

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. <i>154</i>	Press Mis.
Dated <i>17</i> <i>12</i> 18 <i>91</i>	

Not to be folded or roughly handled

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No. 308. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 27th January 1872, No. 41 :—

I HAVE the honour to report that last week I inspected the works in construction along the Neilgherry Branch Line.

2. The branch leaves the main line nearly a mile from the Pothanore station, so as to make use of the Noyel bridge. The earthwork is thrown up for upwards of two miles, as far as the bund of the Coimbatore tank; but an interruption there occurs through the tank having been filled by late rains, and the embankment and bridge through the deep part of the tank are delayed for some time till the tank gets low again.

The Coimbatore station is just above the tank between the native town and the houses of the English residents; the line is traced through the station, and beyond the earthwork is thrown up as far as Goodaloor, 14 miles, generally about up to foundation level, with gaps left at the approaches to the larger bridges.

From 14th to 23rd mile the earth is thrown up over the whole length, with gaps only for the masonry works, but not to the full height in many places. More than half of the earthwork, however, is done.

After the 23rd mile nothing has been done beyond marking the centre line. The last 2 miles terminating at Mettapollum are the alternative line lately determined on by the Government so as to keep the station on the high ground above the valley of the Bowany.

3. Of the larger bridges the following is the present condition.

At 5 miles 29 chains two 64 feet girder openings. The south abutment and pier are built up to the girder bed; the north abutment is only just begun, four or five courses in.

At 5 miles 68 chains four 64 feet girder openings, not begun.

At 6 miles 46 chains three 30 feet openings. The south abutment is just begun; no more work done.

At 10 miles 17 chains two 64 feet girder openings. The abutments are built up to girder bed; the centre pier is not begun.

At 12 miles 3 chains two 64 feet girder openings. The foundations are got in at the south abutment, which is brought up to ground level; the rest not begun.

At 19 miles 4 chains four 64 feet girder openings. The north abutment is built within 4 feet of the girder bed; the south abutment foundations are just begun. The piers are designed to be of screw piles, but from the dip of the rock from the left bank the first pier may probably be founded on rock at but little depth, at the site of the second pier there is deep ground, but at the third pier kunker is met with at no great depth. The Resident Engineer, Mr. Scott, is having borings taken across the bed with a view to ascertain if the design should be altered.

4. *Minor bridges.*—On these considerable progress has been made. On the 23 miles of line there are only seven of the small masonry works that are not

*Proceedings of the Madras Government, Public Works Department,
19th February 1872.*

begun; thirty-three are finished up to the girder beds, the coping though not being done, and eighteen are founded and in various stages of advancement.

5. STATIONS.—*Goodialoor*.—The foundations of the station buildings were just being excavated as I passed, and the foundations of the platform wall begun.

Karamadi.—The platform wall is built within two courses of full height, and the foundations of the station buildings are laid.

Coimbatore.—Nothing has been done towards laying out this station. The position of the goods shed on the plan is not good, the ground being low and swampy. At the northern part of the station ground the line is in cutting, and from the effects of an unusual fall of rain in November it appears to me that the station will run the risk of being flooded unless some alteration is made in laying it out. The Chief Engineer I understand is going to Coimbatore shortly and he will then be able to give his personal attention to this matter.

6. *Approaches to Stations*.—Nothing appears to have been done towards providing roads of approach from the main road to the stations of Gudialoor, Karamadi, and Mettapollum. There is no hurry about these short banks, but I would recommend that estimates should be called for, with a view to the appropriation of the requisite amount of Local Funds in the year 1872-73.

7. *Waterway*.—Between 13 and 13½ miles there appears to be the necessity for more waterway than allowed in the estimate; the Chief Engineer has proposed two 6 feet openings, and I think they are necessary. Recent rains have also shown that there is a doubt about there being sufficient waterway at 11½ miles. I think myself two more 6 feet openings had better be provided here. I will ask the Chief Engineer's attention to this. The section had allowed for the drainage at these points being taken along the side ditches, and in ordinary soil nothing more would have been required; but the black cotton soil has fallen in so much, choking up the side drainage, that the unfinished bank was breached through by the heavy rains.

At 18 miles 38 chains there is a six feet culvert which carries off the drainage from a small channel, but just to the south there is another valley, and a good deal of drainage for some little way along the line for which an outlet is required. A 20 feet bridge will probably be found necessary. I will ask the Chief Engineer to have a report furnished.

8. Rails and sleepers are delivered along 14 miles of the line. A great deal of work has been done considering the time since operations were fairly begun, and the masonry work, as now built, is very good. A drawing of each bridge is made at the time and sent to the Chief Engineer's office for record.

No. 309.

ORDER THEREON, 19th February 1872, No. 464.

RAILWAY, No. 35.

The Government are glad to observe that fair progress has been made with the Neilgherry Branch of the Madras Railway.

*Proceedings of the Madras Government, Public Works Department,
19th February 1872.*

2. Paragraph 6 will be communicated to the Superintending Engineer of the 7th Division with a view to the submission of estimates for connecting the stations with the main line.

3. The attention of the Chief Engineer it is presumed has been already requested to the points noticed in paragraphs 5 and 7 regarding the position of the ~~Coimbatore~~ *Karamadi* station and the insufficiency of waterway at the 11th and 18th miles.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Acting Consulting Engineer for Railways.
" Superintending Engineer, 7th Division.
" Financial Department.

Exd. E. C. Shunker.

Railway Department

Cons: Engrs Office

No 11

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From,

Major A. L. Barendse, M.C.
As Cons: Engrs for Railways
Madras.

To,

Colonel J. Carpendale M.C.
Secretary to Government,
Public Works Depart
Fort Saint George.

Sir,

I have the honour to
report, that last week, I inspected
the works in construction along the
Neelgherry Branch Line.

The branch leaves the
Main Line, nearly a mile from the
Pollanore station, so as to make
use of the Moyal bridge. The earth
work is thrown up for upwards of
two miles, as far as the branch
of the Coimbatore tank, but an
interruption

feet openings; the South abutment
is just begun; no more work done.
At 10 miles of chain, two 64
feet girder openings; the abutments
are built up to girder bed; the
centre pier is not begun.

At 12 miles of chain, two 64
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and the foundations of the platform wall begun.
Haramadi. The platform wall
is built with two courses of
full height, and the foundations
of the station buildings are laid.
Coimbatore. Nothing has been
done towards laying out this station.
The position of the goods shed on
the plan is not good, the ground
being low and swampy. At the
northern part of the station ground,
the line is in cutting: and from
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estimates should be called for
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of the requisite amount of Local
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Waterway. Between 13 and 13 1/2 miles,
there appears to be the necessity
for more waterway than allowed
in the estimate: the Chief Engineer
has proposed two 6 feet openings,
and I think they are necessary.
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Engineer.

Madras 27 Jan 1882

27 Jan 1894. Yours Most obedt. Servt.

"New Year's-gast. Kjøper 1/2 E

28. Conn: Aug: 1870

1033 Feb 17 1899

John

No 466-19 Feb 1/12

See I am happy
and free from the world
at the Academy
I give to love

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Oct 29/93

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For My
Sister Mary to Give

1/16 ag 1891

Adm: 10/2/1888
 10/1/1888
 10/1/1888

P. B. 1872 Nodt

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for the other app

11 Sept
 1864
 11. 2. 6. Government

The earnings of the Mill during
the month ending the 9^t February 1872
have been as follows:

1870 } A. C. 11. 737 January 1871

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Cong. Supr. for Railways
Supr. of R.R. & Canals
Fin. Dept.

Desp: 20/2/72

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Vol. of 1872 31.30735

PUBLIC WORKS.

For Consulting Eng.
for Railways

19 Feb 1872 464

Vol. 3089 1879

Higherry Branch Line.

Reporting orders in the letter from
the Ashford and Ipswich Re-
specting the results of the in-
spection of the works in con-
struction along the Higherry
Branch of the Ipswich
Ry.