chingleput, will be settled.

5. The returns upon this short line are now dependent, in great measure, upon the success of the annual festival at Conjeveram; and it is unsatisfactory to learn that, in consequence of the bad state of the public health, and the scarcity of drinking water at Conjeveram, the passenger receipts during the festival are likely to show a large falling off this year.

*Note on an Inspection of the Arconum-Conjeveram Branch of the South Indian Railway, 16th
May 1876.*

The permanent-way is in good order throughout and fully ballasted. Fencing on the west side weak in places owing to continued drought.

2. The floorings of the bridges have in some cases been improved. At the bridge in the 3rd mile the wings of which were washed away in 1874, the Department Public Works new road bridge has been built close up against the abutments, so that it has been unnecessary to rebuild the wings. On the up-stream side the space between the wings has been floored with concrete. Other minor improvements have been made as labor was available from the ordinary maintenance establishment.

3. In the 14th mile, the new bridge of four 25 feet openings (to replace the bridge of three 14 feet girders) has been built up to the level of the girder sill stones. The foundations passing through alternate layers of sand and clay rest at 17 feet below the surface on sand conglomerate, which is said to be very hard *in situ*, but softens on removal. No flooring is proposed, nor does it seem necessary. The brickwork appears to be sound and good, and the cost, Rupees 5½, per cubic yard very moderate.

Proceedings of the Madras Government, Public Works Department,
1st June 1876.

4. The traffic is slack, stocks of grain being held up in anticipation of a bad season. No salt is being brought from Madras, as the cattle being unemployed it is found cheaper to bring it by cart. The passenger traffic also shows a falling off on account of the unhealthy season.
5. I learn that borings have been made of the boilers and fireboxes of the locomotives, the result showing that but little diminution has taken place in the thickness of the metal. No danger is to be anticipated in working the festival traffic next month, especially as the influx of passengers is not likely to be large owing to the bad state of the public health at Conjeveram, and to the scarcity of drinking water.

(Signed) W. H. COAKER, Captain, R.E.,
Dy. Cong. Engineer for Railways.

No. 17.

ORDER THEREON, 1st June 1876, No. 1,364.

RAILWAY, No. 2.

ORDERED to be recorded.

(True Extract.)

Colonel,

Offg. Under Secy. to Govt., P.W.D.

50 4
Note on an Inspection of the
Arconum - Conjeveram branch of
the South Indian Railway 16th
May 1876.

1. The permanent way is in
good order throughout and fully
ballasted. Fencing on the
west side weak in places owing
to continued draught.

2. The floorings of the
bridges have in some cases
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in the 3rd mile the wings of
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to

to rebuild the wings. On the up stream side the space between the wings has been floored with concrete. Other minor improvements have been made as labour was available from the ordinary maintenance establishment.

3. On the 14th mile, the new bridge of four 25 feet openings / to replace the bridge of three 14 feet girders / has been built up to the level of the girder sill stones. The foundations passing through alternate layers of sand and clay rest at 17 feet below the surface on sand conglomerate which

which is said to be very hard in situ, but softens on removal. No flooring is proposed, nor does it seem necessary. The brickwork appears to be sound and good, and the cost Rs. 5 1/4 per cubic yard very moderate. The traffic is slack, stock of grain being held up in anticipation of a bad season. No salt is being brought from Madras, as the cattle being unemployed it is found cheaper to bring it by cart. The passenger traffic also shows a falling off on account of the unhealthy season.

5. I learn that berings have

have been made of the boilers
and fireboxes of the locomotives,
the result showing that but a
little diminution has taken
place in the thickness of the
metal. No danger is to be
anticipated in working the
festival traffic next month,
especially as the influx of
passengers is not likely to be
large owing to the bad state of
the public health at Bangalore,
and to the scarcity of drinking
water.

P. 4. 8738/76

W. M. D. Captain
Dy. Consulting Engineer for Railways

2
four locomotives upon this short line
has of late made it appear doubtful
whether the traffic could be carried on
without heavy expenditure on repairs;
and it is satisfactory to learn that a
close examination of the boilers gives room
to expect that the engines will be able
to last, without such serious outlay,
for some time longer; during which
it may be hoped that the question of
converting the branch to the metre
gauge, and of extending it to
Chingleput, will be settled.

5. The returns upon this
short line are now dependent, in great
measure, upon the success of the
annual

annual festival at Conjevaram;
and it is unsatisfactory to learn that,
in consequence of the bad state of the
public health, and the scarcity of
drinking water at Conjevaram, the
passenger receipts during the festival
are likely to show a large falling off
this year.

I have the honour to be

Sir

Yours Most obedt Servt

W. M. M. M. M.

Consulting Engineer for Rlys

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 22nd May 1876.

No. 249

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
lay before Government a report by the
Deputy Consulting Engineer upon the
Arcotum and Conjevaram branch of the
South Indian Railway, which was in-
spected by Captain Walker upon the
16th instant.

2.

The bridge of four open-
ings of 25 feet, referred to in paragraph
3 of the report, is the one the construction
of

of which was sanctioned in Proceedings
of Government under date the 27th December
1875, No 3639.

3. The falling-off in the
grain traffic is not confined to the
Konjeveram line. Upon the Madras
Railway, the goods receipts under this
head have suffered in like manner,
and on that line the decrease is ascribed
by the Traffic Manager partly to an
unfavourable season, and partly to the
large importations of rice from Calcutta
to the West Coast ports, which have
heretofore been in great measure sup-
plied from North Arcot by rail.

4. The condition of the

6829 June 75 No 1811
 " 22 Nov " " 3337d
 " 27-Dec " " 3338.
 " " " 3639-

P. H. 1876 Department

No 3733

No 1364

21/1 June/76

Ordered to be
Recorded.

Prof. 29/5-11/11

Ref. with General

No 16-17
 Civ 24/6/76. (Data 1/6/76)
 Dep't 16/6/76 25-5-76. 16-17

Congress for Railways.
 Dated 18/6/76

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

Dated 22/7/76
 Received 24/7/76
 1876

Sub: See
 No. 249.

Submitting
 a report by the Deputy
 Consulting Engineer
 upon the accounts and
 conference brochure
 therewith with remarks

3733/CH

Govt. of 1870 Madras.

PUBLIC WORKS.

The Commr Eng. for M.S.

(6.9)
Dated

Issued

Recd.

1 June 1870. No. 1364

Nos.

16 & 17

Arconum Honsewar
branch of the Little Indian

By Letter from the Commr
submitting a Report by
Capt. Cocher, to Congress
on the — records —

6/11/70
17-11-70