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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	374	(Ry)	Press
B.P. No.			Mis.
Dated	11. 2.		1876.

Not to be folded or roughly handled

No. 181. Read the following letter from Lieutenant-Colonel J. H. M. SILAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 1st February 1876, No. 62 :—

I HAVE the honor to submit, for the information of Government, a note by the Deputy Consulting Engineer upon the Open Line of the South Indian Railway, which has been lately inspected by Captain Coaker.

2. A copy of the note has been forwarded to the Agent, whose attention has been drawn to the various remarks and suggestions contained therein.

3. With reference to paragraph 7, I was not previously aware that the opening of the line to public traffic from the 1st January had been only partial. It was principally with a view to remove all difficulty in the way of undertaking goods traffic that the formal opening of the line was postponed for three weeks after the journey of His Royal Highness the Prince of Wales. I have told Mr. Betts that I agree with Captain Coaker in regretting that it should be found necessary to refuse the conveyance of goods, and in advocating the undertaking of goods traffic at all stations on the Open Line.

Note on an Inspection of the South Indian Railway, 12th to 21st January 1876.

THE line from Erode to Negapatam is in good order, and I noticed but little to call for remark. The scotch-blocks at many of the stations were open, but I am not aware what is the rule on this line. They should, in my opinion, be kept closed, except when shunting has to be performed, and it does not seem necessary to open them before the arrival of a train.

2. On the Southern Extension the section from Madura to Trichinopoly is in excellent order, and the running very smooth up to 25 miles an hour. Ballast is required in parts, especially near the Aiyalur station; the portion between Amanaikanur and Madura, which was somewhat late in coming up to standard, is now the best piece of line on the whole length.

3. From Madura to Maniachee junction the line is in fair order, but a good deal of ballasting is still required. The best portion of this is from Virdupatti to Kovilpatti. The Tuticorin and Tinnevely branches are rough, and a large amount of ballasting has to be done here. Two trains are now constantly at work; so that a great improvement may shortly be expected. On the Tuticorin branch a long lead is necessitated, as sand which is the only material at hand is too light to stand the heavy winds.

4. No gradient posts have been erected south of Madura. These should, I think, be supplied as soon as possible, as the drivers make their absence an excuse for driving faster than is necessary or desirable.

5. No scotch-blocks have as yet been provided for sidings on the Southern Extension, and the Chief Engineer informed me that the construction of these has been delayed pending the decision of the kind of cow-catchers to be adopted. None of the engines are thus fitted at present, but as some cow-catchers are now on the way from England, the conditions to be fulfilled in regard to scotch-blocks should soon be settled. The question seems an important one when we consider the high winds which blow during several months of the year, though it may be said that none of the stations are on heavy gradients.

6. The fencing is doing fairly well between Trichinopoly and Madura, but thence to Tuticorin it is very backward; in fact, the line is practicably unfenced in many parts. Vegetable fencing is difficult to grow, and I believe that but little of the wire estimated for has been put down. Very few gates have been erected, but without better fencing gates would not be of much use for the exclusion of cattle.

*Proceedings of the Madras Government, Public Works Department,
11th February 1876.*

7. Some of the goods sheds to the south of Madura are not yet finished, viz., Tiramangalam, Virdupatti, Kovilpatti, Tuticorin and Tinnevely. On this account goods traffic is not worked at these stations, as the Traffic Department do not wish to undertake the responsibility of loss arising from damage by rain or pilfering. It appears that a certain amount of revenue is thus lost to Government, and I understand that frequent applications are made by parties wishing to send goods. At Tuticorin salt traffic is undertaken, as the wagons can be loaded and locked, but I would suggest that ordinary goods traffic be booked at all stations. With proper precautions it is probable that but little loss would occur from goods being damaged or stolen, and it seems a pity to refuse traffic with the line actually opened.

8. The passenger traffic appears to be doing well, and I understand that a special goods train runs almost daily between Trichinopoly and Madura. The hour of departure of the mail train from Madura is inconvenient for local passengers, and it would seem better to convert the goods train into mixed. At Madura some accommodation appears to be required for European passengers who are obliged to remain a night there. A refreshment-room will probably be required permanently, and I would suggest that a building be fitted up for sleeping accommodation.

9. The semaphores are all erected, but a distinction seems to be required at Maniachee junction between the main line and branch signals. The distance signals are not far apart, and at present there appears a possibility of one being mistaken for the other. I discussed this point with the Chief Engineer, who agreed in the necessity for some distinction.

10. The line watchmen and station staff, so far as I could judge, perform their duties fairly, though a few cases came under my observation in which the rules were either not sufficiently understood or not acted up to. There has no doubt been a great improvement, but constant instruction and supervision appear still to be required. The telegraph posts are now numbered throughout.

11. The stations are not yet provided with name-boards. As in the case of gradient posts and other woodwork, the Chief Engineer prefers to have them made up in the Trichinopoly workshops. This ensures uniformity and good workmanship, but necessarily causes some delay.

12. The engines appear to be doing better, though accidents are still frequent, no less than four cases of the breakage of drawbars having been lately reported. The design is said to be faulty, and all engines now coming into the shops are being fitted with drawbars of a stronger form. The central buffer gear also continues to give trouble; a derailment of three wagons on a siding curve at Tanjore is attributed entirely to this cause. The brake-power is still insufficient, a train of thirty-five vehicles being worked with only a brake on the tender and one brake van at the rear of the train. The numbers of passengers which each carriage is intended to accommodate should be painted on it in English and Tamil.

(Signed) W. H. COAKER, Captain, R.E.,
Dy. Consgr. Engr. for Railways.

No. 182.

ORDER THEREON, 11th February 1876, No. 374.

RAILWAY, No. 22.

THE attention of the Railway authorities will be called to paragraph 4 of the Deputy Consulting Engineer's

Note in which the necessity for gradient posts south of Madura is noticed.
2. Paragraph 5 of Note.—Notwithstanding the easy gradients of the line at stations on the Southern Extension there is still danger of vehicles impelled by high winds or other causes getting out of sidings unless they are securely scotched. Pending the provision of permanent scotch-blocks it seems necessary that temporary ones should be immediately resorted to.

*Proceedings of the Madras Government, Public Works Department,
11th February 1876.*

3. Paragraph 7.—It is to be regretted that the Company should be compelled, owing to the backward state of goods-shed buildings, to refuse traffic, especially during the dry months. It may perhaps be practicable to arrange for the receipt of goods to be despatched by trains leaving the same day. The Railway authorities will be requested to take this subject into their consideration and report the result for the information of Government.

4. Paragraph 8.—The Governor in Council will await an expression of the views of the Railway authorities on the proposals made in this paragraph. Sleeping accommodation, similar to that provided at Erode, seems to be required at Madura.

5. Paragraph 12.—The defective drawbars of engines must, in the opinion of the Governor in Council, be a source of considerable danger; and it seems desirable that all engines should be at once fitted with drawbars calculated to stand the utmost amount of strain which they are likely to have to bear. And that damaged drawbars be procured for careful examination to ascertain whether the causes of failure are insufficient size in design or bad material.

6. It should be clearly explained how the central buffer arrangement causes derailment of vehicles. The insufficiency of the brake-power has more than once been commented on by Government, and they desire to be promptly informed of the steps taken to provide a sufficient amount.

7. The Railway authorities will be called on to arrange for printing in English and Tamil on each carriage the number of passengers it is intended to accommodate.

(True Extract.)

Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.
Spare Copies

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE.

Madras, *1st February* 1876.

No. 62.

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 submit for the information of Government a note by the Deputy Consulting Engineer upon the open line of the South Indian Railway, which has been lately inspected by Captain Walker.

2. A copy of the note has been forwarded to the Agent, whose attention has been drawn to the various remarks and suggestions —

contained

Note on an inspection of the South
Indian Railway 12th to 21st January
1876.

1. The line from Brode to
Megapalam is in good order, and I
noticed but little to call for remark.
The section blocks at many of the
stations were open, but I am not aware
what is the rule on this line. They
should in my opinion be kept closed,
except when shunting has to be per-
formed, and it does not seem necessary
to open them before the arrival of a train.

2. On the Southern Exten-
sion the section from Madurai to Trichin-
opoly is in excellent order, and the run-
ning very smooth up to 25 miles an hour.

G.O. No 374. 11. 2. 76

G. W. 1876

RAILWAY DEPARTMENT.

No: 846

From

The Consulting Engineer

for Railways,

To

The Secretary to Government,

P. W. Department,

Fort Saint George.

Dated

1st February 1876

Recd.

E. J. No. 62.

Submitting for

the information of Govt.

a note by the S. G. Co.

Eng. re: the

open line of the

S. G. Co. which has

been under inspection

by Captain Coates

1876

G.O. No 2969
- 3rd Nov. 3117
- 4th " 3120.
- 9th " 3203.
- 16th " 3273.
- " " 3279 + 3280

Ballast is required in parts, especially near the Aiyalur station; the portion between Amaraikavoor and Madura which was somewhat late in coming up to standard, is now the best piece of line on the whole length.

3. From Madura to Maniacheer junction the line is in fair order, but a good deal of ballasting is still required. The best portion of this is from Tirupatti to Kovilpatti. The Superior and Tinnevely branches are rough, and a large amount of ballasting has to be done here. Two trains are now constantly at work, so that a great improvement may shortly be

expected

18/11

expected. On the Superior branch a long lead is necessitated, as sand which is the only material at hand is too light to stand the heavy winds.

4. No gradient posts have been erected south of Madura. These should, I think, be supplied as soon as possible, as the drivers make their absence an excuse for driving faster than is necessary or desirable.

5. No scotch-blocks have as yet been provided for sidings on the Southern Extension, and the Chief Engineer informed me that the construction of these has been delayed pending the decision of the kind of

couplers

1. cowcatchers to be adopted. None of the
engines are thus fitted at present, but
as some cowcatchers are now on the way
from England, the conditions to be ful-
filled in regard to scotch-blocks should
of soon be settled. The question seems
3. an important one when we consider the
high winds which blow during several
months of the year, though it may be
said that more of the stations are on
heavy gradients

4. The fencing is doing
fairly well between Trichinopoly and
Madura, but thence to Tuticorin it
is very backward; in fact the line is
practically unfenced in many parts.

13
Vegetable fencing is difficult to grow,
and I believe that but little of the wire
estimated for has been put down. Very
few gates have been erected, but without
better fencing gates would not be of much
use for the exclusion of cattle.

5. Some of the goods sheds
to the south of Madura are not yet
finished; viz. Triamangalam, Virudupatti,
Kovilpatti, Tuticorin, and Trinavelly.
On this account goods traffic is not
worked at these stations, as the Traffic
Department do not wish to undertake
the responsibility of loss arising from
damage by rain, or pilfering. It
appears that a certain amount of revenue

and at present there appears a possibility of one being mistaken for the other. I discussed this point with the Chief Engineer, who agreed in the necessity for some distinction.

10. The line watchmen and station staff, so far as I could judge, perform their duties fairly, though a few cases came under my observation in which the rules were either not sufficiently understood or not acted up to. There has no doubt been a great improvement but constant instruction and supervision appear still to be required. The telegraph posts are now numbered throughout.

11. The stations are not yet provided with name-boards. As in the case of gradient posts and other woodwork, the Chief Engineer prefers to have them made up in the workshops. This ensures uniformity and good workmanship, but necessarily causes some delay.

12. The engines appear to be doing better, though accidents are still frequent, no less than four cases of the breakage of drawbars having been lately reported. The design is said to be faulty, and all engines now coming into the shops are being fitted with drawbars of a stronger form. The

central

central buffer gear also continues to
give trouble; a derailment of three
wagons on a siding curve at Tanjore
is attributed entirely to this cause.

The brake power is still insufficient,
a train of 35 vehicles being worked with
only a brake on the tender and one
brake van at the rear of the train.

The numbers of passengers which each
carriage is intended to accommodate
should be painted on it in English
and Tamil.

M. W. H. Crocker. R.E. Captain
dy. Insp. Engrs for Railways.

Chief Insp.

Mantle

Madras 3
1st Feb 1873

Lt. Col. R.E.

Com. Insp. for Railways

No 374 Public Works Dept.

Proceedings of the Madras Government

Under date the 11th July 1876

Read the following

The Comd. Engrs. for
Railways

(M.C. No. 82 dtd 11th July 1876)

prol

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The attention of the
Railway Authorities will
be called to para 4 of
the Deputy Consulting
Engineer's Note in which
the necessity for gradient
posts south of Madras
is noticed.

Para 5 of Note

Notwithstanding the
easy gradients of the line
at stations in the
extension, cars calculated

to

1876/76.

Dec. 11th 1876 O.S. No. 181

Danger of vehicles impelled
by highwinds or other causes
breaking away unless they
are securely scotched. Under
the provision of permanent
scotch blocks it seems
necessary that ~~some~~ temporary
~~ones~~ ^{ones} should be resorted
to.

It is to be regretted
that the Company should
be compelled, owing to the
backward state of goods
shed buildings, to refuse
traffic, especially during
the dry months. It may
perhaps be practicable to
arrange for the receipt of
goods to be despatched
at times leaving the same
longer ^{times} ^{will}

will be requested to take
this subject into their con-
sideration and report the
result for the information
of Govt.

The Governor in Council
will await an expression of
the views of the Railway
Authorities on the proposals
made in this para. Sleeping
Accommodation similar to
that provided at Grade
seems to be required at
Madama.

The defective drawbars
of engines must in the opinion
of the Governor in Council be a source
of considerable
of danger, and it seems
desirable that all engines
should be at once fitted
with drawbars calculated
to

to stand the utmost amount
of strain which they are
likely to have to bear.

It should be clearly
explained how the central
buffer arrangement causes
derailment of vehicles.

The insufficiency of the
brake power has more than
once been commented on
by Govt, and it is hoped
that the subject will
receive the attention it
demands.

The Railway Authori-
ties will be called on to
arrange for printing in
English and Tamil on
each carriage the number
of passengers it is intended

that damaged I see the
experience of the
by inspection of the
with the view of
finding out the
in design or
sup - or 1st material

the same to be
of the subject
to provide a
committee

to accommodate.

G.W.

And that damaged
drawn be pre-
pared for con-
ful examination
to ascertain whe-
ther the causes
of failure are
insufficient size
in design, or bad
material.

They desire to be
promptly inform-
ed of the steps
taken to provide
a sufficient
amount

Drpd - 17-2-76
Chang for Rys.
x! atts
of acc!

840

Govt. of 1876 Madras.

PUBLIC WORKS.

To

Cong. Sup. for
Ry. Co.

Encl.

11th Dec. 1876, No. 374

Dec 181-182

of the open line
C. Ry.

order on the note of
Cong. Sup. for Ry. Co.