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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	383	Press Mis.
98,99, ~~100~~		
Dated	5.2.	18.3.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
5th February 1873.*

No. 98. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 4th January 1873, No. 1:—

*Note on an inspection of the Neilgherry Branch Line by Captain ROSS THOMPSON, R.E.,
Officiating Deputy Consulting Engineer for Railways.*

THE Neilgherry Branch Line between the terminal stations at Pothanore and Metapolliem was inspected by me on the 18th instant.

2. Since my last inspection of this line on the 23rd and 24th October 1872, *vide* G. O., No. 2,842 of December 4th, 1872, considerable progress has been made, the want of girders being as before the only bar to immediate completion.

3. At 5 miles and 29 chains, a bridge of two 64 feet girder openings is now completed, with the exception of stone copings. The girders have been placed in position and the bridge is now fit for traffic. An engine and train of wagons, with iron work for bridges farther up the line, have passed over it. The girders used in its construction were brought down from the Huggery river on the Bellary Branch of the North-West Line, Madras Railway.

4. At 5 miles and 68 chains, for a bridge of four 64 feet girder openings, the screw piles forming the piers have all been put down, and sills laid over them. The girders have not yet been laid on, but a temporary crossing has been made in the bed of the river beside the bridge, over which wagons containing girders and other bridge material have been passed by coolies.

5. This temporary crossing has, since its construction, been several times swept away, owing to heavy showers filling the branches of the nullah leading directly down to it from the slopes of the Neilgherries. Mr. Scott, the Resident Engineer, thinks however that the season has now passed in which any further mishaps of this nature are to be apprehended, and hopes that within a week trains hauled by engines may be passed over the crossing for the conveyance of material and ballast.

At the 6th mile and 48th chain, the bridge of three 30 feet girder openings has been completed, excepting copings.

Girders have been laid over a 12 feet opening in this mile and the bridge is now completed, excepting copings.

In the 9th mile a 15 feet and a 9 feet opening have had their girders laid down, and are now fit for traffic.

Girders laid over a 30 feet opening bridge, fit for traffic. For the bridge of two 64 feet girder openings at 10 miles and 11 chains, girders are being brought up from the Huggery river, and are being fitted for laying in position. Wagons containing bridge material, etc., have been passed along the line from Pothanore as far as this bridge, but as yet no further.

At the bridge of four 64 feet girder openings at the 11th mile and 7th chain, two piles of each of the three piers have, after great difficulty, been screwed down. The bed of the river consists of about 4 feet of sand, under this 13 or 14 feet of stiff clay, then kunkur into which the screw piles will not penetrate. The height of waterway necessary for this bridge is however not great, so that only short portions of the piles will be above the river bed; and as the piles will have firm support at bottom from the bed of kunkur, and good lateral support from the clay, the structure will be a very substantial and rigid one. All the piles, sills, etc., have been conveyed to the site.

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5th February 1873.*

6. The piles of bridges all along this line have been or are being screwed down by Moplahs from the West Coast, who appear thoroughly to understand the work they have to do and quite as thoroughly to execute it.

7. In this mile a 15 feet girder opening is completed and fit for traffic.

8. Between the 13th and 24th miles all masonry and girder bridges of 6 feet span and under have been completed, with the exception, in some instances, of copings; girder openings of more than 6 feet span are in the same state as at date of my last inspection, namely, masonry completed excepting copings and permanent girders not laid down, they are however all passable for trollies, temporary rail girders being laid over them.

9. From the beginning of the 24th mile up to the Metapolliem terminus the bridges are exclusively of masonry and are now all completed excepting copings, the masonry throughout the line could not be better than it is. It will and must be a source of satisfaction to Mr. Scott the Resident, and Mr. French the Assistant Resident Engineer, to leave their marks on this line in structures of such excellent workmanship.

10. The arch work is all built of "through stones" admirably fitted, and there appears to have been a very unusual and healthy amount of rivalry amongst the masons as to who should produce the best work.

11. The keystones on the faces of the masonry arches in the 23rd, 24th, and 25th miles are very artistically carved; monkeys, peacocks, bulls, goblins, horses, etc., all being well represented.

12. I have often heard it remarked that the art of sculpture has waned of late years amongst the native masons or rather artists in stone work, but these keystones protest against such remarks being true, native art in this direction is certainly not yet dead. I was informed by Mr. French, the Assistant Resident Engineer, that the masons produced these carvings perfectly voluntarily. No extra remuneration being solicited by, or paid to them.

13. With the exception of a portion, about 5 chains in length near the last bridge in the 25th mile, the earthwork throughout the line is completed. This portion will in the course of ten or fifteen days be completed also, and the permanent way laid down. The embankment at this point is 32 feet in height, and the soil in the neighbourhood rocky; the work of throwing it up is consequently heavy and tedious.

At Metapolliem the approaches to the station building (within the station compound) are almost completed.

14. The permanent-way has been laid down throughout the line excepting at the larger unfinished bridges, and the portion of embankment above referred to in paragraph 13. I was able to proceed as far as the 23rd mile on a trolley, and Mr. French expected that by Saturday the 21st instant the line would be passable for trollies up to the Metapolliem station.

15. Not much ballasting has been done since the date of my last inspection, but this work can be more easily and rapidly carried out when the bridge work has advanced so far as to admit of ballast trains running. A good deal of earth-work and ballasting has nevertheless been executed along the line.

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16. The Coimbatore, Tudialore and Karamady stations were completed before the date of my last inspection. At Tudialore the through siding and points, crossings, etc., have since been laid. The signal post has also been erected.

17. At Karamady the iron water-tank for supplying locomotives has been placed in position on its masonry block.

18. The walls of the Metapolliem station have been raised to the terrace (roof) level, and some of the joists have already been laid down. The iron pillars for the verandah roof and the verandah roof timbers have been put up, and the platform retaining wall raised to level for coping, portion of which has been laid on.

19. The foundations for the goods shed are all in, and platform wall raised up to coping level.

20. The foundations of an Engine Driver's house have been put in, and the building is progressing.

21. The masonry of the wagon and engine turn-tables is almost completed, and that of the engine ash pit is finished. The iron work for all the turn-tables has been conveyed to the station site.

22. The "main drain" leading from the engine and wagon turn-tables and the engine ash pit is all but completed.

23. The masonry of the Station Master's house has been raised to door frame level.

24. The station buildings will all be completed and ready for traffic before the line has been opened as far as Metapolliem.

25. The aloe fencing appears to have thriven well since my last inspection.
(Signed) ROSS THOMPSON, Captain, R.E.,
Officiating Deputy Consulting Engineer for Railways.

SUBMITTED for the information of Government.

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

No. 99. ORDER THEREON, 5th February 1873, No. 383.

RAILWAY, No. 16.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.

Bangalore
December 23rd 1872

Note. On an inspection of the
Mylapore Branch Line, B.P.R.
Captain Ross Thompson P.E.
Offg. Dy Consulting Engineer for
Railways. —

1. The Mylapore Branch Line between
the Terminal Stations at Mylapore
and Melapallur was inspected
by me on the 18th Inst.
2. Since my last inspection of this
line on the 23rd and 24th October
1872. Vide G.O. No 2,842 of
December 4th 1872. Considerable
progress has been made, the
want of Girders being as before
the only bar to immediate
completion.
3. At 5 miles and 29 Chains, a bridge
of two 64 feet Girder Openings is
now completed, with the exception
of Stone Copings. The Girders have

been placed in position and the bridge is now fit for traffic.

An Engine and train of waggons,
with iron work for bridges farther
up the line, have passed over it.

The girder, used in its construction, were brought down from the Huggs River, on the Bellary Branch of the North West-Line, Madras Railway.

At 5 miles and 68 chains, In a 4.
bridge of four 64 feet-Girder
openings, the screw piles forming
the piers have all been put down,
and sills laid over them.

The Girders have not yet been laid on, but a temporary Crossing has been made in the bed of the River beside the bridge, over which waggons containing Girders and other bridge material have been passed by Coolies.

This temporary crossing has, since 5.
its construction, been several times
swept away, owing to heavy showers
filling the branches of the hills
leading directly down to it, from
the slopes of the hillsides.

In Decr. the Resident Engineer,
thinks however that the season
has now passed in which any
further mishaps of this nature
are to be apprehended, and
hopes that within a week. trains
hauled by Engines may be passed
over the crossing for the emergency
of material and ballast.

At the 6th mile and 48th Chain,
the Bridge of three 30 feet - spans
opening has been completed,
excepting Copings.

Graders have been laid over a
12 ft opening in the mile and
the bridge is now completed.
excepting Capsings.

In the 9th mile a 15 ft. and a 9 ft. opening have had their girders laid down, and are now fit for traffic.

Sincere laid over a 30 ft. opening
bridge, for traffic.

For the bridge of two 64 ft - Girder
Openings at 10 miles and 11 chains,
Girders are being brought up
from the Huggery River, and

are being fitted for laying in position. Wagons containing Bridge Material &c - have been passed along the line from Pithamore, as far as the Bridge, but as yet no further.

At the Bridge of four 64 ft Girders opening at the 11th mile and 7th Chain, two piles of each of the three piers have, after great difficulty, been screwed down. The bed of the River consists of about four feet of Sand, under this, thirteen or fourteen feet of stiff Clay, then Kunkur into which the screw piles will not penetrate. The height of waterway necessary for this bridge is however not great, so that only short portions of the piles will be above the river bed; and as the piles will have firm support at bottom from the bed of Kunkur, and good lateral support from the Clay, the Structure will be a very substantial and rigid one. All the piles, Sills, &c - have been conveyed to the site.

6. The piles of bridges all along the line have been, or are being screwed down by Mayo Lahr from the West-Coast, who appears thoroughly to understand the work they have to do and quite as thoroughly to execute it.

7. In this mile a 15 ft - Girder opening is completed and fit for traffic.

8. Between the 13th and 24th miles, all masonry and girder bridges of 6 ft - span and under, have been completed, with the exception, in some instances, of Copings, in some instances of more than 6 ft girder openings of more than 6 ft span are in the same state as at date of my last inspection. viz - masonry completed excepting copings, and permanent girders not laid down; they are however all passable for traffic, temporary rails girders being laid over them.

9. From the beginning of the 24th mile up to the Metapallien

At Melapalliem, the approaches to the Station building (within the Station Compound), are almost completed.

The Permanent way has been 14.
laid down throughout the line, excepting at the larger unfinished bridges, and the portion of Embankment - also referred to in para 13 -

I was able to proceed as far as the 23rd mile on a trolley, and Mr French expected that by Saturday the 21st Inst., the line would be passable for trolleys up to the Melapalliem Station.

Not much ballasting has been 15.
done since the date of my last inspection, but the work can be done easily and rapidly carried out when the bridge work has advanced so far as to admit of ballast-trains running. A good deal of earth work and ballasting has nevertheless been executed along the line.

16. The Combats, Tadialore and Karamadai Stations are completed before the date of my last inspection. At Tadialore the through siding, and points, crossing &c. have since been laid. The signal post - has also been erected.

17. At Karamadai, the iron water tank, for supplying locomotives, has been placed in position on its masonry block.

18. The walls of the Melapalliem Station have been raised to the terrace (roof) level, and some of the joints have already been laid down. The iron pillars for the Verandah roof, and the Verandah roof timbers, have been put up, and the platform retaining wall raised to level for coping, portion of which has been laid on.

19. The foundations for the Goods Shed are all in, and platform wall raised up to coping level.

The foundations of an Engine Drivers (20.)
House have been put in, and the
building is progressing.

The Masonry of the Wagon and 21.
Engine turntables is almost
completed, and that of the
Engine Ash pit is finished.
The iron work for all the turn-
-tables has been conveyed to the
Station site.

The "Main Drain", leading from 22.
the Engine and Wagon turntables,
and the Engine Ash pit, is all
but completed.

The Masonry of the Station Masters 23.
House has been raised to door
frame level.

The Station buildings will all 24.
be completed, and ready for
traffic, before the line has been
opened as far as Metapallium.

The Alee fencing appears to have 25.
been well since my last
inspection.

R. Thompson

App. D. B. Com. Engr. for Railways

No. 1

Submitted for the information of Government.

Wm. Stewart Esq. Col. R.E.

CONSULTING ENGINEER'S OFFICE,
Madras, 4th Jan'y 1875.

To

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

Pro 14 Dec 72 No 62 - 63

P. W. 1873 Report.

RAILWAY DEPARTMENT.

1873.

No 47.

From

The Consulting Engineer
for Railways.

To

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

Dated

4th January 1873.

Received

6th January 1873.

No. 1

Encl: 1.

Submitting Inspection
Report by the Dy.
Commr. Engrs on the
Melpherry branch line.

No 383-5. Friday 11th
With an Encl.

To the Engineer

Dec 12 8/4/73.

Ordered to be recorded.

Encl

10th Jan 1873

Ch 47
Govt. of 1873 Madras.
PUBLIC WORKS.

To
The Consulting Engineer
for Railways

Dated

Recd.

Encl. /

G. O. 5th February 1873, No. 8 J.

Nos. 98899
Inspection Report, &c.
Submitted by the J. & M. Esq.,
of the Neilgherry Branch
of the Madras Railway,
Recorded.