M.R.O. 1—77,006—8-6-37.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 3199 Press
178-179. Mis.

Dated 21 Oct 1866.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 9th October 1866.

No. 178. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 28th September 1866, No. 394:—

1. I have the honor to report, for the information of Government, that I recently inspected the whole of the open portions of the Madras Railway, with the exception of the North-West Line between Arconum and Moodanoor, and that the result of my inspection was, upon the whole, very satisfactory.

2. The permanent way and the fencing are, for the most part, in good order. For smoothness of road, the Fourth Division, between Coimbatore and Beypoor, deserves special mention, but in this respect no part of the line can be complained of.

3. The condition of the station buildings is in general good; the compounds are well kept, and will in time be greatly improved by the trees which have been lately planted; the privies and latrines were, on the occasion of my visit, clean and inoffensive.

4. At several stations the arrangements for supplying the Locomotives with water are still defective, and this has been more prominently noticed during this year on account of the unusual drought; but measures are being taken for improving the water supply at all these places.

5. At Arconum the enlargement of the Gentlemen's Waiting-room, hitherto inconveniently small, is in progress, and will add materially to the comfort of travellers.

Vide G. O., 19th October 1865, No. 3,116.

6. At Jaularapett the extension of the covered platform has been completed, and the consequent improvement in the general convenience of the station is remarkable.

Vide G. O., 11th June 1866, No. 1,834.

7. At Errode the arrangements proposed to provide for the increase to the traffic expected upon the junction of the Great Southern of India Line with the Madras Railway have been commenced. The work upon the former Railway, in the neighbourhood of Errode, is making satisfactory progress.

In G. O. No. 1,765.

8. At Coimbatore the addition to the station sanctioned by Government upon the 5th June last has been begun, but the progress made as yet is small.

* Tiroor.
Tanoor.
Perpenagaddy.
Beypoor.

9. At the four stations* near the western extremity of the line very great difficulty is experienced by the Railway officials in preventing trespasses upon the station premises. This matter, as far as Tiroor and Tanoor Stations are concerned, has been already dealt with by Government. At Perpenagaddy and Beypoor stray cattle are constantly to be found within the Railway premises, and the Station Masters at both places told me that they found themselves practically powerless in attempting to check the evil. The enclosures have been carefully fenced with aloes; but the rich pasture which they contain is a powerful temptation, and the removal of one or two plants gives ingress to all the cattle of the neighbourhood.

Vide G. O., 18th September 1866, No. 2,933.

There seems to be a general idea that little or no assistance towards preventing these systematic trespasses is to be looked for from the Native officials in the neighbourhood, Magisterial or Police. I have no reason to suspect that this idea is correct, but the risk which is now habitually caused to life and property is by no means inconsiderable.

10. At Beypoor, the station has been greatly improved by the completion of the new privies; and the convenience of the public has been well studied by Messrs. Framjee & Co., who have established a good hotel in the upper story of the station, which they have leased from the Railway Company.

11. The northern portion of the new bridge over the Kuddulhoondy river is nearly finished; at the time of my visit there only remained one pair of girders to be rolled into position. It will probably be completed early in November, when it is intended to divert the traffic on to it from the old wooden structure, which will then be dismantled.

30th April 1866, No. 194.

12. Since the date of my last report nothing has been decided with reference to the southern portion of the bridge. The drawings of the borings, &c., were sent home, and the question has, I believe, been referred to the Company's Consulting Engineer, Mr. Hawkshaw, for his opinion. Whatever decision is arrived at, the wooden bridge which now spans this part of the river will probably not be re-placed for at least two years. I examined it carefully, with the Resident Engineer of the Division, and though some of the old timbers are now in a very precarious state, they have, wherever it seemed necessary, been carefully and judiciously strengthened. Every part of the bridge is, in fact, daily inspected; and the precautions which are taken both in executing all necessary repairs, and in running trains across the river at a slow pace, are such that I see no reason whatever to apprehend danger.

13. I took advantage of being at Beypoor to make a careful inspection of the pier in what is called the "Boat Harbour," and of the bar and mouth of the river. The construction of this pier was recommended by the Right Honorable the Secretary of State in a Despatch dated the 31st July 1863, No. 11. It was to be considered "as an experiment, the results of which would furnish the means of judging of the expediency of making further improvements in Beypoor Harbour." A revised estimate, amounting to Rupees 55,285, was sanctioned by Government

G. O. No. 327.

on the 30th May 1865. The work was begun early in 1864, and at the date of my visit there remained only 36 feet to complete this Pier.

30th April 1866, No. 194.

14. In a previous report I expressed my doubts as to the pier ever fulfilling the purposes for which its erection was ordered. My recent inspection has strongly confirmed me in this opinion. The sand has been gathering fast, the pier itself seeming to act as a groyne, so much so that at low-water almost the entire structure stands upon dry sand. An enclosed extract from the Acting Chief Engineer's last Quarterly Report will show that, in his opinion, any further expenditure upon it would be thrown away. All work at

Dated 17th July 1866.

the pier has been stopped for some months past by the monsoon, but it is now necessary that the question of completing it, or not, should be decided. A few days ago, I discussed the matter with Mr. Smart, the present Acting Agent, and with Mr. Pinson, and we agreed as to the impolicy of spending any further sums upon it. To complete it would cost about Rupees 12,000 in addition to what has now been spent. The table of soundings attached to the extract from Mr. Pinson's report, when compared with that recorded in the Order of Government, dated the 24th October 1863, seems conclusive as to the absolute prospective uselessness of the pier. Messrs. Smart and Pinson recommended that the timbers now in the pier should be immediately removed, to prevent them from being injured by insects. I do not, however, recommend this extreme course, and while I am decidedly of opinion that all further expenditure should be at once prohibited, it seems to me that, after so large an outlay has been incurred, it would be advisable to await the experience of another monsoon, to leave the pier in its present state for a year, and to decide then upon the question of its removal. The late season has been very exceptional, and it is just possible that higher floods in the Beypoor river may alter the condition of the "Boat Harbour." In the meantime careful soundings should be periodically taken, and the Resident Engineer will doubtless do his best to protect the timber from injury.

No. 3,107, Department Public Works.

15. The monsoon which is just over has left the mouth of the Beypoor river in a very unusual state. The freshes in the river have been comparatively few and far from heavy, and have quite failed to effect the usual annual scouring process upon the bar. The consequence is that there is now less water over the bar, by about three feet, than in ordinary years, and that it is almost impossible to land cargo anywhere near the Railway Terminus. The spit of sand, which joins the laterite reefs with the shore, and which is usually washed away during the monsoon, is still intact. This spit forms the north boundary of the "Boat Harbour," and its non-removal has possibly tended to increase the deposit of sand there; but as the complete project for the pier included the construction of a permanent cause-way upon the line of the spit, it does not seem that any argument as to the ultimate usefulness of the pier can be deduced.

* To be returned.

16. The accompanying sketch* will show the positions of the Railway Terminus and of the mouth and bar of the river, also those of the Boat Harbour, and of the unfinished pier. The soundings, which are in feet, were taken nearly four years ago.

17. After several careful inspections of the mouth of the Beypoor river, it seems to me very unlikely that any available harbour, for any but the smallest craft, will ever be formed here. The difficulty of devising and executing successful harbour works at the mouth of any river is well known, but that difficulty is greatly increased when the river to be dealt with is one whose basin receives the enormous rain-fall of the Western Neilgherries and of the Wynaad, almost all of which finds its way to the sea within three months.

18. I beg again to draw the attention of Government to the opinion which I have already expressed regarding the advisability of extending the line of Railway to Calicut. The facts which I have just stated go far to show the unsuitability of Beypoor as the Terminus of an extensive Railway system; while I am more than even convinced that in the interests of all concerned, the Government, the Railway Company, and the public, the extension of the line to Calicut is greatly to be desired.

In letter 30th April 1866, No. 194.

Extract from a Report upon the Permanent Way for the Quarter ending June 1866.

South-West Line.

57. *Beypoor Pier.*—This work is not yet entirely completed. Piles for the six 6-feet openings at the extreme end have still to be driven, but as the "Boat Harbour" appears to be gradually silting up around the Pier, it would, I think, be impolitic, to spend any further sums upon it. The following table shows the depth of water in the centre of each opening, as taken during high-water on the 7th July 1866. I may mention that the spit or connexion between the shore and the rocks was then in existence, the monsoon not having flooded the river, or influenced the currents, sufficiently to carry it away. One large sand bank has formed south of the Pier near the 16th opening, and another on the north-west side near the end. I cannot state positively that the silting up proceeds from the openings in the rocks opposite the end of the pier, but, the set of the currents, and the general position of the sand banks above referred to, appear to favor the idea.

		Feet.	Inches.
No. 3	centre of 24 feet opening... ...	3	6
,, 4	do.	6	6
,, 5	do.	8	9
,, 6	do.	9	0
,, 7	do.	9	0
,, 8	do.	8	6
,, 9	do.	8	0
,, 10	do.	7	3
,, 11	do.	6	3
,, 12	do.	5	6
,, 13	do.	4	9
,, 14	do.	3	9
,, 15	do.	3	0
,, 16	do.	2	3
,, 17	do.	1	6
,, 18	centre of 12 feet opening	1	3
,, 19	do.	1	2
,, 20	do.	1	3
,, 21	do.	1	6
,, 22	do.	1	6
,, 23	do.	2	0
,, 24	do.	1	9
,, 25	do.	1	9
,, 26	do.	2	0
,, 27	do.	2	9
,, 28	do.	2	9
,, 29	do.	3	6
,, 30	do.	4	0

N. B.—The difference between high and low water is about 4 feet.

(Signed) J. A. PINSON.
Acting Chief Engineer.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consg. Engr. for Railways.

No. 179. Order thereon, 9th October 1866, No. 3,199.

RAILWAY, No. 15.

1. The Government are glad to learn from this report that the result of the Acting Consulting Engineer's recent inspection of the open portions of the Madras Railway, was, on the whole, satisfactory.

2. Paragraph 9 will be communicated to the Collector of Malabar, who will, with reference to G. O. No. 2,993, dated 18th September 1866, adopt prompt and effectual measures for preventing the trespass of cattle upon the Railway premises at Perpenagaddy and Beypore.

3. Under the opinions expressed in paragraphs 13 and 14, the Government approve of all further expenditure on the Pier at Beypore being stopped until the experience of another monsoon shall furnish data for deciding on the question of removing that structure. In the meanwhile, careful soundings should be periodically taken, and measures adopted for protecting the timber from injury. The Consulting Engineer will report the total expenditure that has been incurred on the Pier.

4. Adverting to paragraph 18, the Government have already admitted that the commercial importance of Calicut renders it more suitable for a Railway Terminus than Beypore, but they at the same time pointed out that it rests with the Railway Board of Directors in England to initiate action in the matter of the suggested extension of the Railway, if they are favorable to the scheme. The Acting Consulting Engineer's report of April last on the subject, as well as the orders of Government thereon, have been laid before the Secretary of State, and the report now submitted together with these Proceedings will be transmitted in continuation.

16th May 1866, No. 1,574.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.
,, Revenue Department.
,, Collector of Malabar.
,, Superintending Engineer S. W. Dn.

Exd. S. T. Augustin.

Extract from a Report upon the Permanent way for the Quarter ending June /66 - South West Line -

57 - Beypoor Pier. This work is not yet entirely completed. Piles for the six 6 feet openings at the extreme end have still to be driven, but as the "Boat Harbour" appears to be gradually silting up around the Pier, it would, I think, be impolitic, to spend any further sums upon it. The following Table shows the depth of water in the centre of each opening, as taken during high water on the 7th July /66 - I may mention that the spit or connexion between the shore and the Rocks was then in existence, the Monsoon not having flooded the River, or influenced the currents, sufficiently to carry it away. One large sand bank has formed south of the Pier near the 16th opening, and another on the N.W side near the end. I cannot state positively that the silting up proceeds from the openings in the rocks opposite the end of the Pier, but, the set of the currents, and the general position of the sand banks above referred to, appear

appear to favor the idea.

No. 3	centre of 24 feet opening		3'. 6"
4	do.		6. 6
5	do.		8. 9
6	do.		9. 0
7	do.		9. 0
8	do.		8. 6
9	do.		8. 0
10	do.		7. 3.
11	do.		6. 3
12	do.		5. 6
13	do.		4. 9
14	do.		3. 9
15	do.		3. 0
16	do.		2. 3
17	do.		1. 6
18	centre of 12 feet opening		1. 3.
19	do.		1. 2
20	do.		1. 3
21	do.		1. 6
22	do.		1. 6
23	do.		2. 0
24	do.		1. 9
25	do.		1. 9
26	do.		2. 0
27	do.		2. 9
28	do.		2. 9
29	do.		3. 6
30	do.		4. 0.

Ch. B. The difference between high and low water is about 4 feet.

True Extract. / Signed John A. Wilson
Acting Chief Engineer.

J. Thum Mount Major R.E.
Acting Consulting Engineer
for Railways.

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 394 -

From

Major G. A. M. Shaw Stewart R.E.
acting Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

I have the honor to report, for the information of Government, that I recently inspected the whole of the open portions of the Madras Railway, with the exception of the North West Line between Arconum and Moodanoor, and that the result of my inspection was, upon the whole, very satisfactory -

2 The permanent way and the fencing are for the most part in good order. For smoothness of road, the fourth Division, between Coimbatore and Beypoor, deserves special mention, but in this respect no part of the line can be complained of

The Secretary to the Madras Railway Committee, Engineer for Railways to the Govt of Fort St. George &c. &c. &c.

Dated 16th Dec. 1865

Received 19th Dec. 1865

No. 394 -

of -

3. The condition of the Station buildings is in general Good; the Compounds are well kept and will in time be greatly improved by the trees which have been lately planted; the privies and Latrines were, on the occasion of my visit, clean and inoffensive -

4 At Several Stations the arrangements for Supplying the Locomotives with water are Still defective, and this has been more prominently noticed during this year on account of the unusual drought; but measures are being taken for improving the water Supply at all these places -

5. At Arconum the enlargement of the Gentlemen's waiting room, which is inconveniently Small, is in progress, and will add materially to the comfort of travellers -

6. At Gudarapetti the extension of the Covered platform has been Completed, and the consequent improvement in the General Convenience of the Station is remarkable -

7. At Erode the arrangements proposed to provide for the increase to the traffic effected upon the Junction of the Great Southern of India Line with the Madras Railway have been Commenced -

The work upon the former railway in the neighbourhood of Erode, is making satisfactory progress -

8 At Combatore the addition to the Station Sanctioned by Government upon the 5th June last has been begun, but the progress made as yet is Small -

9. At the four Stations* near the Western extremity of the line very great difficulty is experienced by the Railway Officials in preventing trespasses upon the Station premises. This matter, as far as Tiroor and Tanoor Stations are concerned, has been already dealt with by Government. At Peringatty and Beyfoor stray cattle are constantly to be found within the railway premises, and the Station Masters at both places told me that they found themselves practically powerless in attempting to check the evil. The enclosures have been carefully fenced with aloes; but the rich pasture which they contain is a powerful temptation, and the removal of one or two plants gives ingress to all the cattle of the neighbourhood

Fr. G.O. 1865.

*Tiroor.
Tanoor.
Peringatty.
Beyfoor.

Vide G.O. 18 Sept: 1866 No 2993 -

Vide G.O. 19 October 1865 No 3116 -

Vide G.O. 11 June 1866 No 1834 -

hood. There seems to be a general idea that little or no assistance towards preventing these systematic trespasses is to be looked for from the Native Officials in the neighbourhood. Magisterial or police. I have no reason to suspect that this idea is correct, but the risk which is now habitually caused to life and property is by no means inconsiderable —

10. At Beypoor, the Station has been greatly improved by the completion of the new privies, and the convenience of the public has been well studied by Messrs Frances & Co, who have established a good hotel in the upper Story of the Station, which they have leased from the Railway Company.—

11. The northern portion of the new bridge over the Ruddhiwoody River, is nearly finished; at the time of my visit there only remained one pair of girders to be rolled into position. It will probably be completed early in November, when it is intended to divert the traffic on to it from the old wooden structure, which will then be dismantled —

12 Since the date of my last report 30 April 1866 No 194 -

nothing

nothing has been decided with reference to the Southern portion of the bridge. The drawings of the borings, &c, were sent home, and the question has, I believe, been referred to the Company's Consulting Engineer Mr Hawkshaw for his opinion. Whatever decision is arrived at, the wooden bridge which now spans this part of the river will probably not be replaced for at least two years. I examined it carefully with the Resident Engineer of the Division, and though some of the old timbers are now in a very precarious state, they have, wherever it seemed necessary, been carefully and judiciously strengthened — Every part of the bridge is, in fact, daily inspected; and the precautions which are taken both in executing all necessary repairs and in running trains across the river at a slow pace, are such that I see no reason whatever to apprehend danger —

13 I took advantage of being at Beypoor to make a careful inspection of the pier in what is called the "Boat Harbour", and of the bar and mouth of the river — The construction of this pier

pier was recommended by the Right Hon'ble the Secretary of State in a despatch dated the 31 July 1863 - It was to be considered "as an experi- "ment; the results of which would furnish the "means of judging of the expediency of making fur- "ther improvements in Bapoor Harbour" - A revised Estimate, amounting to Rupees 55,285. was Sanctioned by Government on the 30 May 1865. The work was begun early in 1864, and at the date of my visit there remained only 36 feet to Complete this pier -

14. In a previous report I expressed my doubts as to the pier ever fulfilling the purposes for which its erection was ordered. My recent inspection has strongly confirmed me in this opinion. The Sand has been gathering fast, the pier itself seeming to act as a Groin, so much so that at low water almost the entire structure stands upon dry Sand - I enclosed Extract from the Acting Chief Engineers last quarterly report will show that, in his opinion, any further expenditure upon it would be thrown away. All work at the

№ 11.

G. O. № 327.

31 April 1866 № 194 -

dated 17 July 1866.

№ 3104. D.P.W.

pier has been stopped for some months past by the monsoon, but it is now necessary that the Ques- -tion of Completing it, or not, should be decided - A few days ago I discussed the matter with Mr Smart, the present Acting Agent, and with Mr Pinson, and we agreed as to the impolicy of Spend- -ing any further Sums upon it. To Complete it would cost about Rupees 12,000, in addition to what has now been spent - The table of Soundings attached to the Extract from Mr Pinson's report, when Compared with that recorded in the Order of Government dated the 24 October 1863, Seems con- -clusive as to the absolute prospective uselessness of the pier. Messrs Smart and Pinson recom- -mended that the timbers now in the pier should be immediately removed, to prevent them from being injured by insects - I do not however recom- -mend this extreme course, and while I am decidedly of opinion that all further expenditure should be at Once prohibited, it seems to me that, after so large an outlay has been incurred, it would

would be advisable to await the experience of another monsoon, to leave the pier in its present state for a year, and to decide then upon the Question of its removal.. The late season has been very exceptional, and it is just possible that higher floods in the Beypoor river may alter the Condition of the "Boat Harbour". In the meantime careful Soundings should be periodically taken, and the Resident Engineer will doubtless do his best to protect the timber from injury —

15. The monsoon which is just over has left the mouth of the Beypoor river in a very unusual state. The freshes in the river have been Comparatively few and far from heavy, and have Quite failed to effect the usual annual Scouring process upon the bar. The consequence is that there is now less water over the bar, by about 3 feet, than in Ordinary years, and that it is almost impossible to land Cargo anywhere near the Railway terminus.. The shit of Sand, which joins the Laterite reefs with the shore,

and

and which is usually washed away during the monsoon, is still intact. This shit forms the north boundary of the "Boat Harbour," and its non-removal has possibly tended to increase the deposit of Sand there; but as the complete project for the pier included the Construction of a permanent Causeway upon the line of the shit, it does not seem that any argument as to the ultimate usefulness of the pier can be deduced —

16. The accompanying Sketch will show the positions of the Railway Terminus and of the mouth and bar of the river, also those of the boat harbour, and of the unfinished pier.. The Soundings, which are in feet, were taken nearly 4 years ago.—

17. After Several Careful inspections of the mouth of the Beypoor river it Seems to me very unlikely that any available harbour, for any but the Smallest craft, will ever be formed here.. The difficulty of devising and executing Successful harbour works at the mouth of any river is well known, but that difficulty is greatly increased when the river to be dealt with is one whose basin receives the enormous rainfall of the western Neilgherries and

of

of the Wynaad, almost all of which finds its way to the Sea within three months —

18. They again to draw the attention of Government to the opinion which I have already expressed regarding the advisability of extending the line of railway to Calicut. The facts which I have just stated go far to show the unsuitability of Baypoor as the Terminus of an extensive railway System; while I am more than ever convinced that in the interests of all concerned, the Government, the Railway Company, and the Public, the extension of the line to Calicut is greatly to be desired —

In letter 30 April 1866 No 194.

I have the honor to be,
Sir,
Your Most Obed Servant
[illegible] Lieut Colonel Major R.E.
Acting Consulting Engr for Railways.

Madras
8 September
1866

Rec'd 24 Oct. 66 No 548 - 549
" 25 " " " 550 - 551
" 30 " " " 552 - 553
" 31 " " " 554 - 555
" 1 Nov " " " 556 - 557
" 13 " " " 558 - 559
Copy in Collr's Engd. of B'dore No 514 of 1866.

Dated 26th Oct 1866.
Received [illegible] 1866.

No. 3199 -

Read Letter from the Acting Consulting Engineer for Railways, dated 8th instant, No. 334, forwarding the report of his recent inspection of the first portion of the Madras Railway, and the letter from the Agent to the Madras Railway Company.

Ord 3199 - 9th Oct 1866.

11

No. 3199 Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 9th Octo 1866.

Read the following

From
The Acting Consulting Engineer
for Railways
(Here enter No. 334 dated 28 Sept 1866.)

The Government are glad to learn from this report that the result of the Ag Consulting Engineer's recent inspection of the first portion of the Madras Railway, was, on the whole, satisfactory.

Para 9 will be communicated to the Collector of Malabar, who will, with reference to G. O. No 2993 of 18 Sept 1866, adopt prompt and effectual measures

for preventing the trespass of Cattle upon the Railway premises at Perpenagady and Beyfore.

Under the opinions expressed in Paras 13 & 14, the Govt approve of all further expenditure on the Pier at Beyfore being stopped until the experience of another Monsoon shall furnish data for deciding on the question of removing that structure. In the meanwhile, Careful soundings should be periodically taken, and measures adopted for protecting the timber from injury. The Consulting Engineer will report the

16 May/66 - No 1576

12

total expenditure that has been incurred on the Pier.

Adverting to P. 18, the Govt have already admitted that the Commercial importance of Calicut renders it more suitable for a Railway terminus than Beyfore, but they at the same time pointed out that it rests with the Railway Board of Directors in England to initiate action in the matter of the suggested extension of the Railway, if they are favorable to the scheme. The Ry Consg Engineer's report of April last on the subject, as well as the orders of Govt thereon

have been laid before the Secretary of State, and the report now submitted together with three Proceedings will be transmitted in Continuation.

Passing orders on the Comg: Engrs Inspection Report on the opn portions of Madras Railways

Copy in a Letter to England Dt 10: October No 54 of 1866

Nos 178. 179.

To
The Comg Engr. for Roads
" Superintending Engineer 2d Divn
" Rev Dept Engineer 2d Divn
" Collector of Malabar

Dispd 10: October

23 OCT 1866 Pd. 6d