# Public Works (1890) Department.

RAILWAY BRANCH.

**G.O., No.** 1692 Ry.

**DATED** 4th November

---

[Despatch Abstract.]

Collision at Puttur. — Report of the departmental inquiry into the circumstances attending the recorded.

Indexed.

[P. W. Ry. / 500—8-5-00.]

## BACK PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|---|---|---|---|---|---|---|---|
| | 1445 | Ry. | 24-9-90 | | | | |

## FURTHER PAPERS.

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

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Form No. 1.

Public Works Department.

Office of Consulting Engineer for Railways,
Madras, 19th September 1890.

Telegram dated 19th September 1890 from the station master, Puttur, regarding an accident to the 12-45 P.M. Mail from Raichur.

No. 625

Submitted for the information of Government.

2. An officer of this department will attend the departmental enquiry to be held to-morrow.

3. Puttoor is a station in the N. W Madras Railway 69 miles from Madras.

Vc
20/9

Sidney Smith
Major R.E.

Kms for Offg: Cons: Engr: for Rys

Form No. 3.

B. No. 1245 R of 24th Sept/90

[illegible] 23/9/90 Recorded.

2. The result of the enquiry will be awaited.

Spacey
W.: R

To The Cons. Engr. for Rys.
D. 30/9

[illegible] 1/10

[illegible] 2/10

P.W. Accs: 9132

From
THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

No. 625

Dated 19th } September 1890.
Received 26 }

No. of Enclosures. 1

Subject.

Submitting for the information of Government telegram dated 19th September regarding accident to the 12-45 p.m. mail train at Puttur.

B. No. 1245 R of 24th Sept/90

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Joint report of departmental enquiry held at Puttur on September 20th 1890 regarding collision between 12:45 p.m. mail train of the 18th September and the No. 5 E. train from Arkonam to Renigunta of the 19th idem.

Present

L. S. Moss Esq Traffic Manager. President
C. E. Phipps Esq. Ag Loco Superintendent
F. A. Pawley Esqr Resident Engineer —
Captain A. D. G. Shelley, R.E. Dy Cons: Engineer and
W. A. Wilkinson Esqre Asstt Traffic Manager
were also present.

Summary. The 12·45 a.m mail train of the 18th arrived at Puttur at 3-4 a.m. on the morning of the 19th being timed to cross the No. 5. E. train at that station. The E. train was sighted at about 3/12, arrived at about 3/14 a.m. and was let into the through siding by the pointsman at the South points. On arrival, the section from Puttur to Nagari was cleared by Assistant Station Master Goorossamiah and reblocked for the 12-45 mail. The Line clear ticket was made out by him and handed to one of the mail guards who took it forward and delivered it to the driver. The signal was given and the mail started but the driver after going a short distance (he states about 100 yards) saw something black in front of him. He endeavoured to pull up but failed to do so

in

TELEGRAPHS.

Bno

Class **Service Message.** Local No.

FROM (Station) Puttur

To (Station) Madras

| No. | Words. | Time tendered for Transmission. Hour. | Minutes. | Code. |
|---|---|---|---|---|
|  | 83/8 | 4.6 | Hr | Date. |

FROM (Person) Dvr gd and [illegible] of 12/45 pm mail and guard and [illegible] per no 5

TO (Person) all concerned as per class

Absd 19.9.90

12/45 pm mail came in contact with no 5 E. train whilst leaving station owing to the line being fouled 3 wagons and chief guards Brake Van of no 5 derailed at South point the same is fouled assistance required mail Engine derailed no injury to passengers

Recd. from [illegible] L. L.
At 4 hrs. 28 mins., on the
By E Antent

Sent to L. L.
At hrs. mins., on the
By

Date 19/9/90

Signature.

---

T. 97. 4,00,000—17-7-90.

## MADRAS RAILWAY LICENSED TELEGRAPHS.

Class Q **Service Message.** Local No.

FROM (Station) Puttur

To (Station) Madras

| No. | Words. | Time tendered for Transmission. Hour. | Minutes. | Code. |
|---|---|---|---|---|
|  |  |  |  | Date. |

FROM (Person) Loco Foreman

TO (Person) Consulting Engineer

Absd 19/9/90

Will have main Line clear by 7.45 am when all trains can move

Recd. from L. L.
At hrs. mins., on the
By

Sent to L. L.
At hrs. mins., on the
By

Date 19 - 9 - 90

Signature.

in time to prevent his running into the rear portion of the No. 5. E. train, which was standing foul of or upon the crossing. The engine struck an M. R. Iron Covered Goods, which was the 3rd vehicle in front of the rear brake, derailed it as well as an 8 ton open goods, a North-Western Iron Covered wagon, and the brake, finally coming to a stand in collision with the brake van between the points and crossing. Considerable damage was done to the 3 wagons and the brake van as well as to the Engine and Permanent Way. Assistance was sent from Renigunta and Arkonam and the line was cleared and the trains left as follows:-

12-45 p.m. mail left at 8.52 a.m. being 5 hs - 42 mts late.

No. 5 E. train left at 10.33 a.m. being 6.53 late.

Evidence. Statements taken at a preliminary enquiry held by Mr. Gavaghan the Ag Dy Traffic Manager, who proceeded by a special to the scene of the accident on the 19th were read over to the deponents and accepted by them and the Joint Committee and further evidence was taken from others of the staff. From these depositions it appears that the E. train was signalled to come in, in the usual manner, and that the Engine was stopped at about Point A (vide accompanying plan) a distance of 1118 feet from the crossing of the South points. The load of the E. train being 44 vehicles would measure approximately 1120 feet and the rear of the

Ex plan
74

train

train would therefore be foul of this crossing. The pointsman, Valoyuthen, on duty at the south points states that, finding the train had stopped before clearing the crossing and that the brake van was standing on his points, he called out to the guard and obtaining no reply he signalled to the driver to draw ahead. The train did not however move and before he could take further steps he heard the mail leave the platform. He at once shewed a danger signal to try and stop the mail but, though his signal was seen by the mail driver, he did not as the time was so short, succeed in doing so. The Chief guard of the E. train stated that finding the train was passing over the points very slowly he signalled to the driver through the electric intercommunication to draw ahead and that while he was doing this and before the train had come to rest at all, the mail pitched into them. The driver of the E. train states he received no signals of any kind from either guard or pointsman and he did not know that the rear of his train was foul of the crossing until the accident occurred. He and his firemen are both positive that the train did come to a stand before the accident, thus supporting the statement of the pointsman. This is further corroborated by the under guard and the driver of the mail train while both guards of the E. train, affirm that the collision occurred while the E. train was moving. The

asstt.

Asstt. Station Master asserts that after the E. train had arrived he went to the end of the platform and satisfied himself that the last brake was clear of the crossing before clearing the line and reblocking it for the mail and he attributes the accident to the vehicles of the E. train having rebounded. This is not however confirmed by the other witnesses and there is on the contrary evidence to shew that the Asstt. Station Master did not leave the booking office between the time the E. train was first sighted and the starting of the mail.

Finding. We find that the collision was brought about through the driver of the No. 5 E. train having stopped his train too short to allow of its clearing the South points. That the Chief Guard of the E. train, E. Lennon, was either asleep in his van or inattentive and that he did not, as he should have done, discern this fact and signal his driver to draw clear. That assistant Station Master Gooroosamiah did not, as is ordered in the rules, satisfy himself that the last brake was clear before blocking the line for the mail and allowing it to leave his station. We are further of opinion that the driver of the Mail, J. Miller, was not as careful as he should have been and we think he should, had he been keeping a sharp look-out, have ascertained earlier than was the case that the crossing was fouled. We also think that the driver of the E.

Print rules

train

train, Charles Webb, was wanting in judgment in that, knowing his train was a very long one, he did not draw up further into the siding before bringing his engine to a stand.

We recommend that the following punishments shall be gazetted:-

Chief Guard E. Lennon be reduced to an Under Guard for a period of 12 months.

Assistant Station Master Gooroosamiah be reduced 12 in his grade and that his pay be reduced by Rs 5/- a month.

Driver J. Miller and driver C. Webb be both reprimanded.

We are of opinion that pointsman Valoyuthen did his duty well and tried his best to prevent the accident. His evidence also appears to have been truthfully given.

(sd) Louis S. Moss
Traffic Manager

(sd) C. E. Phipps
Ag Loco Superintendent

(sd) Francis A. Pawley
Resident Engineer

(True Copy)

Ross Chisholm
for Ag Agent and Manager.

Enc: to

REGISTER
No. 1060
FILE
No.

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1 Encl.

(No. II.)
No. D198
1036

**MADRAS RAILWAY.**

AGENT AND MANAGER'S OFFICE,

Madras, 2nd October 1890.

*From*

The Ag: Agent and Manager,
M.R. Coy:,

*To*

The Consulting Engineer for Railways,
Madras.

Sir,

Collision at Puttur 18th September 1890.

In continuation of this Office letter No. 987 dated 19th September 1890, I have the honour to submit for your information a report of the Joint enquiry held into the circumstances attending the collision which took place at Puttur Station on the 20th September ultimo.

I have the honour to be,
Sir
Your most Obedient Servant,

Ag: Agent & Manager.

E. +

Enc: to REGISTER No 6060

REGISTER
No 6060
FILE
No.

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer for Railways.

E.R.

Dated 2 October 1890
Recd. 3.10.90
No. D198/1036.

submitting a report of the joint Enquiry into the Collision at Perambur on the 20th Sept. 1890

E/
PH/100557/E0

The plan referred to has not been put up -
Please put up the rules for working and also the rules for conducting these Enquiries -
4/10/90

Copy of the original report of the Dept. Enquiry was sent to us but no plan.
The rules for working trains & for conducting enquiries herewith put up
Kris
8.10.90

May be filed
9/10

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Form No. 2.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 21st October 1890.

PUBLIC WORKS DEPARTMENT.

Letter from the Agent and Manager, Madras Railway, No D198/1036, dated 2d October 1890, with enclosure.

No. 708

SUBMITTED to Government, with reference to G.O. No 1445 R, dated 24th September 1890.

Sidney Smith
Major RE
for Offg: Con: Engr for Rys

Kris

L

Form No. 3.

No. 1692 R d/ 4th Novr 1890.

3/11/90

LHG 1/11/90

Recorded with reference to G. O. No: 1445 R dated 24th September 1890.

G.O. 1445 R d/24. 9. 90

To The Consg. Engr for Rys.

HW. 24 +

R 3. 81

3/11

From P.W.C. N: 10055

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

No. 708

Dated 21st
Received 23 } October 1890.

NO. OF ENCLOSURES. 2

*Subject.*

Submitting to Govt. the report of the departmental Enquiry held into the circumstances attending the Collision which took place at Ruttun station, North west Line, Madras Railway.

B. No. 1692 R d/ 4th Novr 1890

3/11

P.W.C. No. 1011

Also for information to the Government of the Punjab, the Resident at Hyderabad, the Agents to the Governor General for Rajputana, Central India, and Baluchistan, and the Accountant General, Public Works Department.

R W Pemberton Colonel, R.E.,
Secretary.

36 SC

*Documents accompanying.*

1. Form of Progress Report (A) laid down in Public Works Department Circular No. 7 Ry. of 1878.
2. Form of Progress Report (B) laid down in Public Works Department Circular No. 7 Ry. of 1882, with memorandum of instructions.

Rd 24-10-90
Inc 2 (+36 SC)
S. C[illegible]

To The Joint Secy to the Govt of Madras
(Railway Branch) P.W. Deptt

No. 1695 R of 4th Novr 1890

G.O 354 R of 13.4.78

2/11/90 Communicated to the Consulting Engineer for Railways for information and guidance.

B No. 1695 R of 4-11-90

No. $\frac{1016}{1277}$ of 7/11/90

Copy to $\frac{AM}{A}$ for information & guidance

(Sd) S.S.

O/S:R

1014
16.7.90

G. C. Press, Simla.—No. 1231 P. W. D.—9-10-90.—1,350.

To the Consg E.

Ent. T.C. 6+1

25-10-90.

R 3/11

[*For General Distribution.*]

SERIAL
No. 2

To Consultg [illegible]
for guidance
24/10

Circular No. 11 Railway.

## GOVERNMENT OF INDIA.

## PUBLIC WORKS DEPARTMENT.

## RAILWAY CONSTRUCTION.

Simla, the 3rd October 1890.

## Progress Reports for Railways, under Survey and Construction.

READ—

Public Works Department Circular No. 7 Ry., dated 5th April 1878.
" " " 40 " " 3rd December 1879.
" " " 7 " " 10th July 1882.
" " " 6 " " 9th June 1890.

OBSERVATIONS.—In Public Works Department Circular No. 7 Railway of 1878 the submission of quarterly narrative progress reports in Form A, accompanied by index statements in Form B, was prescribed for State Railways under construction.

2. In Public Works Department Circular No. 40 Railway of 1879 the submission of these narrative progress reports and index statements, in Forms A and B respectively, was altered from quarterly to monthly; and the preparation of progress sections of works and diagrams of bridges and other important structures, shewing the state of the works at the close of the quarter, was prescribed for submission with the reports for the months of March, June, September and December of each year.

3. In Public Works Department Circular No. 7 Railway of 1882 the index statements in Form B were ordered to be submitted quarterly, instead of monthly, for Guaranteed, Subsidized and State Railways under construction, in the sample form promulgated with that Circular.

4. In Public Works Department Circular No. 6 Railway of 1890 monthly narrative progress reports were prescribed for all Railways under reconnaissance or survey, and for Railways partly under survey and at the same time partly under construction.

RESOLUTION.—The Government of India now desires that the narrative progress report in Form A, which has hitherto been submitted monthly for State Railways under construction, should in future be furnished half-yearly in the accompanying form, as soon as possible after the close of the half-years ending 31st March and 30th September.

2. The progress sections and diagrams, which have hitherto accompanied the monthly progress reports in Form A, should however now be sent along with the quarterly progress statements in Form B. The form prescribed by Public Works Department Circular No. 7 Railway of 1882 is enclosed for ready reference.

3. The narrative progress reports prescribed in Circular No. 6 Railway of 1890 should continue to be submitted monthly.

ORDER.—Ordered, that this Resolution be communicated for information and guidance to the Local Governments and Administrations, and the Officers marginally noted.

The Governments of Madras, Bombay, Bengal, and the North-Western Provinces and Oudh.
The Chief Commissioners of the Central Provinces, Burma, and Assam.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Central Division, and Lucknow.

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Enclosure No. 2 to Circular No. 11 Railway of 1890.

### Form B.

RAJGURH-KOTAL STATE RAILWAY.

*Table showing work done up to 30th June 1882.*

| Main head of estimate. | NAME OF WORKS. | DALDUA DIVISION. 26 Miles. | GUNGRA DIVISION. 32 Miles. | KOTAL DIVISION. 29 Miles. | WHOLE LINE. 87 Miles. |
|---|---|---|---|---|---|
| I | Survey ... ... ... | 1·00 | 1·00 | ·82 | ·94 |
| II | Acquisition of Land ... ... | 1·00 | 1·00 | 1·00 | 1·00 |
| III | Earthwork ... ... | ·90 | ·80 | ·86 | ·88 |
| | Minor bridges ... ... | ·62 | ·44 | ·40 | ·46 |
| | Large bridges ... ... | ·38 | ·26 | ·24 | ·28 |
| | Tunnels ... ... | * | * | * | * |
| | Level-crossings ... ... | ·16 | ·20 | ·20 | ·19 |
| | Mile and gradient posts ... | ·00 | ·00 | ·20 | ·07 |
| | Fencing ... ... | ·00 | ·24 | ·10 | ·11 |
| | Electric telegraph ... .. | 1·00 | 1·00 | 1·00 | 1·00 |
| IV | Ballasting ... ... | ·12 | ·00 | ·23 | ·11 |
| | Sleeper supply ... ... | ·14 | ·62 | ·28 | ·33 |
| | Permanent-way supply ... | ·00 | ·00 | ·00 | ·00 |
| | Ditto laying ... | ·00 | ·00 | ·00 | ·00 |
| V | Stations and offices ... ... | ·23 | ·36 | ·30 | ·27 |
| | Workshops and store buildings ... | ·42 | * | * | ·42 |
| | Staff quarters ... ... | ·25 | ·40 | ·22 | ·28 |
| | Station machinery ... ... | ·12 | ·00 | ·00 | ·05 |
| VI | Plant, Engineering ... ... | ·42 | ·50 | ·36 | ·40 |
| | " Locomotive ... ... | ·00 | * | * | ·00 |
| | " Carriage and wagon ... | ·00 | * | * | ·00 |
| | Station and office furniture ... | ·16 | ·10 | ·12 | ·13 |
| VII | Steam ferries ... .. | * | * | * | * |
| VIII | Locomotive erection ... ... | ·24 | * | * | ·24 |
| | Carriage and wagon erection ... | ·10 | * | * | ·10 |
| | Total average ... | ·24 | ·36 | ·30 | ·31 |

Date of opening for traffic ... ... End of November 1883.

Date for completion of line ... ... March 1884.

NOTE.
1·0 Signifies completion of work.
·3 " that 3-10ths of the work has been done.
·00 Signifies that work is not commenced.
* No work to be done under this head.

## Enclosure No. 2 to Circular No. 11 Railway of 1890.

# GENERAL INSTRUCTIONS AS TO PREPARATION OF FORM B.

These returns are intended to show the work done during the quarters ending 31st March, 30th June, 30th September, and 31st December, and should be submitted within the month following the quarter to which they refer.

2 They are not intended to shew ordinary alterations and additions to existing railways, but are only required when important extensions or branch lines are under construction.

3 In filling up From B the work done up to date is represented by a decimal of the whole. Hence 1·00 represents full completion of work, and any entry greater than 1·00 must obviously be incorrect. Two places of decimals should be given.

4 The proportion which the work done bears to the whole can only be estimated by the Engineer in charge, and will in most cases bear no relation to the amount of money expended on it to date. The decimal must not therefore be calculated on the money expenditure on the work.

5 The total for the whole line should be estimated by the Engineer-in-Chief to the best of his ability, and must not be taken as a mean of the work done in different divisions, for even if the divisions were all of equal length the relative amount of work in each would generally differ.

6 Similarly the total average must be estimated and cannot be taken as a mean of the amounts under the various heads, as these heads are of different relative importance. Thus, suppose an Engineer had charge of an important bridge and had also ten miles of mile and gradient posts to make up in his shops, if the latter work were completed and the former not commenced the Engineer would not be justified in stating that he had done a total average of half the work entrusted to him.

7 Electric Telegraph should be entered for information, although it forms no part of the work of the Engineer.

8 The dates for opening for traffic and completion of line are invariably to be entered. If either date is not fixed, the *probable* date must be given.

Enclosure No. 1 to C Railway of 1890.

## FO A.

# INDUS VALLEY S ATE RAILWAY.

## STATEMENT SHOWING PROGRESS MADE IN EACH DIVISION UP TO AND DURING THE HALF-YEAR ENDING 31ST MARCH / 30TH SEPTEMBER 1877.

| Nature of work. | Shujabad Division. Length, 50 miles. | Sutlej Bridge Division. Length, 13½ miles. | Bahawulpore Division. Length, 58½ miles. | Khanpur Division. Length, 50 miles. | Rehti Division. Length, 49 miles. | Ghotki Division. Length, 49 mile | Indus Bridge Division. Length, 4 miles. | Larkhana Division. Length, 66 miles. | Mehur Division. Length, 52 miles. | Sehwan Division. Length, 53½ miles. | Kotri Division. Length, 52½ miles. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Preliminary ... | Finished ... | Finished ... | Finished ... | Finished ... | Finished ... | F inshed | In abeyance. | Finished ... | Finished ... | Finished ... | Finished ... | |
| Land ... | All taken up ... | All taken up ... | All taken up ... | All taken up ... | All taken up ... | All taken up | | All taken up ... | All taken up ... | All taken up ... | All taken up ... | |
| Formation ... | Finished ... | Finished ... | Finished ... | Finished ... | Completed during the half-year. | Completed dur the half-year | | Completed during the half-year. | Finished ... | Completed. Except Rock-cutting about Laki not progressing favorably. | Completed during the half-year. | |
| Large bridges... | Extra waterways completed. | Sutlej Bridge, 12 out of 17 piers ready for girders. | ... ... | So far done as to ensure completion by August. | Masonry completed, with exception of new bridge No. 53½ well in hand. | Masonry c pleted. Protective w good progre | | Large bridges, masonry of 5 out of 8 completed. | Large bridges all built. | Masonry only a lakh cubic feet to complete. | Masonry finished. Girders progressing so far as procurable. Bunds and protective works completed. At Mangho, repairs and alterations going on. | |
| Minor Bridges | Arrangements for protective works in good progress. | One hundred and two lineal feet of well sinking to be done, distributed over five wells. | One culvert incomplete. Will be done soon. | ... ... | Complete ... | Complete exc ing 3. | | 156 out of 174 completed. | 138 out of 169 built. Rest well in hand. | ...... | ...... | |
| Fencing ... | Arrangements made for hedge planting. | Nothing done ... | Great progress made in hedge planting. | Nothing done ... | Nothing done ... | Tree planti completed one sub-divi (Mohur.) | | Nothing done ... | Nothing done ... | Nothing done ... | Round station plots well in hand. | |
| Level crossings | Line maintained in running order. | Ditto ... | Nothing done ... | Ditto ... | Ditto ... | Ditto | | Ditto ... | Ditto ... | Ditto ... | Level crossings, with huts, &c., nearly completed. | |
| Ballast ... | Complete ... | Complete ... | Complete ... | Twenty-six miles laid. Bemainder in progress. | Sand throughout. | In progress, e in one subd sion. | | Progress slow. Better results expected. | 7½ lakhs collected. Better progress expected. | Collection proceeding favorably. | Only boxed up at bridges. | |
| Permanent-way and platelaying. | Line maintained in good running order. | Ditto ... | Ditto ... | Rails laid on formation from mile 122 to 144¼, besides 6 miles of rails and 23 miles of sleepers being at site at end of last half-year. | Platelaying has reached the 194th mile besides completing Gobla tramway and the third rail north of Sirhind. | Ditto | | Ditto ... | Preparations for platelaying well in hand. | Permanent-way laid 24 miles and 34 chains. | Permanent-way maintained in good working order. Platelaying done. | |
| Station and buildings. | Line maintained in running order. | No station on this short length. | Station machinery completed and in good working order. | Arrangements settled for immediate construction. | Station machinery arrangement virtually completed and in working order. | Sirhind and pur compl Ghotki wel hand. Mas in Saugi sion comme but stoppe material in tion machin | | Completed, except Sukkur not yet started. Station machinery in construction. | All completed, and station machinery in hand. | Sehwan station ready for roofing. At Laki, ashpit and turntable nearly finished, and engine shed just commenced. At Amri, nothing done for watering arrangements. Ashpit started. | Station machinery almost completed. | |
| Staff quarters ... | Gate-houses, latrines, &c., completed. | Nothing done ... | So far advanced as to leave little to do next half-year. | Nothing done ... | Nothing done ... | Nothing done | | Nothing done ... | Nothing done ... | Nothing done ... | Nothing done ... | Necessary temporary staff quarters erected. |
| Ferries ... | *Nil* ... | *Nil* ... | *Nil* ... | *Nil* ... | *Nil* ... | *Nil* | | *Nil* ... | *Nil* ... | *Nil* ... | *Nil* ... | |
| Rolling-stock... | Nothing done ... | Nothing done ... | Nothing done ... | Nothing done ... | Nothing done ... | Nothing don | | Nothing done ... | Nothing done ... | Nothing done ... | Nothing done ... | |

RAILWAY.

Govt. of (1878) Madras

PUBLIC WORKS.

*To*

THE CONSULTING ENGINEER
FOR RAILWAYS.

*Dated April 13th.*

*Issued*

*Recd.* *Encl.*

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*G. O.*, 13*th April* 1878, *No.* 354 R.

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**APRIL**

**Nos. 64-65.**

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*Quarterly Narrative Progress Reports of State Railways under construction.*— The instructions of the Government of India anent form of the —, communicated to Consulting Engineer for Railways.

SERIAL
No. 1.

## GOVERNMENT OF MADRAS.

## PUBLIC WORKS DEPARTMENT.

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13th April 1878, No. 354 R.

Railway.

Read the following paper :—

No. 64. Circular of the Government of India, Public Works Department (Railway), dated Fort William, 5th April 1878, No. 7 R.

Quarterly Narrative Progress Reports.

Read again—

Public Works Department, No. 2,317 R., of 19th September 1874.
Do. Do. „ 435 R., of 14th February 1876.

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Resolution.—The Quarterly Narrative Progress Reports of State Railways under construction submitted to the Government of India are in many instances much too verbose and full of repetitions. Some, on the other hand, are so much condensed as to give little idea of the actual state of progress. These documents have not therefore fulfilled their intended object.

2. To indicate more clearly what is required the Narrative Progress Statement for the Indus Valley Railway for the quarter ending June 1877 has been tabled (A) and a specimen index statement (B) drawn up.

3. It is desired that the Narrative Progress Reports shall in future be cast in the Form (A), to be supplemented by an index statement (B), from which at a glance the general condition of progress can be ascertained.

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Order.—Ordered, that this Resolution and the forms referred to be forwarded to the Directors of State Railways for information and guidance.

Also to all local Governments and Administrations for information.

(Signed) A. LeMESSURIER, Major, R.E.,
Offg. Under Secy.

To the Secretary to the Government of Madras, Public Works Department (Railway).

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No. 65. Order thereon, 13th April 1878, No. 354 R.

Communicated to the Consulting Engineer for Railways.

(True Extract.)

(Signed) J. H. M. SHAW-STEWART, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways, with enclosures.

Exd. A. S. Rodgers.
Spare Copies

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8510

B.

## PROGRESS TABLE, INDUS VALLEY STATE RAILWAY.

For the Quarter ending 187 .

·3 signifies that $\frac{3}{10}$ths of the work has been done.
1·0 „ completion.
0 „ that no commencement has been made.
* „ that no provision has to be made under the head.

| — | Shoojabad Division. | Sutlej Bridge. | Pahlunpoor. | Khanpur. | Rehtee. | Ghotkee. | Indus Bridge. | Larkhana. | Mehur. | Sehwan. | Kotree. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Length of Railway in miles. | 50 | 13½ | 58¼ | 50 | 49 | 49 | 4 | 66 | 52 | 53½ | 52½ | 497½ |
| Survey ... ... ... | 1·0 | 1·0 | 1·0 | 1·0 | 1·0 | 1·0 | 1·0 | 1·0 | 1·0 | 1·0 | 1·0 | 1·0 |
| Earthwork ... ... | 1·0 | 1·0 | 1·0 | 1·0 | 1·0 | 1·0 | 0 | 1·0 | 1·0 | ·96 | 1·0 | ·99 |
| Minor bridges ... ... | ·9 | 1·0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Major bridges, piers and abutments ... ... | ... | ·68 | ·99 | ·98 | 1·0 | 1·0 | 0 | 1·0 | 1·0 | 1·0 | 1·0 | 0·8 |
| Major bridges, superstructure ... ... ... | ... | ·10 | 1· | 1·0 | ·99 | ·95 | 0 | ·51 | ·81 | 1·0 | ·9 | ·62 |
| Fencing ... ... ... | ·04 | ·01 | ·02 | ·02 | ·04 | 0·3 | 0 | ·01 | ·04 | ·02 | ·01 | ·02 |
| Level-crossings ... ... | ·99 | ·94 | ·96 | ·80 | ·92 | ·79 | 0 | ·00 | ·92 | ·94 | 1·0 | ·97 |
| Ballasting ... ... ... | ·80 | ·74 | ·77 | ·92 | ·65 | ·80 | 0 | ·66 | ·79 | ·98 | ·98 | ·82 |
| Sleeper supply ... ... | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 |
| Permanent-way supply ... | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 |
| Do. laying ... | 1·00 | ·60 | 1·00 | 1·00 | ·79 | ·82 | 0 | ·76 | ·97 | ·99 | 1·00 | ·90 |
| Passenger stations ... | 1·00 | ·80 | ·80 | ·92 | ·98 | ·70 | 0 | ·48 | ·80 | ·76 | ·80 | ·72 |
| Goods do. ... | 1·00 | 1·00 | ·90 | ·70 | ·75 | ·62 | 0 | ·75 | ·80 | ·75 | ·74 | ·81 |
| Station machinery ... | 1·00 | 1·00 | 1·00 | 1·00 | ·94 | ·72 | 0 | ·79 | ·60 | ·82 | ·91 | ·88 |
| Do. sidings ... ... | 1·00 | 1·00 | ·98 | ·91 | ·70 | ·62 | 0 | ·70 | ·48 | ·90 | 1·00 | ·79 |
| Staff quarters ... ... | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 | 1·00 | ·20 | 1·00 | 1·00 | 1·00 | 1·00 | ·98 |
| Workshops ... ... | * | * | * | * | * | * | * | * | * | * | * | * |
| Rolling-stock supply ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ·60 |
| Do. erection ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ·40 |
| Total average ... | ·98 | ·40 | ·87 | ·89 | ·76 | ·68 | ·01 | ·66 | ·22 | ·89 | ·98 | ·78 |
| Date of opening for traffic. | 6-77 | 11-78 | 3-78 | 3-78 | 5-78 | 6-78 | ? | 6-78 | 5-78 | 3-78 | 2-78 | ? |
| Do. of completion of line. | 12-77 | 12-78 | 6-78 | 6-78 | 6-78 | 6-78 | ? | 6-78 | 6-78 | 6-78 | 3-78 | ? |

Note.—The figures given above are not even a close approximation; they have been simply assumed as an example of the manner in which the form is to be filled in.

## A.

## INDUS VALLEY STATE RAILWAY.

*Statement showing Progress made in each Division up to 30th June* 1877.

| Nature of Work. | Shujabad Division. Length, 50 miles. | Sutlej Bridge Division. Length, 13½ miles. | Bahawulpore Division. Length, 58½ miles. | Khanpore Division. Length, 50 miles. | Rehti Division. Length, 49 miles. | Ghotki Division. Length, 49 miles. | Indus Bridge Division. Length, 4 miles. | Larkhana Division. Length, 66 miles. | Mehur Division. Length, 52 miles. | Sehwan Division. Length, 53½ miles. | Kotri Division. Length, 52½ miles. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Earthwork ... | Finished ... | Finished ... | Finished ... | Finished ... | Completed during the quarter. | Completed during the quarter. | In abeyance. | Completed during the quarter. | Finished ... | Earthwork completed.* | Completed during quarter. | * Rock-cutting about Laki not progressing favorably. |
| Ballast ... ... | Nothing said. Presumed complete, as line is said to be in running order. | Nothing said. Presumed complete. | Nothing said. Presumed complete. | Twenty-six miles laid. Remainder in progress. | Sand throughout. | In progress, except in one sub-division. | | Progress slow. Better results expected. | 7½ lakhs collected. Better progress expected. | Collection proceeding favorably. | Only boxed up at bridges. | |
| Fencing ... ... | Arrangements made for hedge planting. | No information... | Great progress made in hedge planting. | No information... | No information... | Tree planting completed in one sub-division (Mehur). | | No information... | No information... | No information ... | Round station plots well in hand. | |
| Large bridges ... | Extra water-ways completed. | Sutlej bridge, 12 out of 17 piers ready for girders. | ... .. | So far done as to ensure completion by August. | Masonry completed, with exception of new bridge No. 53½ well in hand. | Masonry completed.<br>Protective works, good progress. | | Major bridges, masonry of five out of eight completed. | Major bridges all built. | Masonry only a lakh cubic feet to complete. | Masonry finished. Girders progressing so far as procurable. Bunds and protective works completed. At Mangho, repairs and alterations going on. | |
| Small „ ... | Arrangements for protective works in good progress. | One hundred and two lineal feet of well sinking to be done, distributed over five wells. | One culvert incomplete. Will be done soon. | ...... | Complete ... | Complete excepting three. | | 156 out of 174 completed. | 138 out of 169 built. Rest well in hand. | | | |
| Station buildings. | Nothing said. Line maintained in running order. | Nothing said. No station on this short length, it is presumed. | Station machinery completed and in good working order. | Arrangements settled for immediate construction. | Station machinery arrangement virtually completed and in working order. | Sirhind and Mirpur completed. Ghotki well in hand. Masonry in Saugi Division commenced, but stopped for material in station machinery. | | Completed, except Sukkur not yet started. Station machinery in construction. | All completed, and station machinery in hand. | Sehwan Station ready for roofing. At Laki, ash-pit and turn-table nearly finished, and engine shed just commenced. At Amri, nothing done for watering arrangements. Ash-pit started. | Station machinery almost completed. | |
| Staff quarters ... | Gate-houses, latrines, &c., completed. No other information. | No information... | So far advanced as to leave little to do next quarter. | No information... | No information... | No information... | | No information... | No information... | No information ... | No information. | |
| Level-crossings ... | Line maintained in running order. | Do. ... | No information... | Do. ... | Do. ... | Do. ... | | Do. ... | Do. ... | Do. ... ... | Level-crossings, with huts, &c., nearly completed. | |
| Permanent-way and plate-laying. | Line maintained in good running order. | Do. ... | Do. ... | Rails laid on formation from mile 122 to 144¼, besides 6 miles of rails and 23 miles of sleepers being at site at end of last quarter. | Plate-laying has reached the 194th mile besides completing Gobla tramway and the third rail north of Sirhind. | Do. ... | | Do. ... | Preparations for plate-laying well in hand. | Permanent-way laid 24 miles and 34 chains. | Permanent-way maintained in good working order. Plate-laying done. | |
| Rolling-stock ...<br>Survey ... ...<br>Materials ... | No information. | Do. ... | Do. ... | No information . | No information... | Do. ... | | Do. ... | No information . | No information ... | No information. | |