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. 2842 Press
62, 63, Mis.

Dated 4 - 12 - 1872.

Not to be folded or roughly handled

No. 62. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 13th November 1872, No. 610:—

From the Acting Deputy Consulting Engineer for Railways, to the Consulting Engineer for Railways, dated Madras, 12th November 1872.

I HAVE the honour to report that I inspected the Neilgherry Branch of the Madras Railway between Pothanore and Mettapolliem on the 23rd and 24th of October 1872, and noted the state of progress to be as follows:—

2. BRIDGES 1ST TO 6TH MILE.—From Pothanore Station up to the end of the 5th mile of the Neilgherry Branch, the bridge-work is completed. On this portion of the line the spans are all small, and the line carried over them either on ordinary or double rail girders.

3. 6TH MILE.—At 5 miles 29 chains there is a bridge of two 64 feet girder openings, the masonry of which is completed with the exception of copings on the wing-walls and caps on the cut-waters of the piers.

Report regarding this bridge called for in paragraph 3 of G. O., No. 2,002, of 22nd August 1872.

At 5 miles 68 chains a bridge of four 64 feet girder openings masonry completed, with exception of copings and caps on wing-walls.

The piers which are to be three in number are to consist of screw piles sunk in groups of five piles in each group, two such groups forming one pier.

In the south, or No. 1 pier, two piles have been screwed down to their proper level and the remainder are being put in.

In No. 2 pier all the piles are down, but sills not yet laid on.

In No. 3 pier piles are down, and the heads of piles being cut to the proper level for the reception of the sills.

In this bridge great difficulty has been experienced in getting the piles down in consequence of various hard strata having been met with in the sandy bed of the river.

Report regarding this bridge called for in para. 3 of G. O., No. 2,002 of 22nd August 1872.

4. 7TH MILE.—In the bridge of three 30 feet girder openings at 6 miles 48 chains, it has been found impossible to put down iron screw piles, and masonry piers have accordingly been substituted.

The abutments of this bridge are completed with the exception of copings and caps, and the piers are now within 4 feet of their full height.

5. 8TH MILE.—In this mile there are two girder openings, one of 12 and the other of 20 feet span. The masonry work is completed in each with exception of copings. Trollies pass over on temporary rail girders.

6. 9TH MILE.—One 15 feet and one 9 feet girder opening. Masonry completed, passable for trollies on temporary rail girders.

7. 10TH MILE.—A 30 feet girder opening. Masonry completed. Temporary rail girders laid down.

8. 11TH MILE.—At 10 miles 11 chains a bridge of two 64 feet girder openings. Masonry of abutments and pier completed excepting copings and caps.

9. 12TH MILE.—At 11 miles 7 chains four 64 feet girder openings. Masonry of abutments completed excepting copings and caps. No piles for the piers have yet been screwed in. One pile has been brought to the bridge site, and the remainder have been carried as far as the 6th mile. There are also in this

K 6x
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(namely the 12th) mile three bridges, each consisting of a 20 feet girder opening, and two bridges each consisting of a 6 feet girder opening.

The masonry is completed in all these excepting copings and caps, and temporary rail girders have been laid for trollies.

10. 13TH MILE.—At 12 miles and 3 chains, a bridge of two 64 feet girder openings. Masonry completed excepting copings and caps. There are also in this mile one double 6 feet girder opening, one 20 feet girder opening, and one 15 feet girder opening. In all of which the masonry is completed with exception of copings and caps, and all three are passable for trollies.

11. 14TH MILE.—Two bridges, each of 6 feet girder spans. Masonry completed, and passable for trollies.

12. 15TH MILE.—One 20 feet girder opening, one 6 feet girder opening, one 6 feet masonry arch. Masonry completed and passable for trollies.

13. 16TH MILE.—One 20 feet girder opening, one 6 feet girder opening, one 9 feet masonry arch. Masonry completed and passable for trollies.

14. 17TH MILE.—Two 20 feet girder openings. Masonry completed and passable for trollies. One 15 feet girder opening. Masonry in course of completion. Temporary rail girders for trollies not yet laid over it.

15. 18TH MILE.—One 20 feet girder opening. Masonry completed and passable for trollies.

16. 19TH MILE.—One 20 feet girder opening, one 6 feet masonry arch. Masonry completed and passable for trollies.

17. 20TH MILE.—At 19 miles 4 chains four 64 feet girder openings. Masonry of abutments and piers completed with exception of copings. In this mile there are also one 12 feet girder opening, two 9 feet masonry arches. In which the masonry is completed, and all three passable for trollies.

18. 21ST MILE.—Two 6 feet girder openings, one 2 feet culvert, one 3 feet culvert, one 6 feet arch, one 12 feet arch finished excepting copings.

19. 22ND MILE.—One 20 feet arch, one 12 feet arch completed.

20. 23RD MILE.—One 12 feet arch, one 9 feet arch completed excepting copings.

21. 24TH MILE.—One 6 feet arch, one 12 feet arch completed. One 12 feet arch. Haunches completed, crown being put in.

One 12 feet arch up to "springing level" and centering being put in.

One 12 feet arch. South abutment five and north abutment four courses of masonry above floor level.

Although the bridges in the 24th mile are of small span, there is a large amount of work in each in consequence of the embankment being high. At the last mentioned 12 feet arch the embankment is nearly 32 feet in height, which necessitates a length of wing-wall and abutment of 64 feet.

22. 3RD MILE, COIMBATORE STATION.—At Coimbatore the station is completed. The wooden fences in rear of the platform were being coated with tar.

Stations and Buildings.

The goods shed is completed with the exception of roofing, one-half of which is already on.

23. 5TH MILE, GATE LODGE.—A gate-keeper's lodge at the "jail road" level crossing is completed and fit for occupation.

Proceedings of the Madras Government, Public Works Department, 4th December 1872.

24. 10TH MILE, TUDIALORE STATION.—Station at Tudialore completed. There is no goods shed at this station.

25. 21ST MILE, KARAMADY STATION.—The station at Karamady is completed, but the iron-work of the water tank has not yet been placed in position.

26. 26TH MILE, METTAPOLLIEM STATION.—The foundations for all the station buildings at Mettapolliem have been put in with the exception of those for the turn-tables. The walls of the station-house have been raised to within a couple of feet of floor level, and work is progressing well.

27. EARTHWORK.—The earthwork of the Neilgherry branch is completed up to the 21st mile and 76th chains. From this point up to the end of the line at Mettapolliem a little earthwork is required here and there, chiefly near the masonry bridges in the 24th mile. It is expected that the earthwork will be fully completed by the end of November.

28. BALLASTING.—The following nine miles are fully ballasted, namely 1, 2, 3, 7, 16, 17, 18, 19, 20. Eleven miles are partially ballasted, namely 4, 5, 6, 9, 10, 11, 12, 13, 14, 15, 21, and six miles have not yet had ballast put on, namely 8, 22, 23, 24, 25, 26.

29. ALOE FENCING.—The aloe fences appear to thrive tolerably well, some portions of the line have not yet been planted, as the side ground is taken up in places with collection of ballast.

30. APPROACHES.—The short lines of approach at Tudialore, Karamady, and Mettapolliem had not been commenced at the date of my inspection.

31. DELAY IN OPENING LINE.—There appears to be nothing now but the non-receipt of the girders from England to cause any delay in the opening of the line for traffic.

32. MATERIAL FOR METTAPOLLIEM TERMINUS.—Iron-work for the Mettapolliem turn-tables has been brought up as far as Coimbatore, and materials for the sidings at Mettapolliem have been stored near the "jail road" level crossing at Coimbatore with 5th mile. They are, I understand, to be forwarded thence to Mettapolliem by carts along the public road.

SUBMITTED for the information of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 63. ORDER THEREON, 4th December 1872, No. 2,842.

RAILWAY, No. 14. ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.

Govt. of {1872} Madras.

PUBLIC WORKS.

To

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for RAILWAYS

&c., &c., &c.

Dated December 4th.

Recd.

Encl.

G. O., 4th December 1872, No. 2,842.

DECEMBER.

Nos. 62-63

Neilgherry Branch of the Madras Railway.—Deputy Consulting Engineer's inspection report of the Neilgherry Branch, recorded.

Railway Depart

Cons: Engrs Office

3

Captain Moore Thompson &
Dy: Consg: Engrs for Govt
Madras

Lieut. Colonel J. H. Mc Shaw Stewart &c
Consg Civ: Engineer for Govt:
Madras

Sir,

I have the honour to
report that I inspected the Neilgherry
Branch of the Madras Railway
between Pollachee and Mettapollium
on the 23d and 24th of October 1872
and noted the state of progress
to be as follows:-

Bridges
1st to 6th mile.

From Pollachee station
up to the end of the 5th mile
of the Neilgherry Branch, the
bridge-work is completed.

Cu

On this portion of the line the spans are all small and the line carried over them either on ordinary, or double rail girders.

At 5 miles 29 chains. There is a bridge of two 66 feet girder openings. The masonry of which is completed with the exception of copings on the wing walls and caps on the sub waters of the piers.

At 5 miles 68 chains. A bridge of four 66 feet girder openings masonry completed, with the exception of copings and caps on wing walls.

The piers which are to be three in number, are to consist of seven piles each in groups of five piles in each group. Two such groups forming one pier.

In the south or 1st pier. Two piles have been screwed down to their proper level and the remainder are being put in.

In the 2 pier all the piles are down, but will not get laid on.

In the 3 pier. Piles are down, and the heads of piles being cut to the proper level for the reception of the sills.

In this bridge great difficulty has been experienced in getting the piles down in consequence of various hard strata having been met with in the sandy

Report regarding this bridge called for in paragraph 3 of Gen. Order of 22nd August 1872.

already laid down.

7th Mile. On the bridge of three 30 feet girder openings at 7 miles 48 chains, it has been found impossible to put down iron rail girders and masonry piers have accordingly been substituted. The abutments of this bridge are completed with the exception of copings and caps, and the piers are now within four feet of their full height. In this mile there are two 8th mile. girder openings, one of 40 and the other of 20 feet span. The masonry work is completed and each mile exception of copings. Drawings have been made for temporary rail girders.

(Copies of specifications of this bridge called for in paragraph 3 of G.O. No 2002 of 22nd August 1872)

9th Mile. One 15 feet and 7 feet girder openings. Masonry completed, passable for vehicles in temporary rail girders.

10th Mile. A 30 feet girder opening. Masonry completed. Temporary rail girders laid down.

11th Mile. At 10 miles 11 chains, a bridge of two 64 feet girder openings

Masonry of abutments and piers completed excepting copings and caps.

12th Mile. At 11 miles 7 chains. Four 66 feet girder openings. Masonry of abutments completed excepting copings and caps. No piles for the piers have yet been received in. One pile-driver being kept to the bridge site until the remainder have been carried

as

as far as the 6th mile. There are also
six (viz. the 12th) mile, three bridges
each consisting of a 20 feet girder
opening, and two bridges each con-
sisting of a 6 feet girder opening.
The masonry is completed on
all these excepting cofferdams and pro-
visional Trail Girders have
been laid for Trollies.

13th mile. The 13th miles and 3 chains. A bridge of two 60 feet girder openings. Masonry completed excepting cofferdams and coping. There are also one mile one double 6 feet girder opening, one 20 feet girder opening, and one 15 feet girder opening. Trail bridges on both. The masonry is

completed

completed with exception of cofferdams and coping, and all these are passable for Trollies.

11th Mile. ... Two bridges each of 6 feet girder spans. Masonry completed, and passable for Trollies.

15th Mile. ... One 20 feet girder opening, one 6 feet girder opening and 6 feet masonry each. Masonry completed, and passable for Trollies.

16th Mile. One 20 feet girder opening, one 6 feet girder opening, one 3 feet masonry each. Masonry completed and passable for Trollies.

17th Mile. One 20 feet girder opening and 20 feet girder opening. Masonry

completed

completed and passable for
traffic. One 15 feet girder
opening. Masonry in course of
completion. Temporary load
girders for traffic not yet
laid over it.

One 20 feet girder opening. 18th Mile
Masonry completed and passable
for traffic.

One 20 feet girder 19th Mile
opening. One 6 feet masonry
arch. Masonry completed and
passable for traffic.

Abt 12 miles and 4 20th Mile
chains. Four 64 feet girder
openings. Masonry of abutments
and Piers completed with
exception of copings.
In this mile there are also

one

one 12 feet girder opening, one 9 feet
masonry arch, one 9 feet masonry
arch. In which the masonry
is completed, and all three
passable for traffic.

21st Mile One 6 feet girder opening,
one 6 feet girder opening, one 2
feet culvert, one 3 feet culvert,
one 6 feet arch, one 12 feet arch
finished excepting copings.

22nd Mile. One 20 feet arch, one 12
feet arch completed.

23rd Mile. One 12 feet arch, one 9
feet arch completed excepting
copings.

24th Mile. One 6 feet arch, one
12 feet arch completed. One
12 feet arch. Haunches completed,
remaining part in.

One 12 feet arch. upto "springing level" and centering being left in.

One 12 feet arch: South abutment feet and North abutment four courses of masonry above floor level.

Although the bridges in the 26th mile are of small spans, there is a large amount of work in each in consequence of the embankments being high.

At the last mentioned 12 feet arch: the embankment is nearly 32 feet in height which necessitates a length of wing wall and abutment of 64 feet.

At Coimbatore, the station

3rd Mile Coimbatore station

station is completed. The wooden fences in front of the platforms are being coated with tar. The goods shed is completed with the exception of roofing one half of which is already on.

5th Mile Gate Lodge.

A gate keepers lodge at the jail road level crossing is completed and fit for occupation.

10th Mile Sudiálore station

Station at Sudiálore completed. There is no goods shed at this station.

21st Mile Karamady station.

The station at Karamady is completed, but the iron work of the water tank has not yet been placed in position.

Station unbuilding

26th Mile Nellapollium station

The foundations for all the station buildings at Nellapollium

Nettapallam have been put in with the exception of those for the turn-tables. The walls of the station houses have been raised to within a couple of feet of floor level, and work is progressing well.

Earth work. The earth-work of the Veiligherry branch is completed up to the 21st mile and 76 chains. Drainage forms up to the end of the line at Nettapallam, a little earth-work is required here and there, chiefly near the masonry bridges on the 26th mile. It is expected that the earth-work will be fully completed by the end of November.

Ballasting. The following metal-ling is fully ballasted. Viz. 1, 2, 3, 7, 16, 17, 18, 19, 20. Eleven miles are partially ballasted, Viz. 4, 5, 6, 9, 10, 11, 12, 13, 14, 15, 21, and five miles have not yet had ballast put on. Viz. 8, 22, 23, 24, 25, 26.

Platelaying. The platelaying appears to have been fairly well done, portions of the line have not yet been started, as the side ground is taken up in places with collection of ballast.

Approaches. The short lines of approach at Vedialoor, Karaimedy and Nettapallam had not been commenced at the date of my inspection.

The

There appears to be nothing now but the non-receipt of the orders from England to cause any delay in the opening of the Cave for Coffee

Delay in opening Cave.

Iron-work for the Metallic Lever-table has been brought up, and fixed to Coimbatore, and materials for the adjoining Metallic Chamber have been placed near the Jail Road. Levelling and Coimbatore metal Road

Materials for Metallic Chamber

They are I understand to be forwarded thence to Metallic Chamber by carts along the Public Road.

Madras
12 November
1852

I have &c. &c. &c.
Sir,
Your most obedient
H. D. Thompson Captain 1/C
A.A. Sg. Cons. Cav. for 1/C

6786

From

The Asst. Dy Consr Engineer
for Railways.

To

The Consulting Engineer
for Railways.

Dated 12th
Rec'd 13. } Nov. 72

Forwarding
inspection report
of the Beilgherry
branch of the
Madras Railway.

P. W. 55-98/72.

No. 610-

Submitted for the information of Government.

Lieutenant Colonel

CONSULTING ENGINEER'S OFFICE,
Madras, 13th March 1872.

Cong. Engr. for Railways.

To

The Secretary to Government,
Public Works Department,
Fort Saint George.

P. W. 1872 Depart.

RAILWAY DEPARTMENT.

1872.

From No. 5598.

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort St. George.

Dated 13th } December 1872.
Received 14 }

No. 610.

Encl: 1.

Forwarding for the information of Government Captain Thompson's Inspection report of the Beilgherry branch of the Ry.

Cl. 5 Sub 1

Govt. of [1872] Madras.

PUBLIC WORKS.

To The Consulting
To Engrs for Railways

Dated

Read. Encl.

G. O. 4th Decr 1872 2842.

Nos. 62863

Neilgherry Branch
Nilgherry Railway.

Reporting Engrs inspection
report on the Neilgherry
Branch, Recorded.