

Public Works (1897) Department.

G.O., No. 769 R

DATED 1. October 1897

[Despatch Abstract.]

Stoppage of the Tram cars outside the Esplanade  
Station: Letter from the Inspector General  
of Police enclosing a report from the Commissioner  
of Police Madras City as to the action taken  
regarding the —, received



# BACK PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|------|-----|-------------|-------|------|-----|-------------|-------|
|      |     |             |       |      |     |             |       |

# FURTHER PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|------|-----|-------------|-------|------|-----|-------------|-------|
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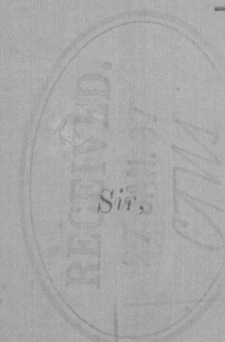
No. 99637  
 South Indian Railway Co., Ltd.  
 AGENT'S OFFICE,  
 Trichinopoly, 26<sup>th</sup> January 1897.

From

THE AGENT,  
 SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER  
 FOR RAILWAYS,  
 MADRAS.



I have the honor to draw your attention to the fact that the tramway halting depot immediately in front of Egmore station results in a dangerous congestion of road traffic during certain periods of the day. The Assistant Traffic Manager at Egmore has for some time past been in correspondence with the Attorneys to the Trustees for the Debenture Holders, Madras Electric Tramways, with a view to the removal of the tramway station to a site less calculated to inconvenience the public. The Trustees have however decided that as the tramway track and lines have been duly passed by the authorities they do not propose to make any alteration except upon payment of adequate compensation. I shall be glad if you will kindly take the subject up with Government, as I am unable to move further in the matter.

I have the honor to be  
 Sir

Your most obedient Servant  
 S. B. G. Shetty  
 Capt. R. L.  
 Agent

Put up for  
 inspection  
 JHR  
 24/1/97

R. S.



C. No. 435  
Recd. 27/1/97

No. 922

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

Trichinopoly, 13<sup>th</sup> September 1897.

From

THE AGENT,  
SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER  
FOR RAILWAYS,  
MADRAS.



Sir,

Referring to paragraph No. 26 of the Inspection Report for the half year ended 31<sup>st</sup> December 1896 I have the honor to invite attention to my letter No. 99 dated 26 January 1897, regarding the stoppage of the Madras Electric Tramway Company's Cars immediately in front of Egmore station and shall be glad if Government will pass early orders in the matter.

I have the honor to be,  
Sir

Your most obedient servant  
A. B. G. Shelley,  
Capt. R.E.,  
Agent

*MSD*

From

THE AGENT,

SOUTH INDIAN RAILWAY,

Trichinopoly.

To

THE CONSULTING ENGINEER FOR

RAILWAYS,

MADRAS.

Dated

189

Received

No.

ENCLOSURE.



Government of Madras.

PUBLIC WORKS DEPARTMENT,  
RAILWAY BRANCH.

## MEMORANDUM.

Dated Madras, 16 Sept<sup>r</sup> 1897.

The up has the honour  
to request that the Inspector  
or General of Police, Madras,  
will be so good as to report  
what action has been  
taken on para 26 of the  
Inspection Report of the S.I.C.  
for the half-year ended 31<sup>st</sup>  
December, 1896, Communicated  
with G.O. No. 333.R. of 11.5.1897,  
regarding the stoppage of the  
Madras Electric Tramways  
Co's Cars immediately in  
front

From

The Agent,

South Indian Railway,

Trichinopoly.

To

The Consulting Engineer for

Railways,

Madras.

Dated

189

Received

No.

ENCLOSURE.





front of Egmore station.

14/9/97

S.R.

To  
The Inspector General  
of Police  
Madras

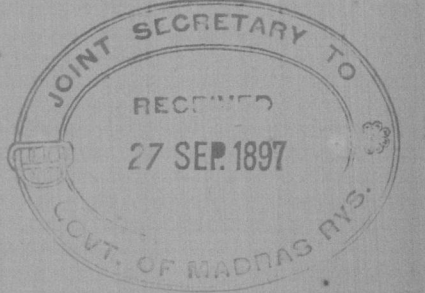
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# Public Works (189) ) Department.

CURRENT No. 9609

Bf

Order No. 769. Dated 1/10/97.



Recorded.

From

M. HAMMICK, ESQUIRE, I.C.S.,  
Inspector-General of Police,  
Madras.

FWS  
R  
30/9/97

No. 3479

Dated 24 Sept/97

Received 27-9-97

Enclosures 1

Spare copies

## SUBJECT.

Encloses a report from the  
Commissioner of Police, Madras  
City as to the action taken re-  
garding the stoppage of the Tram-  
Cars outside the Egmore station.

Record  
Chy to A. & mem  
28/9/97  
J M  
230/4

To  
The Inspector S. & R.  
- Congruous for Rys  
21/10/97

9583



BACK PAPERS.

## FURTHER PAPERS.

Enclosure No..

To letter No. 5

No. 141 From Inspector-General of Police.

CITY POLICE OFFICE,

Madras, 22nd September 1897.

From

A. P. Agar, Esquire,

Ag. Commissioner of Police, \_\_\_\_\_,

Madras,

To

The Assistant Inspector-General of Police,

Madras.

Sir,

Your Memo R.C.No.627,dated 20th instant.

(Sd) A.P. Agar,

(True copy)

Mar 24



No. O-48.

DEPARTMENT.

No. 3479.

CHIEF OFFICE OF THE INSPECTOR-GENERAL OF POLICE,

MADRAS 24 September 1897.

FROM

M. HAMMICK, I.C.S., Esq.,

INSPECTOR-GENERAL OF POLICE,

Madras,

TO

THE Secretary to Government,

Public Works Department,

Railway Branch.

SIR,

ENCLOSURES.

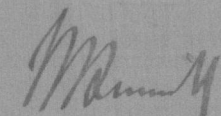
one.

With reference to your No. 3869C, dated 16th September 1897, I have the honor to enclose a report from the Commissioner of Police, Madras City, as to the action taken regarding the stopping of the Tram Cars outside the Egmore station.

I have the honor to be,

Sir,

Your most obedt. servant,



Inspector-General of Police.

Exd.  
Jav.

0452-1  
8602/81



(189 ) DEPARTMENT

FROM

M. HAMMICK, Esq., I.C.S.,

INSPECTOR-GENERAL OF POLICE,

Madras,

TO

THE

Dated

Despatched

Received

189 .

No.

ENCLOSURES.

SUBJECT.

RAILWAY.

Government { 1897 } of Madras.  
PUBLIC WORKS.

Recd.

Regd.

1897.

Enclosures

Spare copies

G.O., No. 333 R., 11th May 1897.

MAY.

South Indian Railway

The Government Inspector's report of inspection of the — for the half-year ending 31st December 1896, with the Senior Inspector's remarks thereon, communicated to the Agent and the departments concerned for necessary action, and a copy of the Proceedings ordered to be forwarded to the Government of India.



## GOVERNMENT OF MADRAS.

## PUBLIC WORKS DEPARTMENT.

## Railway.

Read the following paper:—

Report on the Inspection of the South Indian Railway for the half-year ending 31st Dec. 1896.

ORDER—No. 333 R., dated 11th May 1897.

Communicated to the Agent, South Indian Railway, and the departments concerned for information and necessary action, in accordance with the remarks of the Senior Government Inspector of Railways, dated 13th April 1897.

2. A copy of these Proceedings will be forwarded for the information of the Government of India.

[Here enter No. 334 R., dated 11th May 1897.]

(True Extract.)

(Signed) F. J. E. SPRING,  
Offg. Joint Secy. to Govt.,  
Railway Branch.

To the Agent, South Indian Railway.  
" Chief Engineer for Irrigation.  
" Inspector-General of Police.  
" Local and Municipal Department.

Exd. T. K. Narayana Aiyangar.

## SOUTH INDIAN RAILWAY.

Report on the Inspection for the half-year ending 31st  
December 1896.

Metre Gauge, 1,104 miles.

The inspection was made between the 1st and 20th March 1897. The Agent and heads of departments were present throughout the inspection. The district officers accompanied the train over their respective divisions.

2. **General.**—The line is well maintained. The road was generally in very good running order. The stations are neat and tidy.

3. **Tanks affecting the Railway.**—A tank commanding the line at mile 104, Pondicherry Branch, though recently repaired, requires attention, as the new earthwork is guttering badly.

4. **Mile 350—Main line.**—An old tank has recently been repaired and is reported to be threatening the safety of the line. Further report with levels should be submitted.

5. **Mile 441—Tinnevely Branch.**—A complaint has been received from the Tahsildar of want of waterway at this mileage. In his letter the Tahsildar remarks that the tank above the line "is not a very safe tank"—an admission which should receive attention in the proper quarter.

6. **Formation.**—The earthwork is short at mile 298/13, Dharmavaram Branch.

7. Formation is low in many places along the Mayavaram-Mutupet Railway. If filled in, there should be a considerable saving in the amount of ballast still required.

8. **Bridges and Culverts.**—The Adyar Bridge (6 × 65'), mile 6, will, in consequence of the probable early doubling of the line in the Madras suburban district, require to be doubled. It is worth considering whether, in view of the overstrained condition of the girders, this work should not be put in hand before the doubling is actually decided on.

9. The cracked abutments of the 30 feet girder bridge at mile 50, Arkónam bridge, which have been strutted were inspected and showed no signs of movement.

10. The fitting of overhead bracing to all bridges which require it, has been completed.

11. The substitution of cross for longitudinal timbers has been vigorously pushed on with during the last half year; and the following bridges in addition to those enumerated in Appendix F. of the last report, are now complete. A very good job has been made of the work:—

|            |     |     |     |     |     |     |     |           |
|------------|-----|-----|-----|-----|-----|-----|-----|-----------|
| Mile 155/7 | ... | ... | ... | ... | ... | ... | ... | 14 × 150' |
| " 356/16   | ... | ... | ... | ... | ... | ... | ... | 7 × 30'   |
| " 361/14   | ... | ... | ... | ... | ... | ... | ... | 6 × 30'   |
| " 365/7    | ... | ... | ... | ... | ... | ... | ... | 2 × 30'   |
| " 383/6    | ... | ... | ... | ... | ... | ... | ... | 7 × 70'   |
| " 387/7    | ... | ... | ... | ... | ... | ... | ... | 5 × 50'   |
| " 389/7    | ... | ... | ... | ... | ... | ... | ... | 12 × 70'  |
| " 389/16   | ... | ... | ... | ... | ... | ... | ... | 1 × 70'   |
| " 431/8    | ... | ... | ... | ... | ... | ... | ... | 5 × 50'   |
| " 433/6    | ... | ... | ... | ... | ... | ... | ... | 10 × 70'  |

12. **Mile 156/14.**—The reconstruction of a 30 in place of the 10 feet girder bridge, which was washed away in July last, was in hand. The diversion was in good order.

13. **Mile 164/4.**—The new culvert was nearly finished. Diversion in good order.

14. **Mile 214/10.**—It was decided to rebuild the masonry of this 30 feet girder bridge which is badly cracked.



15. **Girder strengthening.**—Owing to shorthandedness in the Engineering Department the revised calculations of girder stresses are not yet complete. Practically the only strengthening operations in hand are the cross sleepers of bridges of which the old cross girders were weak.

16. **Level Crossings.**—The suggestions contained in paragraphs 19 and 20 of the last report have not as yet been acted on, although additional safety appliances still appear to be required in the neighbourhood of Madras and Trichinopoly.

17. **Fencing.**—The aloe fencing is, as previously remarked upon, full of gaps, more especially on the Pondicherry branch and in the Tinnevely district.

18. The Kiloray thorn fence referred to in paragraph 23 of the last report has been tried on the Erode branch with excellent results. It is intended to extend the use of this type of fence.

19. The wire fencing round many station yards requires to be refixed and restrained notably at Tiruválúr-Negapatam branch.

20. **Ballast.**—Deficient in places on the Májavaram-Mutupet Railway (*vide* para. 7).

21. **Permanent-way.**—Steel sleepers on the Villupuram-Guntakal section have given no further trouble. The renewals have been very light. Rails are much worn on the Májavaram-Mutupet Railway. Renewals are heavy. This is the result of laying the line originally with second-hand rails.

22. The road was rough between Virudupati and Sáttúr. The curve at mile 383 $\frac{3}{4}$  requires sweetening.

23. The new 50 lb. road renewals have progressed comparatively slowly. 5.95 miles have been laid between the 30th June last and the date of the inspection, leaving 8.08 mile of the main line still to be relaid.

24. **Station Buildings.**—A standard ticket window and barrier has now been adopted and the old inconvenient ones are gradually being altered.

25. The refuse of engine ashes might be more advantageously made use of in filling up old borrow pits and generally levelling up the station compounds. I understand that the contract with those who undertake the removal of ashes will require amending to permit of this.

26. The Madras Tramway terminates just outside the gates of Egmore station; at train time some inconvenience is experienced by the tram cars stopping exactly opposite the gateway. The police should have powers to prevent this obstruction.

27. A scheme was discussed for acquiring the land and buildings of the abandoned Hospital for women and children, which adjoins Egmore station, for locomotive and traffic purposes. I do not think the extension is wanted.

28. Proposals for trial stations at Noyel (mile 310 $\frac{1}{4}$ , Erode branch). Thirunellikaval (mile 206, Májavaram-Mutupet Railway) Murungapet (257, Erode branch), Aduturai (mile 186 $\frac{1}{4}$ ) were discussed. It is understood that these four new stations will be brought forward for sanction shortly.

29. **Villupuram.**—The engine-shed extension is finished, an alteration to the locomotive sidings is proposed and approved.

30. A goods tranship line is required.

31. The waiting shed accommodation for local passengers, about the insufficiency of which complaints have recently been made in the native press, is ample and no extension is necessary. I understand that the average bookings per day are 350 and the maximum by any one train 200.

32. **Cuddalore New Town.**—The proposal to extend the lay-bye to take two extra trucks is approved.

33. **Tanjore.**—Two designs have been drawn up for improving this station, one of which, I think, must be rejected on account of the expense, over four lakhs. The other, which was carefully considered on the inspection, will not cost more than 2 $\frac{1}{2}$  lakhs, and will afford ample accommodation for the present and will not interfere with future extensions.

34. **Májavaram.**—A toll bar has been erected just outside the goods shed gate. On the day of the inspection, the bar was closed across the road. No one was in charge nor was any toll notice displayed. The Traffic Department complained that carts proceeding to and from their goods shed were blackmailed.

35. **Adiyakkamangalam.**—A permanent station building is required. A loop is not necessary, but an Annett's lock should be fitted to the lay-bye points and the home signal moved to the points. Distant signals are not required.

36. **Májavaram and Tiruvallur.**—Telegraph offices are required on the Island platform at each of these stations. This will leave only 13' 6" on either side, an infringement of standard dimensions which will be recommended for sanction.

**Mile 285 $\frac{1}{2}$ —Ballast Depôt.**—There is no objection to a siding being put in. The points should face north. A weighted derailing switch is necessary to protect the main line from vehicles running out of the siding accidentally. A block hut, a home signal and two distant signals will be required.

37. **Ammayanáyanúr.**—A very insanitary bullock bandy village has sprung up close to the station, and should be acquired.

38. **Kóilpatti.**—Extension of goods shed required.

39. **Tinnevely.**—A wagon turn table has been inserted on a siding in such a position that when a wagon is being turned on it, the main line is fouled. I see no objection to this, provided a lock and key and a scotch block be fixed so as to ensure that wagons cannot be run on to the table and turned at train time.

40. **Karúr.**—A parcels office is required. The gentlemen's waiting-room can be converted into a parcels office and the ladies' waiting-room into a general waiting-room.

41. **Tirukóilúr.**—First and second class waiting-room asked for.—Considering that the number of out-ward 1st and 2nd class passengers average to only one per day, I do not think the accommodation should be sanctioned.

42. **Kátpádi.**—The platform at the east lay-bye buffer stop should be ramped.

43. **Nellore.**—The passengers' platform will have to be temporarily abandoned by the South Indian Railway, as the Bezwada-Madras Railway have to raise the formation level by 2 to 3 feet.

44. **Kálahasti.**—Extension of platform asked for and approved. The extension should be towards the west. No necessity to alter position of ashpit and water column. Goods shed also requires extension.

45. **Signals and station yards—Beach station.**—Owing to the improved train service running between Pallavaram and Beach, I consider that a home signal should be erected at this station.

46. **Tindivanam.**—At this and numerous other stations some of which are on curves, the platform signal is hidden by trees. No time should be lost in erecting proper home signals at the points, when the obsolete platform signals can be removed.

47. **Villupuram.**—The indicator lights showing south should be blocked out. The south side of the indicator arms should be painted white and the lights facing north, towards the station, should show red and green.

48. **Cuddalore Old Town.**—Locomotive disc signal should show red and green towards Beach line only. The disc should be painted red and white. The cross over between the main line and the locomotive lines should be rodded and worked by the man in charge of the main line distant signal, who will also now work the branch and disc signals.

49. **Tirupati.**—The alteration to sidings advocated on paragraph 16 of the last report has been carried out. In order to facilitate shunting, a cross over can be put in between the goods shed and main line facing Rénigunta.

50. **Madura.**—A very simple and efficient point lock by Saxby and Farmer is under trial.

51. **Tuticorin.**—The objection taken in previous reports to the disc signal lights will be rectified by the abolition of the three throw points.



52. A weighted derailing switch should be provided at points No. 25, locomotive yard. A detected dwarf signal worked from No. 12 points will control engines going to the traffic lines.

53. A "stop" notice board will, I think, be sufficient to protect the locomotive yard from trains coming from the Salt Branch. This should be erected on the branch clear of the locomotive yard whence salt trains can be hand-signalled on.

54. A new standard type of home signal was inspected at Trichinopoly and, with the exception that the vertical distance between the two arms should be increased from 2' 6" to 3' 6", approved. The arms of all home signals have now been counter-weighted.

55. *Paragraph 59 of last report.*—Proper stops have now been fixed to the home signals.

56. *Refreshment rooms.*—It has now been arranged that a well-known European Firm of Madras will undertake the refreshments on the whole line from the 1st July.

57. *Koilpati*—possesses a very temporary tea-shed, dirty table linen, etc. At this and other "chota hazri" stations, tea kiosks surrounded by a small garden with a shady tree or two would be doubtless much appreciated.

58. *Tinnevely and Tuticorin.*—Refreshment rooms should, I think, be opened at these two stations.

59. *Native refreshments.*—A native refreshment-room and a native women's waiting-room are in course of construction as an experiment at Villupuram.

60. *Workshops, Negapatam.*—These works seem to have quite recovered from the effects of the strike. One thousand eight hundred and thirty men were at work on the day of the inspection. This is 350 short of the usual complement, but I understand quite sufficient for all requirements.

61. *Trichinopoly.*—A few machines might advantageously be procured for the Engineering Workshops at this station.

62. *Rolling-stock.*—A loading gauge at a roadside station brought to notice that the roof lamps of certain types of coaching stock infringe standard dimensions. Application for sanction to the infringement should be submitted.

63. I recommend that a certain number of four-wheel coupled passenger engines and coaching vehicles be fitted annually with the vacuum brake. The Madras local trains are at present absurdly slow for want of the brake.

64. *Watering Arrangements.*—The Locomotive Department complain of the irregular water-supply received from the municipal water works; they are obliged to supplement the supply by using the old railway pumping engine.

65. *Traffic.*—It is proposed to revise the timing of trains between Chingleput and Madras. The office trains should be quickened up a bit between Chetput and Beach.

66. Great delay takes place in sending up the line clear ticket to the drivers of long mixed trains. I see no objection to the stationmaster handing the ticket to the drivers of all trains, as the engine passes the station building provided, of course, that the line is clear. When trains run through a station without stopping, the guard has no opportunity of examining the message books and satisfying himself as to the genuineness of the line clear ticket, and therefore there is no reason why he should do so when the train stops at the station. Besides the saving of delay, my proposal leaves the guard and stationmaster free to attend to passengers during the halt at the station.

67. The shunting engine at Chingleput does not seem to be necessary and should be removed.

68. *Winter's Block Instruments*—have been provided at all stations between Trichinopoly and Mayavaram and have given entire satisfaction. During the recent festival at Kumbakonam, as many as 57 trains were worked over this section in one day without the slightest hitch, whereas with a much less number of trains, great delays and confusion occurred north of Mayavaram, where the ordinary system is in force.

69. With reference to paragraph 52 of the last report, the Traffic Manager states that at stations provided with catch sidings it is practically impossible to avoid cutting off vehicles from passenger trains standing on the main line. A modified prohibition

against such shunting might, however, be issued to the effect that at such stations goods trains must always, and passenger and mixed trains must when possible, shunt only when standing on one of the trapped lines.

70. As a convenience to the third-class passengers I would recommend that through carriages be more extensively provided. For instance through third-class carriages might be run on all trains between Negapatam and Madras, Negapatam and Madura. Certain trains also might run through to Trichinopoly Fort instead of stopping at Trichinopoly junction and *vice versa*.

71. Scotch blocks on through sidings are, I think, a source of danger. It is always possible that a stationmaster, especially at stations which are not usually crossing stations, may, at night, forget that they are locked across the rails and so cause a train to be derailed.

72. The traffic on the Dharmavaram branch is so light that I think there would be no objection to reducing the number of passenger trains now run.

73. There is no necessity for trailing points to be held by pointsmen.

74. The proposal to alter the **locomotive running lengths** has been carefully considered, and a report drawn up by a committee appointed to investigate the question has gone home to the Board to Directors. The success of the scheme rests on the number of locomotives which can be saved. The Acting Locomotive Superintendent, in the absence of the Locomotive Superintendent who was on leave, estimated that, approximately, 20 engines could be put out of running. The Locomotive Superintendent who has since returned states that he will be unable to save one engine. Before the scheme is sanctioned, some sort of guarantee will have to be given as to the number of engines which under normal conditions will be laid up.

75. **Accident Trains.**—The absence of properly-equipped accident trains has previously been commented upon.

At Nellore, the locomotive accident van was inspected and found to be *minus* jacks which were being used in the engine shed.

At Pákala the apothecary was not able to produce his travelling accident case.

76. **Tuticorin-Colombo Route.**—A site for an emigrant cooly shed was approved. Suitable waiting and refreshment accommodation is badly needed; a small platform and shed should be provided on the Beach. It would be a great convenience to passengers if the Customs department could combine and build the customs shed in conjunction with the railway shed.

The Port authorities should also be induced to allow of the pier dues being included in the price of through tickets.

77. **Train Communication.**—The mail trains are being fitted with Winter's electric communication.

MADRAS,  
6th April 1897.

C. T. R. SCOVELL,  
Government Inspector.

*Remarks by Senior Government Inspector.*

The contents of paragraphs 3, 4 and 5 should be communicated to the Irrigation Department, paragraph 26 to the Police Department, and paragraphs 34 and 64 to the Local and Municipal Department, for the issue of such orders as may appear necessary. The report should be sent to the Agent, South Indian Railway, for attention to the points brought to notice by the Inspecting officer. I agree with Mr. Scovell's remarks in paragraph 63 that more steady progress should be made with the fitting of rolling stock with the vacuum brake. The gradual extension of the use of Winter block-system over selected busy sections of the line is very desirable. It is now in use over a busy section of twelve or thirteen stations between Trichinopoly and Mayavaram. The Agent should report soon what steps he proposes to take to remedy the defects brought to notice.

13th April 1897.

F. J. E. SPRING,  
Senior Govt. Inspector of Railways, Madras.



# APPENDIX.

STATEMENT showing renewals of permanent-way (excluding the extraordinary renewals referred to in paragraph 23) for the half-year ended 31st December 1896.

*South Indian Railway and Villupuram-Dharmavaram Main Line and Branches excluding sidings.*

|       |                       |             |       |                        |
|-------|-----------------------|-------------|-------|------------------------|
| 624   | Rails, iron, 68 lb.,  | replaced by | 624   | Rails, iron, 68 lb.    |
| 726   | " " 41 lb.,           | " by {      | 141   | " " 41 lb.             |
| 17    | " steel, 50 lb.,      | " by        | 585   | " steel, 41 lb.        |
| 2     | " " 41 lb.,           | " by        | 17    | " " 50 lb.             |
| 1,594 | Sleepers, pine,       | " by        | 2     | " " 41 lb.             |
| 1,056 | " pingadu,            | " by        | 2,642 | sleepers, pingadu.     |
| 320   | " C.I. pots,          | " by        | 336   | " C.I. pots.           |
| 31    | " transverse steel,   | " by        | 31    | " transverse steel.    |
| 95    | " Denham and Oppert's | " by        | 95    | " Denham and Oppert's. |

*Máyavaram-Mutupet Railway.*

|     |                      |             |     |                     |
|-----|----------------------|-------------|-----|---------------------|
| 361 | Rails, iron, 41 lb., | replaced by | 361 | Rails, iron, 41 lb. |
| 9   | Sleepers, pingadu,   | " by        | 9   | Sleepers, pingadu.  |

*Pondicherry Branch.*

|     |                      |             |     |                     |
|-----|----------------------|-------------|-----|---------------------|
| 20  | Rails, iron, 41 lb., | replaced by | 20  | Rails, iron, 41 lb. |
| 200 | Sleepers, pingadu,   | " by        | 200 | Sleepers, pingadu.  |

RAILWAY.

## Government { 1897 } of Madras. PUBLIC WORKS.

Recd.

Enclosures

Regd.

Spare copies

1897.

G.O., No. 583 R., 21st August 1897.

AUGUST.

### South Indian Railway

The Government Inspector's report of inspection of the — for the half-year ended the 30th June 1897, communicated to the Agent of that Railway for necessary action, and a copy of the Proceedings ordered to be forwarded to the Government of India.



## GOVERNMENT OF MADRAS.

## PUBLIC WORKS DEPARTMENT.

## Railway.

Read the following paper:—

Inspection report on the South Indian Railway for the half-year ended the 30th June 1897.

The inspection took place between the 6th and 16th July. I was accompanied throughout by the Chief Engineer; and by the Divisional Locomotive, Traffic, and Engineering officers over their respective divisions.

2. *Last Inspection Report.*—As less than four months have elapsed since I made the last inspection, a number of points raised in that report have not yet been attended to. The following paragraphs of the previous report may be considered as being repeated in this report:—Paragraphs 4, 6, 14, 15, 16, 17, 25, 28, 33, 35, 38, 40, 42, 45, 46, 48, 52, 53, 62, 63, 67, 70, 71, 75 (a), 76 (a) and 77.

3. The necessity for new works, recommended both in this report and in the paragraphs enumerated above of the last report, must of course be considered as subject to the recent orders of the Government of India asking that all expenditure, which can possibly be avoided, be postponed.

4. *Earth-work.*—The side walks on the Májavaram-Mutupet Railway are narrow and low in many places.

5. *Bridges, Culverts*—*Paravanur Bridge*,  $2 \times 150$  feet girders, mile 136.—One of the vertical tension links has become somewhat seriously laminated. It is being carefully watched and will be renewed if the lamination increases.

6. Some timbers on this bridge require renewal.

7.  $1 \times 30$  feet girder, mile 156.—This new girder was inspected and passed for traffic. The girder is an old 40 feet cut down to 30 and is very nearly up to type engine strength including wind pressure and well over O-class engine strength.

8.  $3 \times 40$  feet girder, at mile 220/1 (*Májavaram-Mutupet Railway*).—Road over this bridge is very rough.

9. *Kudamudi River*—mile 253 (*Erode Branch*).—The Madras Public Works Department have now agreed to extend their road bridge in conjunction with the extension of the railway bridge.

10. *Pálár bridge*,  $13 \times 150$  feet, mile 194 (*Villupuram-Dharmavaram Section*).—The red oxide paint has perished although the bridge was painted only two years ago.

11.  $1 \times 30$  feet girder, mile 220/2 (*Májavaram-Mutupet Railway*).—Rusting badly. This is one of the cracked abutment bridges and has recently been very strongly strutted.

12. *Level Crossings.*—The railway only maintains that portion of the level-crossing roads which lies within their own fences and therefore are not responsible for the almost impassable condition of many of the approaches — particularly in the Trichinopoly and Tanjore districts.

13. At present both white and green lights are used on different parts of the line as allright signals on crossing gates. It would be as well to abolish white altogether as an allright signal.

14. Attention is again drawn to the great number of cases of cattle being run over on this railway. During the three months ended June 1897 there were 111 such accidents, of which 82 occurred on the fenced line. This result is doubtless due to the poor condition of the aloe fence and to the great number of unprotected level-crossings, the gates of which, although supposed to be self-closing, either do not act properly or are wilfully tied back by the villagers.

15. *Ballast.*—A great deal of ballasting work has been got through during the last few months on the Májavaram-Mutupet Railway—*vide* paragraph 4.

16. *Permanent-way.*—The steel sleepers which have been removed from the Villupuram-Dharmavaram section during the last few months were examined at various stations. Rusting is going on, though not to the extent which was at first feared. Only about 10 per cent. of those removed were really badly corroded.

17. The road was very rough between Vencatachellum and Manubolu stations, Nellore branch.

18. The Gudur diversion was in very good order. The Bezwada-Madras Railway hope to complete their re-girding operations within a couple of months and so enable the South Indian Railway to run their trains over the permanent line before the north-east monsoon is due.

19. The running was very good over the section between Tiruvannámalai and Villupuram and also between Villupuram and Madras.

20. The old creosoted pine sleepers of the Pondicherry Branch are now nearly completely worn out. Renewals are heavy and very necessary.

21. It has now been decided to renew the old 68 lb. broad gauge rails on the Negapatam and Erode branches with 52 lb. bull-headed rails specially designed to fit the 68 lb. chairs. The 50 lb. rail has now been laid to mile 420/0, leaving a gap of  $5\frac{1}{4}$  miles only of 40 lb. road still to be replaced.

22. *Station Buildings.*—Four new trial stations which have been promised and for which the inhabitants are naturally impatient seem to have been needlessly delayed.

23. *Villupuram.*—A Native women's waiting room has been opened at this station and closed again, as it was found that it was used as a latrine. In my opinion the experiment has not had a fair chance. In external appearance the erection very much resembles the South Indian Railway pattern of latrine, there is neither a name-board signifying what the building is, nor is there an attendant in charge. At the same time I do not think waiting rooms for women are needed in this presidency.

24. *Negapatam.*—The foundations of the wall round this station yard have become undermined in places, owing to the roadways which skirt the wall on the outside not having been kept in repair and consequently have become worn away by the action of successive monsoons. I think it is the duty of the municipality to effect the necessary repairs without delay.

25. *Madras.*—The Tramway Company are now relaying the portion of their line contiguous to the Beach station. The South Indian Railway boundary is here defined by the municipal lamp-posts. The distance between the sunshade of the tram cars and the lamp-posts will be 16 inches only. The Railway Company will be quite unable to give up any of their land, and if the 16 inches is not considered sufficient clearance, the Tramway Company will be well advised to consider the position of their centre line before proceeding further with the work.

26. *Signals, Station Yards, Points and Crossings*—*Kadiri.*—A proposal to convert the lay-bye siding into a loop and to extend both the passengers and goods sheds is approved.



27. *Tirupati, West.*—The points of the cross-over catch road are weighted for the wrong direction. A surplus length of one of the sidings is available for transfer to some other station where it may be of greater use than it is here.

28. *Nellore.*—The passenger traffic is temporarily dealt with at the goods-shed platform, as the passenger platform lines have been handed over to the Bezwada-Madras Railway.

29. *Manubolu.*—The earthwork for a long surface diversion has been completed, as the main line is here also required by the Bezwada-Madras Railway.

30. *Máyavaram-Tanjore.*—On this section of the main line the arrangements for padlocking the points are such that the points can only be locked for the main line and not for the siding although equally important.

31. *Tiruválúr (Máyavaram-Mutupet).*—Dutton's inter-locking apparatus has arrived and will shortly be erected.

32. The length of the platform lines is reported too short. I think the question of extending these lines should be looked into.

33. *Trichinopoly Junction.*—The locomotive shed starting signal should be worked by the main line pointsman and the siding trapped.

34. *Tataparaí.*—It is now proposed to make the Ceylon cooly depôt here instead of at Tuticorin.

35. *Tuticorin.*—I think that, with a view to be able to run the bogie passenger vehicles on to the pier alongside the steam launch, another attempt should be made to get direct access to the pier by means of a back shunt. The advantages of being able to run the carriages containing coolies on to the pier are very great. Curves of 330 feet radius can be used (see paragraph 51.)

36. **Station Machinery.**—As Gudur will be a future terminus of the South Indian Railway a new turn-table will be necessary. The turn-table now at Katpadi is never used and might advantageously be transferred.

37. Weigh-bridges for weighing trucks should be provided at all the important junctions and traffic centres. At present there are no means for readily checking the weight of contents of wagons loaded at roadside stations.

38. **Staff Quarters.**—There is at present accommodation at Pakala for three European drivers, the bungalows intended for them being used by lower-paid subordinates.

39. **Traffic.**—I noticed at all stations that the foreign railway time-tables were out of date. There seems to be a want of system in the supply of these time-tables.

40. It seems strange that at an important station like Tanjore no composite carriages are kept spare. On the occasion of the inspection train passing through some inconvenience was witnessed in consequence of a composite on one of the ordinary trains having to be detached for repairs.

41. I noticed that at Vadamadura (and at some other stations also) the pointsman was in possession of the keys of the facing points, although by the rules the station-master is supposed to keep them in his own possession.

42. The inspection train on the 13th instant crossed No. 8 train at Vadamadura. At 9.35 or eight minutes before No. 8 was due to arrive the stationmaster had the line clear ticket for the inspection train ready; signed and timed 9.45. On examining his books it was seen that he had already wired the arrival of No. 8 although the train was not then even in sight, the message being timed 9.43. The enquiry for line clear for the special was timed 9.44. Serious notice should be taken of this clear case of booking false time and of the preparation of a bogus line clear ticket.

43. There seems to be a very great delay in the preparation of the revised engine load table.

44. The refreshment-rooms have now been taken over by Messrs. Spencer & Co. of Madras, and a very marked improvement, both in the quality of the refreshments supplied and in the style in which these are served, has taken place. The arrangements for the supply of dinner tickets are unsatisfactory and should receive early attention.

45. A native refreshment-room is nearly completed at Villupuram. There are two rooms—one for Hindus and one for Muhammadans. I do not think the Hindu room will ever be a success until partitioned off. The native contractor in charge should be allowed a free hand in partitioning the interior so that Hindus of different castes can partake of meals. Care must be taken that he charges the same prices to all castes so that he cannot, by exorbitant charges, exclude the lower castes.

46. **Watering Arrangements.**—The wells at Pileru, Mungalampeta and Pakala have all run dry. An efficient water-supply for Pakala is urgently needed.

47. A new water-supply scheme for Tiruválúr is under preparation. The Locomotive Department ask for a daily supply of 50,000 gallons, but as the Locomotive consumption cannot now be more than 15,000, I think a scheme for a daily supply of 25,000 gallons should suffice.

48. **Rolling Stock.**—I am of opinion that the fitting of the vacuum brake should be pushed forward more vigorously. The Madras local trains especially require to be quickened up; this can only be done by the use of the continuous brake—see Appendix ii.

49. A carriage is being experimentally fitted with the electric light.

50. It was found that, on the temporary mixed gauge which will shortly be laid through from Gudur to Nellore, the metre gauge engine cow-catcher nearly fouls the broad gauge rails. I think it will be found convenient to detail one or two engines to work all the trains on this section, their cow-catchers being specially altered to suit.

51. To facilitate shunting round the sharp curves of the Beach lines at Tuticorin I think a four-wheeled tank shunting engine should be procured. Such an engine would be useful for shunting work anywhere.

52. **Train Service.**—The inhabitants of Tirupati complain of inconvenient train service and non-connection of trains at Renigunta with those of the Madras Railway. In Appendix iii I have given the outline of a revised time-table for the Villupuram-Nellore-Dharmavaram section which would, I think, prove more satisfactory than the existing timings.

53. The inhabitants of Tirutturaippúndi ask that the train from Mutupet due at Tiruválúr at 17.50 be arranged to connect with the train due out from there for Tanjore at 17.36. This connection can easily be effected and should be attended to at once.

MADRAS,  
19th July 1897.

C. T. R. SCOVELL,  
Government Inspector of Railways.

*Remarks by the Senior Government Inspector of Railways, Madras.*

Since the inspection of the South Indian Railway was made by Mr. Scovell, I have been over practically the whole of the line myself in company with the Agent. In para. 2 of his report for 30th June 1897, Mr. Scovell complains that no attention had as yet been paid to the suggestions made in certain paragraphs in his report on his March inspection. I have talked over all these with the Agent and learn from him that the matters referred to in paragraphs 4, 6, 14, 15, 25, 33, 35, 38, 40, 45, 52, 53, 62, 67, 71, 75a, and 77 of the March report are all in process of being attended to. As regards the others I gather that the state of affairs is as follows: *Para. 16.*—Trial is about to be made of a piccottah style of gate as used on certain continental railways. *Para. 17.*—The question of fencing will be taken up comprehensively. The Kiloray thorn is said not to grow except in a certain limited area. *Para. 28.*—The construction of a trial station at Noyel, on the Erode branch, is hung up for want of funds. *Para. 42.*—This is a matter for the Madras Railway. *Para. 46.*—The erection of home bracket signals at the points is a large one and is deferred until funds become



available. *Para. 48.*—I think that the disc signals at the points all over the older parts of the line had better be abolished altogether; they are not found necessary elsewhere. The Cuddalore disc signals referred to by Mr. Scovell, if retained, ought to be treated as advised by him. *Para. 63.*—The cause of the slowness of the Madras-Chingleput local train is not due to the absence of brakes but to the large number of trains and to the insufficiency of crossing places on the single line. *Para. 70.*—Certain tricomposite carriages are intended to be provided. *Para. 76a.*—Tataparai has been selected as the site of the proposed cooly depôt.

It came to my notice that mail trains do not stop at Tindivanam which is a sub-divisional head-quarters; this ought, if possible, to be remedied. At mile 86, the waterway of a bridge over the Gingee river has been largely increased, but no steps have been taken to open out the ground so as to let the new spans do a fair share of work. The running between Tanjore and Trichinopoly on my journey out and back was too rough for the mail train speeds; this part of the road should be got into decent running order as speedily as possible.

In his para. 27 Mr. Scovell refers to the points of a catch-siding at *Tirupati West*. There are other stations besides this which are situated on short bits of level on an otherwise continuous down grade; but the Railway authorities do not seem to have thought it necessary elsewhere to put in a catch-siding. The reason apparently is that only one mile farther on there is a station called *Tirupati East* where passenger trains stop and where there is no through siding. The idea of the catch-siding, so called, at Tirupati East, with its points weighted so as to trap a runaway train, is that such a train may not smash into a train standing at Tirupati East. But the remedy is rather a heroic one, for the so-called catch-siding is in reality an ordinary station lay-by, and as a matter of fact stock is kept standing on it. There ought to be either a real catch-siding or none at all, and trains ought to be so braked as to be incapable of getting out of hand on the 1 in 100 grades. Otherwise—and this seems to be the preferable course—Tirupati East ought to be made a regular station and supplied with a through siding.

With reference to Mr. Scovell's para. 50. The height of the cow-catchers over the broad gauge rails is 2" and over the metre gauge rails 3". The cow-catchers of the engines intended to work the mixed gauge section between Gudur and Nellore ought to be raised 1½" and life-guards added to them. This must be done before I can permit them to run on the mixed gauge.

At Saidapet the entrance points at the north end of the station might, with great advantage, be moved so as to come south of the level crossing; and to make up for the shortened length of siding the south facing-points might be moved south up to the other level crossing.

The question of the great accumulation of stores on the South Indian Railway is, I see, being taken up in earnest by the Agent, and quite time too; the stock of engine boiler tubes, for instance, appeared to me to be a ten year stock, though the Locomotive Superintendent assured me that it was only enough for 18 months. The stock of certain sizes of bars too seems susceptible of great reduction.

MADRAS,  
10th August 1897.

F. J. E. SPRING,  
Senior Govt. Inspector of Railways, Madras.

## APPENDIX I.

STATEMENT showing renewals of permanent-way (excluding the extraordinary renewals referred to in paragraph 21) during the half-year ended 30th June 1897.

South Indian Railway including the Villupuram-Dharmavaram section and branches—

|                                                                        |             |
|------------------------------------------------------------------------|-------------|
| 817 rails, iron, 68 lb., have been replaced by 817 rails, iron, 68 lb. |             |
| 163 " " 41 lb. " " 163 " " 41 lb.                                      |             |
| 39 " " 35 lb. " " 39 " " 41 lb.                                        |             |
| 261 " steel, 41 lb. " " 261 " steel, 41 lb.                            |             |
| 10 " " 50 lb. " " 10 " " 50 lb.                                        |             |
| 2,133 sleepers, pine " " 2,133 " sleepers, pingadu.                    |             |
| 3,889 " pingadu " " 3,889 " " "                                        |             |
| 22 " teak " " { 14 " " "                                               |             |
|                                                                        | 8 " " teak. |
| 133 pairs of C.I. pots " " 133 pairs of C.I. pots.                     |             |
| 78 sleepers steel " " 78 sleepers steel.                               |             |
| 78 " Denham and Oppert's " 78 Denham and Oppert's.                     |             |

Pondicherry Railway.

|                                                                      |  |
|----------------------------------------------------------------------|--|
| 24 rails, iron, 41 lb., have been replaced by 24 rails, iron, 41 lb. |  |
| 1,090 sleepers, pine " " 1,090 sleepers, pingadu.                    |  |

Máyavaram-Mutupet Railway.

|                                                                        |  |
|------------------------------------------------------------------------|--|
| 635 rails, iron, 41 lb., have been replaced by 635 rails, iron, 41 lb. |  |
| 91 sleepers, pingadu " " 91 sleepers, pingadu.                         |  |

## APPENDIX II.

STATEMENT showing the quantity of rolling stock fitted and piped for the vacuum brake.

| Description.           | Total on the line. | Fitted. | Piped. | Not fitted or piped. |
|------------------------|--------------------|---------|--------|----------------------|
| Locomotives .. .. .    | 203                | 20      | Nil.   | 183                  |
| Coaching stock .. .. . | 911                | 93      | 38     | 780                  |
| Goods stock .. .. .    | 3,357              | Nil.    | Nil.   | 3,357                |

## APPENDIX III.

TABLE showing proposed revised timing on the Villupuram-Dharmavaram-Nellore Section.

| Read Down.          |       |       |      | Stations.       |      | Read Up. |       |       |       |
|---------------------|-------|-------|------|-----------------|------|----------|-------|-------|-------|
| 2-15                | ..    | 13-30 | dep. | Villupuram ..   | arr. | ..       | 22-00 | ..    | 11-00 |
| 7-15                | ..    | 20-00 | arr. | Vellore ..      | dep. | ..       | 16-00 | ..    | 4-15  |
| 7-30                | 14-20 | 21-30 | dep. |                 | arr. | 8-40     | 15-45 | 22-45 | 4-00  |
| 7-55                | 14-45 | 22-00 | arr. | Katpadi J. ..   | dep. | 8-15     | 15-15 | 22-20 | 3-30  |
| 8-10                | 15-15 | 22-20 | dep. |                 | arr. | 8-00     | 14-50 | 21-45 | ..    |
| 10-40               | 17-45 | 0-20  | arr. | Pakala J. ..    | dep. | 5-45     | 12-50 | 19-15 | ..    |
| 12-00               | 18-30 | 0-30  | dep. |                 | arr. | 5-30     | 12-40 | 17-45 | ..    |
| 13-45               | 20-00 | 1-40  | arr. | Tirupati ..     | dep. | 3-50     | 11-10 | 15-45 | ..    |
| 14-00               | 20-15 | 1-45  | dep. |                 | arr. | 3-45     | 11-05 | 15-30 | ..    |
| 14-30               | 20-45 | 2-15  | arr. | Renigunta J. .. | dep. | 3-15     | 10-40 | 15-00 | ..    |
| 15-00               | ..    | 3-30  | dep. |                 | arr. | 2-00     | 10-15 | ..    | ..    |
| 20-30               | ..    | 9-00  | arr. | Nellore ..      | dep. | 20-30    | 5-00  | ..    | ..    |
| Dharmavaram Branch. |       |       |      |                 |      |          |       |       |       |
| 6-00                | 13-00 | ..    | dep. | Pakala J. ..    | arr. | ..       | 11-30 | 18-00 | ..    |
| 11-00               | 17-30 | ..    | arr. | Chinna Tip. ..  | dep. | ..       | 7-00  | 13-10 | ..    |
| 11-00               | ..    | ..    | dep. |                 | arr. | ..       | ..    | 13-00 | ..    |
| 17-00               | ..    | ..    | arr. | Dharmavaram J.  | dep. | ..       | ..    | 7-00  | ..    |



ORDER—No. 583 R., dated 21st August 1897.

Communicated to the Agent, South Indian Railway, for information and necessary action.

2. A copy of these Proceedings will be forwarded to the Government of India.

[Here enter No. 584 R., dated 21st August 1897.]

(True Extract.)

(Signed) F. J. E. SPRING,  
Offg. Joint Secy. to Govt.,  
Railway Branch.

To the Agent, South Indian Railway.  
„ Local and Municipal Department.