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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.

B.P. No.

1624

(Ry)

Press

Mis.

Dated

27-6-

1876

Not to be folded or roughly handled

No 569 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, 5th June 1876, No 280 —

I HAVE the honor to lay before Government a Note by the Deputy Consulting Engineer upon the southern extension of the South Indian Railway, which was inspected during last week by Major Smith

2 The delay which has occurred in completing the station arrangements between Madura and Tuticorin affords proof of the necessity for defining, as was done in the Proceedings of Government, dated the 10th April 1876, No 945, the essential requirements which must be provided before a line can be opened for traffic. The attention of the Engineering Department has been again drawn to this important point, in order that all the essential requirements may be carried forward simultaneously upon the unopened line, and that the whole may be finished upon each section before the date upon which it is intended to be opened to the public.

3 The delay in the completion of these works points also to the necessity for periodical inspections of the open line by the head of the department or his deputy. The important duties connected with the construction of the unopened line have hitherto almost monopolised the attention of the Chief Engineer, but the length of railway open to public traffic is now little short of 400 miles; and it is, in my opinion, absolutely necessary that the whole of the open line should be inspected at stated intervals either by the Chief Engineer or his Deputy. I strongly recommend that such inspections should be regularly made at least once in every quarter.

4 Upon the several points noticed by Major Smith in paragraphs 3 to 6 of his Note, I am in communication with the Agent

5 In regard to paragraph 7 the Government have already expressed an opinion to the effect that sleeping accommodation for European travellers should be provided at Madura, and an estimate for the work will shortly be submitted. I am in communication with the Agent regarding the other accommodation suggested in this paragraph.

6 The Agent has been asked to order the immediate removal of the sleepers included to in paragraph 8, as well as of all other surplus material lying near the open line.

7 The changes in the tram-service suggested in paragraphs 9 to 11 have been brought to the Agent's notice, and I shall address Government upon the subject in due course. The question of suitable waiting sheds for third-class passengers is receiving full attention.

8 The suggestions made in paragraph 12 regarding the planting of trees near stations have my full support, and I trust that the aid of the Forest Department may be made available in the manner suggested by Major Smith.

9 With reference to paragraphs 14 and 15, I have called for a report from the Agent as to the requirements of the line in the matter of additional engine and vehicle stock. Upon hearing from him, I shall address Government. I agree with Major Smith that the lightness of the permanent-way and stock forms a serious objection in the way of any material increase to the speed which is attained by the engines now in use. Upon the completion of the northern extension between Madras and

Tanjore, the main line of the South Indian Railway will be nearly 450 miles in length, and it seems probable that a night-service over part of the line will become necessary, so as to allow the long journey to be performed without interruption

10 The suggestions made by Major Smith in paragraph 16 have my cordial approval, and I propose to call upon the Railway authorities to carry them into effect. In several respects these suggestions agree with the recommendations made by the Commission which sat during last year to inquire into the traffic of the Madras Railway, and, in my opinion, those recommendations should be made generally applicable to the South Indian Railway also

Note on an Inspection of South Indian Railway Company's Line from Negapatam to Tuticorin

Construction of open Line

THERE yet remains much to be done before the station buildings will be complete

There are no goods-shed doors yet at the large stations, the engine-shed at Tuticorin is not yet roofed, the goods-shed has only a temporary roof. The Tuticorin and Virdupatty station verandahs are not yet finished, several platforms are not yet coped, the watering arrangements are not all complete, Station Masters' and Drivers' quarters, buffer-stops, scotch-blocks, gates, gradient boards, &c, have yet to be supplied. The Acting Chief Engineer has fixed the 1st August as the date on which he will be prepared to hand over the line complete in all respects, and no doubt these will then be found ready, although there seems to be almost more to be done than the time now left will suffice for. That date, however, will be nearly nine months after the line was originally opened for traffic, and, now that Government have decided that no line shall be opened to the public until all these accessories have been supplied, it is difficult to understand how, without some other arrangement being made for the supply of wood-work (which would seem to be the difficulty), the northern section can be opened even in September

This state of things points to the necessity for guarding against any premature reduction in the staff

2 As regards the up-keep of the line, the portion from Tuticorin to Tinnevely must be worked up to a higher standard

Maintenance of open Line

and distant signals require early attention, the former at Tinnevely do not appear to have been finally bedded and finished off. The several derailments that have been reported, without any good cause being shown for them, indicate the need of more care in this respect

3 There is a very extensive cooly-traffic between Ceylon and the southern districts. The British India Steam Navigation Company bring the people over

Cooly-traffic with Ceylon

for a very small charge, and this route is superseding that known as the northern route, *via*, Paumben. At Tuticorin there appears to be no accommodation for these passengers on landing, and I would recommend that a large waiting shed, capable of accommodating 150 people, be erected within the station yard, where they might pass the night

4 I have suggested to Mr. Betts that advertisements of the facilities offered by the line might, with advantage, be posted in the island, as more frequent communication between these emigrants and their families cannot fail to be beneficial to this country, to the planters, and to the people. I have asked the Agent, also, to take into consideration the question of sending a Traffic Agent to the villages south of the river* to make known, as far as possible, the advantages offered to traders by the new line

* "Tambrapoony"

5 Amongst other additional accommodation that has been mentioned, it was brought to my notice that the general stores buildings at Negapatam do not

Additional Accommodation

afford sufficient accommodation. I quite approve the Agent's suggestion that lean-to roofs should be added to the present building, as the most convenient and economical method of securing the required space

A small addition in the way of roofing to the present shops is also wanted, and would not be costly.

6 On the open line between Negapatam and Trichinopoly, it is quite clear that existing sidings must be lengthened to meet the increased length of the narrow gauge trains. Estimates are, I believe, under preparation for this work

7 In my opinion, good staff quarters available for the public are wanted at Madura and Trichinopoly junctions, and at the latter the third-class traffic has developed so far beyond our expectation that no time ought to be lost in providing additional platform roofing. It was originally estimated for by the engineers, but it was thought more likely that the Fort station would absorb the native traffic; while it was known that it could at any time be added as cheaply if, as was requested, its ultimate provision were kept in view.

8 There are a very large number of sleepers lying close to the rails at one point of the open line between Tanjore and Negapatam. I think this a very dangerous practice, when people are in the habit of laying stones, &c, on the line. The Agent has, I believe, already called attention to the fact, its importance should be urged upon the engineer in charge

9 At Manichee the local train, which, I would suggest, should be tried if the traffic returns seem to the Agent to warrant it, would render the proposed first-class accommodation of less importance, but platform cover is undoubtedly necessary

A good third-class waiting shed for, say, 150 people is here a necessity, the same is wanted at Saloor, but, I trust, it will not be of the type hitherto adopted, a good floor and a light roof are all that is wanted, with protection from the wind on the one side at these southern stations. The present type is, in my opinion, unnecessarily enclosed, narrow, and massive; it has, too, numberless little corners that harbour dirt, rags, &c.

I would suggest that good thatched sheds be erected 25 yards from the Ticket Office on emergency, to meet the present wants; and that, if necessary, light iron-shedding for the permanent accommodation be procured from England.

10 It would be a great point to keep both the train-service and the third-class station accommodation a little in advance of present requirements, now that the traffic

is developing, and it is quite clear that the engineering staff has too much on its hands just now to undertake the extension of permanent station accommodation which, it may now be hoped, will be speedily justified by the steadily advancing passenger-traffic.

11. I would suggest the running of a second train throughout the line, although there may be a risk at first of a diminution in the return per train-mile, the trains are now too full at times

Additional Train-service

12. A good start has been effected by the engineering department in the planting of trees on station platform, but I do trust that the season for planting, now so

Planting of Trees

close at hand, will not be allowed to pass without a much more extensive scheme being undertaken. The railway officers are most anxious to further the wishes of Government in the matter, and I would suggest (1) that one acre of ground be planted adjoining every station during the next few months according to the climate, (2) that the aid of the Forest Department be sought in the selection of trees and in the first treatment of them, and that an officer of that department be deputed by Government to make an inspection and furnish the Company's officers with notes on each area marked out for his inspection, advising as to the depth and size of the pits, the nature of the soil or manure to be used in filling them, the description of shade-giving trees likely to thrive, and the maximum age for transplanting each description, with any other hints that might be useful, (3) that a premium be offered by the Company as a reward for the best plantation, climate and conditions being taken into account. By this means we might, I think, to some extent, guard ourselves against the loss of yet another year by failure of the plants.

13. The supply of drinking water to the passengers at the train-windows is so thoroughly appreciated as to make one wonder how it could have been so long withheld

Supply of Drinking Water

14. The question of the sufficiency of the rolling stock is one that must be at once entertained; the estimate for the number already sanctioned was framed on the basis of the provision made for the open line from Negapatam to Erode, allowance being made for the gauge, but the traffic being assumed as the same in both instances. This provision is now clearly inadequate, and one year at least must elapse before the want can be supplied

Passenger and Goods' Stock

15. The question of speed, and consequently of the class of engine to be ordered, should, as is expected, more be required, is one that ought to be considered now

Engines

It has been suggested that engines will very shortly be required capable of a through speed of 20 miles an hour, that passengers may be carried from Tuticorin to Trichinopoly during day-light, remain there the night, and be conveyed during day-light thence to Madras. But it is, I think, a question whether a night-service would not be preferable on all accounts, the lightness of the rails and rolling stock is a serious objection to increased speed, and it would not seem impossible with a running maximum speed of 20 miles an hour, which the present engines can do, to

accomplish the distance within the 15 hours that can be availed of, without incurring the expenses attending a complete night-service, should the traffic not seem to warrant it.

16. The goods' traffic is not making great progress, and I saw a large number of bandies on the main-road: the recent reduction in rates, however, has not had

Goods' Traffic

time yet to take effect, and trade is so dull just now that the fact is not surprising

Mr Betts has agreed to have the traffic taken at one or more of the various level-crossings for a short time, and is having it taken at Tuticorin. Meantime, I can only recommend more "publicity;" it is, to my mind, the great want in the railway administration of the country. In Europe one is led to wonder how the extent to which it is carried can be justified, here the traditional but erroneous belief in the apathy of the native public and want of acquaintance with their habits deprive them and the Government of the benefits those best informed of the real state of the case believe, would follow a more liberal policy in this respect.

The publication of Rules and Rates for both passengers and goods in the vernacular and the posting of them, through the Tahsildar, in every village of any importance would do good. A statement of the rates paid for labor in Ceylon, the fare charged by the British India Steam Navigation Company, in fact, an advertisement of the advantages offered, might also be similarly published

The employment of traffic canvassers, if the men were judiciously selected, and the payment of a premium to Booking Clerks ought also, I think, to be tried. I cannot realise the objection to paying a Goods' Clerk a fixed salary, and in addition an allowance based on the tonnage booked by him; the extra work deserves the extra pay, whether due to the man's own exertion or to trade, and it would secure the self-interest of men who now have inducements in an opposite direction. The question of out-side agencies is also worthy of consideration; the Oudh and Rohilkund and the East Indian Railway Companies have found the plan answer, why should we not try? It could not injure the Company's interests.

MADRAS,
1st June 1876

(Signed) C J. SMITH, Major, R E,
Deputy Consulting Engineer for Railways

No 570. ORDER THEREON, 27th June 1876, No. 1,624

RAILWAY, No. 52

Paragraph 1—Construction of open lane
The remarks by the Deputy Consulting Engineer on the backward state of many of the accessory buildings and works of the southern extension need the early attention of the Railway officers. They indicate that much remains to be done before this portion of the Company's system can be considered to be in a complete and efficient state for traffic, and that personal supervision on the part of the Chief Engineer is much needed. This may probably be best attained by periodical inspections as suggested by the Consulting Engineer at not longer intervals than once a quarter. The incomplete condition of the works should not be lost sight of in considering any reductions of the engineering staff which may be contemplated

2 His Grace the Governor in Council concurs in the recommendation made for Paragraphs 3 and 4—Cooly-traffic with Ceylon providing shelter for coolies arriving from Ceylon, but doubts the policy of occupy-

Proceedings of the Madras Government, Public Works Department,
27th June 1876. No. 1,624.

ing the railway station yard with that class of accommodation or of having coolies quartered within station limits Upon this point as well as in regard to Major Smith's proposals for giving greater publicity to the facilities afforded by the railway, His Grace in Council desires to be favored with the views of the Agent of the Company.

Paragraphs 5 to 7—Additional Accommodation

3. The result of the reference made by the Consulting Engineer on this subject will be awaited.

4 This subject is stated to be receiving full attention It is suggested that the roofing of the temporary sheds might be made of jungle-wood boarding which would not probably be much more costly than thatch, and would be more safe as regards fire

Paragraph 9—Third-class Waiting Sheds

5 The Deputy Consulting Engineer remarks that the steady development of 3rd-class passenger-traffic renders the extension of permanent accommodation highly desirable, but points out that the engineering staff is unequal to the work This is greatly to be regretted, and confirms the opinion already expressed as to the inadequacy of the arrangements made for carrying on the duties of the department during the absence of the Chief Engineer

6 Major Smith's remarks under this head as to the assistance to be afforded by the forest officers will be referred for consideration in the Revenue Department The proposal to grant a premium to the station staff for the best plantation, keeping in view climatic and other local conditions, is cordially concurred in by the Governor in Council In England a somewhat similar system was found to work well and to exercise a very beneficial influence on the station staff.

Paragraph 12—Planting of Trees

7 His Grace the Governor in Council does not approve of the speed of trains being increased to an extent unsuited to the rolling stock or permanent-way It would be preferable to arrange a partial night-service of trains than to attempt the through-journey during day-light at an excessive speed

Paragraph 15—Speed of Trains

8 The expediency of appointing traffic canvassers is open to considerable doubt But the suggestion to pay Booking Clerks a premium based on the tonnage booked may be approved as an experiment, the result being carefully watched

Paragraph 16—Goods' traffic

(True Extract)

To the Consulting Engineer for Railways

Ed. F R Bantleman
Spare Copies

Offg Under Secy to Govt, P.W.D

Colonel,

Construction
of open line.

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1. The result of the reference made by the Consulting Engineer on this subject will be awaited.

There are no goods sheds done yet at the large stations; the engine sheds at Tuticorin is not yet roofed, the goods sheds having a temporary roof. The Tuticorin and Virudupetty station verandahs are not yet finished; several platforms are not yet covered; the building arrangements are not all complete; station-masters and drivers quarters, ~~and~~ buffer stops, scotch blocks, gates, gradient boards, &c, have yet to be supplied. The

The Acting Chief Engineer has fixed
the 1st August as the date on which
he will be prepared to hand over the
line complete in all respects, and
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originally opened for traffic; and, in
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Maintenance
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Northern section can be opened even in
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This state of things points
to the necessity for guarding against
any premature reduction in the staff.
As regards the upkeep
of the line, the position from the main line
at Inverness must be worked up to a
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Only traffic
with Ceylon

3.

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Southern districts. The British Indian
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Kinn as the further rule, mā Pannan.
At Tutuila there appears to be no
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cilities offered by the line might
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to this country, to the planters, and to
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Additional '5. - Amongst other additional
accommodations accommodation that has been men-
tioned, it has brought to my notice
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venient and economical method
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A

A small addition in the way of roofing to the present shops is also wanted, and would not be costly.

6. On the open line between Regapatam and Trichinopoly it is quite clear that existing sidings must be lengthened to meet the increased length of the narrow gauge trains. Estimates are I believe under preparation for this work.

7. Every opinion good stuff quarters available for the public are wanted at Madurai and Trichinopoly Junctions; and ^{at the latter} the 3rd class ^{traffic} has developed so far beyond our expectation that no time ought to be lost in providing additional platform roofing. It was originally estimated for by the Engineers, but it was thought more likely that the 1st Station would

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absorb the entire traffic; while it was known that it could at any time be added as cheaply if, as was reported, its ultimate provisions were kept in view.

8. There are a very large number of sleepers lying close to the rails at one point of the open line between Tayne and Regapatam. I think this a very dangerous practice, when people are in the habit of lying down, &c., on the line. The Agent has I believe already called attention to the fact; its importance should be urged upon the Engineer in charge.

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I would suggest that
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in the planting of trees on station platforms;
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according to ^{the} climate; (2) that the
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is so thoroughly appreciated as to make me wonder how it could have been so long withheld.

14. The question of the frequency of the rolling-stock is one that must be at once entertained; the estimate for the number already sanctioned was framed on the basis of the proposed route for the open line from Hialeah to Swedes, allowance being made for the gauge, but the traffic being assumed as the same in both instances. This provision is now clearly inadequate, and one year at least must elapse before the want can be supplied.

Supra. 15. The question of speed, and consequently of the classification of the roads, should be expected. Since he required, is one that ought to be considered now.

It has been suggested that engines will very shortly be required capable of a through speed of 20 miles an hour, that passengers may be carried from Intermittent to Hialeah during daylight, and thence the night, and be conveyed during daylight thence to Swedes. But it is I think a question whether a night service would not be preferable on all accounts; the lightness of the rails and rolling-stock is a serious objection to increased speed, and it would not seem impossible, with a

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a running maximum speed of 20 miles an hour which the present engines can do, to accomplish the distance within the 15 hours that can be availed of, without incurring the expense attending a complete night service, should the traffic not seem to warrant it.

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at Lutreni. Meantime I can only recommend "fine publicity"; it is to my mind the greatest want in the railway administration of the country. In Europe one is led to wonder how the extent to which it is carried ^{can} be justified; here the traditional but erroneous belief in the apathy of the native public, and want of acquaintance with their habits, deprive them and the Government of the benefits there but informed of the real state of the case believe would follow a more liberal policy in this respect.

The publication of rules and rates for both passengers and goods in the vernacular, and the printing of them through the Scholler

13
in every village of any importance,
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Madras 13
1 June 76 3
/s/ C. Smith Esq. M.
Dy. Secy. for Rys.
True copy
Wm. Stewart Esq. M.
Secy. for Rys.

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, *5th June* 1876

No. 280.

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 Note by the Deputy Consulting Engineer upon the Southern Extension of the South Indian Railway which was inspected during last week by Major Smith.

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P. W. 4083/76

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in paragraph 12, regarding the planting of trees near stations, have my full support, and I trust that the aid of the Forest Department may be made available in the manner suggested by Major Smith.

9. With reference to paragraphs 14 and 15, I have called for a report from the Agent as to the requirements of the line in the matter of additional engine and vehicle stock. Upon hearing from him I shall address Government. I agree with Major Smith that the lightness of the permanent way and stock forms a serious objection in the way

of any material increase to the speed which is attained by the engines now in use. Upon the completion of the Northern Extension between Madras and Tanjore, the main line of the South Indian Railway will be nearly 450 miles in length; and it seems probable that a night service over part of the line will become necessary, so as to allow the long journey to be performed without interruption.

10. The suggestions made by Major Smith in paragraph 16 have my cordial approval, and I propose to call upon the Railway Authorities to carry them into effect. In several

No 1624

Public Works Department

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 27th June 1876

Read the following

From

The Consj. Engrs for Ry. (N. E. No. 280 of 5th June 1876)

Para 1. Construction of
open line.

The remarks by the
Deputy Consulting Engineer
on the backward state of progress
of the accessory buildings and
works of the Southern Extension
should receive the early
attention of the Railway
Officers. They indicate that
much remains to be done
before this portion of the
Company's system can be
considered to be in a com-
plete and efficient state
for traffic, and that personal
supervision

supervision on the part of the Chief Engineer is much needed. This would probably be best attained by periodical inspections as suggested by the Consulting Engineer at not longer intervals than once a quarter. The incomplete condition of the works should not be lost sight of in carrying out any reductions of the Engineering staff which may be contemplated.

2. His Grace the Governor in Council concurs in the recommendation made for providing shelter for coolies arriving from Ceylon, but doubts the policy of building shed accommodation within station limits.

Upon this point as well as in regard to Major Smith's proposals for giving greater publicity

Paras 3 & 4. Cooly traffic with Ceylon.

Paras 5 to 7. Additional accommodation.

Para 9. 3rd Class waiting sheds.

Para 10. Extension of permanent 3rd Class Station accommodation.

publicity to the facilities afforded by the Railway. His Grace in Council desires to be favored with the views of the Agent of the Company.

3 The result of the reference made by the Consulting Engineer in this subject will be awaited.

4 This subject is stated to be receiving full attention. It is suggested that the roofing of the temporary sheds might be made of jungle wood boarding which would not probably be much more costly than thatch, and would be more safe as regards fire.

5 The Deputy Consulting Engineer remarks that the

the steady development of 3rd Class passenger traffic renders the extension of permanent accommodation highly desirable; but points out that the Engineering Staff is unequal to the work. This is greatly to be regretted, and confirms the opinion already expressed as to the inadequacy of the arrangements made for carrying on the duties of the Department during the absence of the Chief Engineer.

8. Major Smith's remarks under this head as to the assistance to be afforded by the Forest Officers will be referred for consideration in the Revenue Department.

Para 12. Planting of trees.

The

The proposal to grant a premium to the Station Staff for the best plantation, keeping in view climatic and other local conditions, is cordially concurred in by the Governor in Council. In England the system has been found to work well and to exercise a very beneficial influence on the Station Staff.

Para 15. Speed of trains. His Grace the Governor in Council does not approve of the speed of trains being increased to an extent likely to ~~damage~~ ^{endanger} the track or permanent way. It would ~~on all accounts~~ ^{be} preferable to arrange a partial night service of trains than to attempt the through journey during

during daylight at an
excessive speed.

8: The expediency of ap- Para 10. Goods Traffic
pointing Traffic Canvasers
^{Class}
is open to doubt. But the
~~Governing~~ ^{Board} ~~in~~ ^{the} ~~Board~~ ^{Board} fully
approves of the suggestion
to pay booking clerks a
premium based on the
tonnage booked. An
arrangement of this kind
cannot but have a bene-
ficial effect on traffic
returns by eliciting the
active cooperation of
Railway subordinates

No 579-580

C. E. for Rys

SEP 15/71

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during daylight
excessive speed

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~~Governing~~ Gov. can
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of Highway Subs

The Com. Eng. for St.

27 June 1921

569-570

Southern & Eastern
Waterways
Committee

Pasenger orders on
the Inspection Report
of the by Com. Eng. for
Pas. upon the

579-580