

Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 1016 Ry.

DATED 16th July

[Despatch Abstract.]

Road from the main road to the level crossing at yerped. — Proceedings Local & Municipal Department, Communicating letter from the President, District Board, North Arcot, stating that the Taluk Board at Ranipet have resolved to construct the —, Communicated to the Consulting Engineer for Railways.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FOR

11. The 35½-lb. rails were entirely confined to the Arkónam-Conjeeveram section of the Arkonam branch—17 miles in length—which was originally laid as a tramway in 1865 by the Indian Tramway Company and converted by the South Indian Railway Company into a metre-gauge railway in 1878.

12. The 68-lb. rails were confined to the length from Negapatam to Erode—166 miles—which was laid between the years 1861 and 1868 by the Great Southern of India Railway Company as a 5-6" gauge railway, and converted by the South Indian Railway into a metre-gauge line in 1879, the 68-lb. rail being retained in the line.

13. The remainder of the system from Madras to Tuticorin and Tinnevely (excluding the length between Tanjore and Trichinopoly, which formed part of the Great Southern of India line) was laid with what I have called the 40-lb. rail.

14. Of this 40-lb. road, the Conjeeveram-Chingleput length—21 miles—was laid in 1881 with the steel rail weighing 41 lb. to the yard, and the remainder with the 40½ lb. iron rail. From time to time, however, since 1880, some of the iron rails have been replaced by 41-lb. steel rails until the aggregate length of these, had they been laid continuously, would represent 48 miles of track in addition to the 21 miles on the Conjeeveram-Chingleput length.

15. At the date of the present inspection, say 17th August 1889, the line contained—

291	miles of track of 40 lb. rails.
137	" " of 68 " "
225	" " of 50 " "

In other words, 225 miles of the new 50-lb. steel rail had been laid to replace—

179	miles of track of 40 lb. rails.
29	" " of 68 " "
17	" " of 35½ " "

16. *35½-lb. rails.*—The whole of the 35½ lb. track, which had been laid in 1865 as a 3' 6" gauge tramway between Arkónam and Conjeeveram and retained in the road on its conversion by the South Indian Railway Company into a metre-gauge railway in 1878 has been removed, and replaced by a 50-lb. track. These light rails had lasted well under 13 years of very light work and from 8 to 10 years of heavier work, but they were not strong enough in section for the engines in use on the metre-gauge line, and their removal had become an absolute necessity for the safety of the line.

17. *68-lb. rails.*—The 68-lb. rails, which were laid on the line connecting Erode with Negapatam, a total length of 166 miles, in which is included 31 miles of what is called the main line, between Trichinopoly and Tanjore, have shown great longevity, the Negapatam branch having been open 28 years, and the Erode branch 21 years. There seems a good deal of life left in the majority of the rails, but it was necessary to make provision for renewals, and in 1883 the question as to the description of rail which should be indented for was decided by the Government of India in favor of a 50-lb. rail for renewals on the entire line and branches.

18. Up to 17th August 1889, 29 miles of the total 166 miles of 68-lb. road had been replaced by a 50-lb. road and the serviceable 68-lb. rails thus released have been sufficient to maintain the remaining 137 miles in good order.

19. The replacement by 50-lb. rails has been made entirely between Negapatam and Trichinopoly; the whole of the Erode branch is still a 68-lb. track. There remains a length of 13 miles on the Trichinopoly-Tanjore section of the heavier description of rail, and it is intended to replace this by a 50-lb. road during the current year, as this section is a part of the main line. It is expected that the serviceable rails so obtained will be sufficient to provide for the maintenance of the Erode branch as a 68-lb. road for some years. One-fourth of the 68-lb. road will then have been removed to provide for the maintenance of the remaining three-fourths.

20. *40-lb. rails.*—179 miles of 40 lb. rails have been removed from the road since 1885. Serviceable rails so released have been used for maintaining the old track, and there are at present about 96 miles of track of such serviceable rails, that is, of rails that have from one to three years' more life in them still available, for the present requirements of the 40-lb. road. An examination of the condition of the 40-lb. rails in the line at the time of inspection convinced me that at least one-third of the number had less than two years' life in them, and that the 96 miles of tolerably good rails released are not an extravagant reserve to hold in stock for present maintenance requirements.

21. It has frequently been stated in inspection reports that the iron rails have been rapidly deteriorating, and experience on other railways has led to the disuse of iron and the substitution of steel rails.

22. In the inspection note for the first half of 1886, the Inspecting officer remarked that the average age of the 40-lb. iron rails then in the line was 10 years, and that probably all would have to be renewed in 7 years, and that therefore the average renewals could not be taken at less than 50 miles per annum.

23. Since that date, provision has been made for the yearly renewal of 100 miles of the *whole track*, but the actual renewals since the commencement of laying 50-lb. rails in 1886 have only averaged 30½ miles per half-year, or 61 miles per annum, and this includes *all* descriptions of rail renewed.

24. *41-lb. Steel rails.*—The Chingleput-Conjeeveram section—21 miles in length—of the Arkónam branch was laid in 1881 with the 41-lb. steel rail. Except on this section, there are no continuous lengths of this description of rail, but a number, aggregating 48 miles of track, are mixed up with the 40-lb. iron track, having been used here and there in replacement of worn-out rails. The age of these rails is barely 8 years, and the traffic on the Arkónam branch has not been very heavy. Their present condition justifies the belief that there are many more years of life in them, and this remark applies to all the 41-lb. steel rails scattered about the main line.

25. It has, of course, happened that, in re-laying long lengths of the main line with 50-lb. rails, a certain number of these 41-lb. rails have been taken out; they have, however, again been placed in the line in substitution for old iron rails. I am not aware of any of these steel rails having failed from wear and tear.

26. *General.*—As the 50-lb. section was approved by the Government of India for renewals on the entire line and its branches, it would be out of place here to discuss the relative merits of the 50 and 41 lb. rails. I have tried to show that up to date there appears to have been no lavish re-laying, but that the necessities of maintenance have hitherto governed the quantity renewed.

27. I have not complicated this statement with remarks on the character of the sleepers, the condition of which is a large factor in determining whether it is worth while to patch up a length of old road with renewed wooden sleepers or at once to substitute the new 50-lb. rail with its pot sleeper. There is no doubt that the generality of the wooden sleepers that have been taken out during the re-laying of the 50-lb. road are not fit to be placed in the line again, although many have been replaced, and there are about 80 miles of track stacked and classed as serviceable.

28. It has been, and is the intention to reserve such portions of the line where traffic is lightest, for renewal with 40-lb. iron rails removed during re-laying with the 50-lb. rail. Should the estimate of the life of these iron rails when removed from the line be found by experience to have been understated the indents for 50-lb. rails will be modified accordingly.

29. *Fencing.*—The Nellore branch is unfenced except in short lengths near *Tirupati* station and at a few other places. On the South Indian Railway and branches the fencing generally has been well-maintained. The extreme difficulty of enforcing the orders regarding cattle trespass was exemplified at *Ayyalur* where, on the very day of inspection, cattle were peacefully grazing within a few yards of the gateman at the level crossing and several gaps in the aloe hedge were left for their accommodation.

30. The report upon the experimental employment of patrol gangs on the Chingleput-Tindivanam section having shown satisfactory results the extension of the experiment as far as Villupuram has been sanctioned.

31. *Stations and Buildings.*—The station buildings, platforms and yards were, as usual, in good order, clean and well-maintained.

32. *Rénigunta.*—The erection of an overbridge does not prevent trespass across the South Indian Railway lines, as the easiest method of reaching the platform and booking office. The company's officers proposed building a wall along this end of the station. I should recommend a few prosecutions as a preliminary experiment.

33. *Yerpéd.*—The Civil authorities should be asked to construct a short road of about 300 yards from the main road to the level crossing.

34. *Kálakasti.*—No steps have yet been taken to bridge the road from the town to the station. There seems a probability that a goods shed must soon be asked for at this station.

35. *Venkatagiri.*—A goods shed is required at this station also.

36. *Manuboly.*—Permanent station arrangements will be applied for. A road has, I hear, been promised by the Local Fund; it is much needed.

37. At *Pálar*, on the Arkónam branch, a permanent tank-house and a latrine are about to be built.

38. *Panruti.*—The new 3rd-class waiting-room is well-advanced. Messrs. Parry and Co.'s arrangements are completed and a latrine for cartmen has been built. The goods shed lay-by will be made a through siding.

39. The south distant signal requires to be shifted further south. At this and at several other stations the space between signals and station-points is not sufficient for the admission, with safety, of trains as now constituted, within the signal when at "danger" as directed in rule 76 of General rules. The necessary alterations in the positions of signals should be made where practicable.

40. *Vaithisvarankoil.*—Very serious cracks, imperilling the safety of the building, have lately occurred.

41. *Madura.*—Native running firemen have been provided with good shelter.

42. *Virudupati.*—Shunting and goods shed arrangements cramped. Alterations were suggested and will come forward for approval.

43. *Tinnevely.*—The approach road to the goods shed should be kept in better repair and metalled.

44. *Tuticorin.*—The attention of the local authorities should be directed to the state of the ground to the rear of the station which is admirably adapted for, and much used as an open latrine.

45. *Negapatam.*—The renewal of the corrugated iron roofing of the covered shed over the north platform and lines cannot much longer be postponed.

46. *Negapatam shops.*—Complaints are made of the exposed condition of the wood-cutting machine shop, and venetians round the sides, and a lean-to at the north end are asked for. The new machine shop is finished and being stocked with machinery. The bay connecting it to the old shop has yet to be roofed in.

47. A lean-to is wanted on west side of the boiler shop.

48. **Rolling-stock.**—The remarks made in my last report on the cause of the shabby appearance of much of the coaching and goods stock apply to the half-year under report. There is no doubt but that deterioration must result from the neglect of timely repairs.

49. The insufficiency of stock to meet traffic requirements has frequently been noticed. In letters printed with G.O., No. 821 R., dated 3rd August 1889, the matter is brought prominently forward in the Locomotive Superintendent's remark that "he would like to pass our coaching stock more frequently through the workshops for repairs, renewals, and renovation; but the Traffic Department cannot dispense with the stock for sufficiently long periods, and it is kept running so long as it is safe to perform work." These remarks are, in my opinion, equally applicable to the goods stock.

50. The woodwork of 25 new 3rd-class carriages is on hand to be ready for the frames expected from England. A further addition of 25 of this class of carriages has been sanctioned. There were 126 vehicles of sorts in the shops on 30th June, of which 91 were undergoing and 35 awaiting repairs. Statements showing the number of vehicles on hand, repaired, returned and awaiting repairs in the two quarters of the half-year are attached to this report.

MADRAS,
11th September 1889.

(Signed) K. A. JOPP, Colonel, R.E.,
Deputy Consulting Engineer for Railways.

SOUTH INDIAN RAILWAY.

LOCOMOTIVE DEPARTMENT.

STATEMENT showing the Coaching and Goods vehicles on hand, repaired, returned, &c., for the quarter ending 31st March 1889.

	Passenger vehicles.	Covered goods wagons.	High-sided wagons.	Other vehicles.	Total.	Remarks.
Total stock on hand on 1st January 1889	71	29	17	38	155	
Total stock received from 1st January to 31st March 1889	70	48	39	65	222	
Total ..	141	77	56	103	377	
Deduct stock returned from 1st January to 31st March 1889	59	34	35	62	190	
Total stock on hand ..	82	43	21	41	187	{ Awaiting repairs .. 47 { Undergoing do. .. 140

NEGAPATAM,
26th July 1889.

(Signed) W. S. BETTS,
Agent.

(Signed) C. E. CRIGHTON,
Loco. and Carriage Superintendent.

SOUTH INDIAN RAILWAY.

LOCOMOTIVE DEPARTMENT.

STATEMENT showing the Coaching and Goods vehicles on hand, repaired, returned, &c., for the quarter ending 30th June 1889.

	Passenger vehicles.	Covered goods wagons.	High-sided wagons.	Other vehicles.	Total.	Remarks.
Total stock on hand on 1st April 1889	82	43	21	41	187	
Total stock received from 1st April to 30th June 1889	42	30	9	57	138	
Total ..	124	73	30	98	325	
Deduct stock returned from 1st April to 30th June 1889	71	47	16	65	199	
Total stock on hand ..	53	26	14	33	126	{ Awaiting repairs .. 35 { Undergoing do. .. 91

NEGAPATAM,
26th July 1889.

(Signed) W. S. BETTS,
Agent.

(Signed) C. E. CRIGHTON,
Loco. and Carriage Superintendent.

18TH NOVEMBER 1889, No. 1271 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Consulting Engineer for Railways, dated Madras, 5th October 1889,
No. 385.

Report of Inspection of the South Indian Railway, for the first half of 1889.

Submitted for the information of Government.

ORDER—dated 18th November 1889, No. 1271 R., Public Works.

The Agent's attention will be drawn to paras. 9, 39, 43 and 49.

2. Paras. 33 and 44 will be referred to the Local and Municipal Department.

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Local and Municipal Department.

Exd. P. L. Pereira.
Spare Copies

RAILWAY.

Govt. of {1889} Madras.

PUBLIC WORKS.

Dated November, 18th.

Recd.

Encl.

G.O., 18th Nov. 1889, No. 1271 R.

NOVEMBER.

South Indian Railway

Orders on report of inspection of the —
for the first half of 1889.

[25]

Local and Municipal Department.



PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following paper :—

From the President, District Board, North Arcot, of 24th June 1890, No. 378.

With reference to G.O., dated 10th December 1889, No. 2874 L, mis, referring for my remarks para 33 of the Report on Inspection of the S. I. Railway for the half year ended 30th June 1889, I have the honor to state that the Ranipet Taluk Board have resolved to construct the short road of about 300 yards from the main road to the level crossing. A copy of the resolution of that Board is herewith forwarded.

Order thereon of 2nd July 1890, No. 1620, L. mis.

Communicated to the Public Works

Department (Railway Branch).

(True Extract)

To The Public Works Department,
Railway Branch.

Obv'd by Major, R.E.
Under Secretary, P.W.D.
for Chief Secretary.

Lt. D. note for
with instructions
15/7

Recd
5-7-90

Recd. by Mr. [unclear]
15/7

Gobt. of (188) Madras.

To

Proceedings, dated

188 ,

No.

Subject.

PW C No. 6342

Gvt. of 1884 Madras.

Local and Municipal Department.

Rd. 5-7-90

To

Hu P. W. Department
Railway Branch

B

No. 1016 R of 16 July 190.

Proceedings, dated 2nd July 1889
No. 1620 (P.W.)

Subject.

Communicating
letter from the President District
Road Anth. not stating that
the road referred to in G.O.
710-12-89 No. 2874 (P.W.)
will be constructed by the
Kannur Taluk Road.

6/2/90

12

8-12-1271 R of 18.11.89

Amended 14.12.1889

B

No. 1016 R of 16 July 190.

MS 12/7/90

Communicated to the
Consulting Engineer for Rail.
ways with reference to para 2
of G.O. No. 1271 R, dated 18
November 1889.

For
9/7/90
280 R.

To

The Commissioner for P.W.

0/7/90

12.7.90

Am. 10/7 R 14-7-90

2/7