M.R.O. 1—10,000—28-2-50

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(3) Initials of the Referencer

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. 1798-99 Press
B.P. No. Mis.

Dated 28 - 6 - 1875
195 .

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
28th June 1875.

No. 553. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Lieutenant-Colonel J. MULLINS, R.E., Officiating Secretary to Government, Public Works Department, dated Madras, 9th June 1875, No. 323:—

I HAVE the honor to forward herewith, for transmission to the Government of India, Statements A, B, C, and D, showing the progress made during the first quarter of 1875 on the construction works of the South-West and North-West Lines and the Neilgherry Branch of the Madras Railway, together with a brief descriptive report by the Chief Engineer.

Brief Descriptive Report submitted with Progress Report for quarter ending 31st March 1875.

SOUTH-WEST LINE.

Brickwork and Masonry.—Under this heading are included the protective works for the Poiney, Goriattum, and Palar Bridges, water-pandal at Jollarpett Station, Porters' huts at Avanashy Station, third-class waiting room and front verandah, and upper storey at the Erode Station.

Small Bridges.—This refers to the alterations and additions to the permanent way, new Central Station.

Large Bridges.—This refers to the bridge of 2-30 feet openings with wrought iron girders at 105 miles, 11th telegraph post, and the bridge of 4-30 feet openings with wrought iron girders at 123 miles, 23rd telegraph post.

Ballasting.—This refers to the additional sidings required at the Mullapoorum Station.

Permanent-way.—This includes the alterations and additions to permanent way, new Central Station. Additional sidings required at the Mullapoorum Station, extension of lay-bye at the Perpengady Station, and renewing the line between Avanashy and Muddikerry and Muddikerry and Palghaut with iron pot sleepers.

V. Stations and Buildings. (b.) Passenger Buildings.—This refers to the maintenance of way and works at the new Central Station.

(d.) Watering arrangements.—This refers to the watering arrangements at the new Central Station.

(e.) Staff Quarters.—This includes the nine new houses for the Clerks of the Traffic Department at Jollarpett Station, the thirty dwelling houses for Native Firemen at Jollarpett Station, and the Guards' Barracks at Salem Station.

(g.) Small Items.—This refers to the alterations and additions to the permanent way, new Central Station, piping for water-supply in case of fire at Royapoorum, and Salt Cotaur Stations, five-ton crane at Goriattum Station, and additional sidings required at the Mullapoorum Station.

VI. Telegraph.—This refers to the renewal of wooden telegraph posts with Siemen's iron standards between Madras and Arconum and Vaniembady and Puttamby.

NORTH-WEST LINE.

Brickwork and Masonry.—This refers to the protective works to the Naggery Bridge and to the Naggery river bank at Sattravady, and the dwelling houses and latrine for Native Firemen at Tripetty Station.

Small Bridges.—This refers to the single 9 feet opening with wrought iron girders at 106 miles, 2nd telegraph post.

Large Bridges.—This refers to the bridges over the Cheyaar and Huggry rivers.

V. Stations and Buildings. (b.) Passenger Buildings.—This refers to the fixing on planking under zinc sheeting front and back verandah roofs of passengers platform at Arconum and Raichore Stations.

(e.) Staff Quarters.—This includes the single Engine-drivers' bungalow at Tripetty, Fuel Inspector's bungalow at Codoor Station, dwelling houses and latrine for Native Firemen at Ghooty and Raichore Stations, and the Station-master's bungalow at Bellary Station.

(g.) Small Items.—This refers to the additional water-supply at Adoni Station.

NEILGHERRY BRANCH.

VI. Telegraph.—This refers to the maintenance of telegraph for two years from Coimbatore to Mettapollium.

IX. Maintenance.—This refers to the maintenance of way and works for two years on the Neilgherry Branch.

MADRAS, *13th May* 1875. (Signed) B. ANDERSON,
Chief Engineer.

Proceedings of the Madras Govern… …*lic Works Department, 28th June* 1875.

MA… …LWAY.

A.—General Progress Report of the S… …*st Line for Quarter ending 31st March* 1875.

Reference to heads of Estimate.	Details.	Total Estimate. Indian Expenditure.	Total Estimate. Value of English Stores.	Actual Indian Expenditure. During quarter.	
		RS. A. P.	RS. A. P.	RS. A. P.	
I.	Preliminary Expenses	......	......	......	
II.	Land	......	......	......	
III.	Construction of Line	......	......	......	
	Earthwork { Cuttings and Embankment ...	......	......	......	
	Earthwork { Rock Cutting ...	......	......	......	
	Brickwork and Masonry ...	3,16,148 0 0	6,931 0 0	15,047 0 0	73,…
	Small Bridges and Culverts ...	766 0 0	......	......	2…
	Large Bridges (as per Statement B).	24,111 0 0	17,844 0 0	5,785 0 0	15,79…
	Fencing	......	......	......	......
	Other Items...	......	......	......	......
IV.	Ballast and Permanent-way ...				
	Ballast ... { Collected / Spread ...	485 0 0	......	......	......
	Rails ... { Lifted / Linked in / In Depôt ...	616 0 0	1,86,728 0 0	Cr. 205 0 0	443 0 0
	Sleepers ... Lifted ... { Iron ...	......	......	......	......
	Sleepers ... Lifted ... { Wood ...	......	......	......	......
	Sleepers ... Laid ... { Iron ...	......	......	......	......
	Sleepers ... Laid ... { Wood ...	......	......	......	......
	Sleepers ... In Depôt. { Iron ...	......	......	......	......
	Sleepers ... In Depôt. { Wood ...	......	......	......	......
V.	Stations and Buildings (as per Statement C) ...	......	......	......	......
	a. Platforms ...	......	......	......	......
	b. Passenger Buildings ...	6,29,679 0 0	2,91,076 0 0	......	......
	c. Goods Sheds	......	......	618 0 0	5,98,194 0 0
	d. Watering arrangements ...	1,800 0 0	3,003 0 0	......	......
	e. Staff Quarters, by rooms ...	14,901 0 0	303 0 0	......	......
	f. Engine Sheds	......	......	1,807 0 0	1,839 0 0
	g. Small Items	4,903 0 0	......	......	......
VI.	Telegraph	......	18,431 0 0	258 0 0	......
VII.	Plant	......	93,184 0 0	......	461 0 0
VIII.	Rolling Stock (*vide* Statement D) ...	62,832 0 0	......	......	......
IX.	Maintenance	......	1,27,639 0 0	......	......
X.	Establishment	85,000 0 0	......	8,909 0 0	36,803 0 0
XI.	Contingencies		......	10,340 0 0	40,316 0 0

14th May 1875.

(Signed) F. CHURCH,
Chief Auditor.

(Signed) R. G. MACDONALD,
Exr. of Railway Account

Number. Finished.	Number. In hand.	Quantities. Total as per Estimate.	Quantities. Executed during quarter.	Quantities. Executed to end of quarter.	Quantities, Permanent-way. Total arrived in Port.	Quantities, Permanent-way. Arrived in Port during quarter.	Probable date Of completion.	Probable date By which the Permanent-way could be laid if urgently required.
...	...	...	...	...	...	...	....	......
...	...	...	...	...	...	...	....	......
...	...	...	...	...	...	...	....	......
...	...	...	...	...	...	...	....	......
...	...	...	...	...	...	...	{ 7th May 1875 { 30th June 1876.	......
2	5	...	...	...	...	...	Finished.	......
1	...	...	...	...	...	...	30th June 1875.	......
...	2	...	...	...	...	...		......
...	...	...	...	...	...	...	....	......
...	...	...	...	...	...	...	....	......
		...	...	...	...	...	30th June 1875	......
14 Chs.	...	14 Chs.	...	...	...	...	....	......
55 Miles 34 18Chs	28 Miles 20 18 Chs	27 Miles 14 Chs.	...	...	...	...	7th May 1875. 30th June 1875. 30th June 1877.	......
...	...	...	...	...	...	...	....	......
...	...	...	...	...	...	...	....	......
...	...	...	...	...	...	...	....	......
...	...	...	...	...	...	...	....	......
...	...	...	...	...	...	...	....	......
...	...	...	...	...	...	...	7th April 1875	......
1	...	1	...	...	...	...	....	......
...	...	...	...	...	...	...	31st March 1876	......
1	...	1	...	...	...	...	{ 30th Sept. 1875. { 31st Dec. 1875.	......
3	...	3	...	...	...	...	....	......
...	...	...	...	...	...	...	{ 30th June 1875. { 30th Sept. 1875.	......
5	2	3	...	...	...	...	....	......
...	...	...	...	...	...	...	....	......
...	...	...	...	...	...	...	....	......
...	...	...	...	...	...	...	....	......
...	...	...	...	...	...	...	....	......
...	...	...	...	...	...	...		

(Signed) J. W. MELLIS,
for *Agent and Manager.*

(Signed) B. ANDERSON,
Chief Engineer.

B.—Progress Report of Large Bridges [illegible]

Names of Bridges.	Particulars.			
Protective works for the Ponney Bridge				
a. Per-centage done ...	From the east abutment to Pier No. 18 [illegible] of 7 feet. From Pier No. 18 to Pier No. 28. [illegible] Do. 28 to do. 33. [illegible] Do. 33 to do. 34. [illegible] Do. 34 to do. 38. [illegible]			
b. Date of completion	30th June 1876.			
Protective works for the Gorattum Bridge				
a. Per-centage done	East abutment to 4th Pier. [illegible] 4th Pier to 14th Pier. [illegible] yet done on the north or up stream side. 14th to 17th Pier. [illegible] 17th to 19th Pier. [illegible] 19th to 24th Pier. [illegible] on north side. Well sinking has been commenced.			
b. Date of completion	30th June 1876.			
Protective works for the Palar Bridge ...				
a. Per-centage done	From the east abutment to the 5th Pier. Curtain walls on both sides and flooring completed. From the 5th Pier to the 7th Pier. The curtain walls on the south or down stream side of the bridge has been completed. From the 7th to the 8th Pier. Wells were put down on both sides last year, but not completed; they are covered over by floods and have not since been uncovered. From 8th to 9th Pier. Nothing done yet on either side. From 9th to 11th Pier. Wells have been commenced in this year on both sides, and are in various stages of progress. From 11th to 12th Pier. Nothing yet done on either side. From 12th Pier to the west abutment of the bridge. The curtain wall on the south [illegible] completed. Work was interrupted [illegible] From the 12th Pier to the 15th Pier on the north [illegible] are covered up [illegible]			

[illegible] wrought iron girders at 105 miles, [illegible] telegraph post.	The wells for the pier [illegible] masonry will be commenced [illegible]
a. Per-centage done	In the east abutment six of the walls have been sunk about 6 feet deep.
b. Date of completion	30th June 1875.
Constructing a bridge of four 30 feet openings with wrought iron girders at 123 miles, 23rd telegraph post.	East abutment founded on rock 16 feet below the river bed. Masonry completed to a height of 2 feet above the bed of the stream.
a. Per-centage done	Pier No. 1. Debris of old bridge is being cleared away and excavations made for the foundation. It will be founded on rock at a depth of from 15 to 16 feet below the river bed. Pier No. 2. Masonry just being commenced on a level bed of rock, 13 feet below the river bed. Pier No. 3. Founded on rock 14½ feet below the river bed, and masonry completed up to girder bed stone level. West abutment. Founded on rock 14 feet below river bed, and completed up to girder level.
b. Date of completion	30th June 1875.

a. This refers to the approximate per-centage of the whole work done at the end of the quarter, not to the money expenditure.
b. This refers to the probable date of completion of each item.

(Signed) B. ANDERSON,
Chief Engineer.

14th May 1875.

B.—Progress Report of large Bridges on the North-West Line for the Quarter ending 31st March 1875.

	Foundations.	Abutments and Piers up to springing or girder level.	Arching or erection of girders.	Other Items.	Remarks.
		g to four openings have been completed; about 200 w wells and 93 feet deep wells have been built.			
	nished ...	piers gress, and feet (or 84 per of sinking done. 30th June 1877	... 30th June 1877.	Earthwork in approaches and 3 feet culvert finished. ...	* These figures refer to the masonry portion only.
a. Per-centage done	About 23 per cent. of all work done		...	...	
b. Date of completion	31st Dec. 1875		...	...	

a. This refers to the approximate per-centage of the whole work done at the end of the quarter, not to the money expenditure.
b. This refers to the probable date of completion of each item.

B.—Progress Report of large Bridges on the Neilgherry Branch Line for the Quarter ending 31st March 1875.

Names of Stations.							
Fixing on planking under zinc sheeting front and back verandah roofs of passenger platform at Arconum Station—							
a. Percentage done	...	...	...	In progress	...	...	...
b. Date of completion	...	...	...	30th September 1875.	...	...	...
Single Engine-drivers' bungalow at Tripetty—							
a. Percentage done	...	...	...	In progress	...	...	...
b. Date of completion	...	...	...	30th September 1875.	...	...	...
Dwelling houses and latrine for Native Firemen at Tripetty Station—							
a. Percentage done	...	...	...	In abeyance	...	...	...
b. Date of completion	...	...	...	30th September 1875.	...	...	...
Fuel Inspectors' bungalow at Codoor Station—							
a. Percentage done	...	...	...	In progress	...	...	...
b. Date of completion	...	...	...	30th September 1875.	...	...	...
Dwelling houses and latrine for Native Firemen at Ghooty Station—							
a. Percentage done	...	...	...	In progress	...	...	...
b. Date of completion	...	...	...	30th September 1875.	...	...	...
Station-master's bungalow at Bellary Station—							
a. Percentage done	...	...	...	In progress	...	...	...
b. Date of completion	...	...	...	30th September 1875.	...	...	...
Additional water-supply at Adoni Station—							
a. Percentage done	...	...	...	In progress	...	...	...
b. Date of completion	...	...	...	30th June 1875 ...	...	...	...
Fixing on planking under zinc sheeting front and back verandah roofs of passengers platform at Raichore—							
a. Percentage done	...	...	...	In progress	...	...	...
b. Date of completion	...	...	...	30th September 1875.	...	...	...
Dwelling houses and latrine for Native Firemen at Raichore—							
a. Percentage done	...	...	...	In progress	...	...	...
b. Date of completion	...	...	...	30th September 1875.	...	...	...

a. This refers to the approximate percentage of the whole work done at the end of the quarter, not to the money expenditure.
b. This refers to the probable date of completion of each item.

N.B.—Under general remarks any details should be given that cannot conveniently be tabulated, such as progress in fixing station machinery, signals, &c.

C.—Progress Report of Stations on the Neilgherry Branch Line for the Quarter ending 31st March 1875.

Nil.

(Signed) B. ANDERSON,
Chief Engineer.

14th May 1875.

D.—*General Progress Report of Work in Erecting and Building Locomotive and Rolling Stock for Quarter ending 31st March 1875.*

—	Number Sanctioned.	Number erected up to 31st March 1874.	NUMBER ERECTED DURING CURRENT YEAR.		Building or under erection at end of quarter.	Arrived at Shop during quarter.	Arrived at Port during quarter	Balance to arrive in Port.*	Remarks.
			During quarter.	To end of quarter.					
Locomotives	126	126	......	......	2	......	......	......	
Tenders	106	106	......	......	......	......	......	......	
Sleeping carriages	4	4	......	......	......	......	......	......	
Saloon do.	2	......	......	......	......	......	......	......	
First-class do.	15	15	......	......	......	......	......	......	
Second-class do.	64	55	......	......	......	......	......	......	
Third-class do.	181	181	......	......	......	......	......	......	
Do. do. do. with brake ...	38	30	......	......	......	......	......	......	
Cooly-class or covered carriages ...	40	40	......	......	......	......	......	......	
Third do. upper-storied	2	2	......	......	......	......	......	......	
Composite carriages	25	†26	......	......	......	......	......	......	
Night composite carriages	12	12	......	......	......	......	......	......	
Double saloon first-class night carriages...	8	......	......	......	4	......	......	......	
Engineer's inspection carriage with brake	1	1	......	......	......	......	......	......	
Inspection carriage for Consulting Engr...	†1	......	......	......	......	......	......	......	
Invalid carriages...	2	2	......	......	......	......	......	......	
Open goods wagons ... ... Open-sided goods wagons	332	332	......	......	......	......	......	......	† One inspection carriage for Consulting Engineer converted from composite carriage.
High-sided open goods wagons ...	1,857	1,857	......	......	......	......	......	......	
High open goods wagons	5	5	......	......	......	......	......	......	
Ballast wagons	244	244	......	......	......	......	......	......	
Coke do.	388	388	......	......	......	......	......	......	
Road do.	7	7	......	......	......	......	......	......	
Cattle do.	35	35	......	......	......	......	......	......	
Road wagons with brake	22	22	......	......	......	......	......	......	
Covered goods wagons	48	48	......	......	......	......	......	......	
Carriage trucks	30	30	......	......	......	......	......	......	
Timber do.	144	144	......	......	......	......	......	......	
Platform do.	6	6	......	......	......	......	......	......	
Water do.	4	4	......	......	......	......	......	......	
Passenger luggage vans	25	25	......	......	......	......	......	......	
Goods brake vans	60	60	......	......	......	......	......	......	
Gun-powder do.	3	3	......	......	......	......	......	......	
Oil-store do.	3	3	......	......	......	......	......	......	
Horse-boxes	50	50	......	......	......	......	......	......	
Travelling cranes	4	4	......	......	......	......	......	......	
Buffer springs ... ... Carriage and wagon springs ... Draw springs ... ... Axles ... ... Wheels, pairs of ... ... Sets of iron-work carriages ... Do. do. wagons	......	......	......	......	......	......	......	......	
Total ...	3,894	3							

4.

RAILWAY, No. 69.

ORDER THEREON, 28th June 1875, No. 1,798.

ORDERED that these papers be forwarded to the Government of India.

(True Extract.)

Major, R.E.,
Offg. Joint Secretary to Government.

e Consulting Engineer for Railways.

l. E. C. Shunker.
re Copies

D.—General Progress Report of Work in Erecting and Building Locomotive and Rolling Stock for Quarter ending 31st March 1875.

	Number Sanctioned.	Number erected up to 31st March 1874.	NUMBER ERECTED DURING CURRENT YEAR.		Building or under erection at end of quarter.	Arrived at Shop during quarter.	Arrived at Port during quarter	Balance to arrive in Port.*	Remarks.
			During quarter.	To end of quarter.					
Locomotives	126	126	......	......	2	......	......	......	
Tenders	106	106	......	......	......	......	......	......	
Sleeping carriages	4	4	......	......	......	......	......	......	
Saloon do.	2	......	......	......	......	......	......	......	
First-class do.	15	15	......	......	......	......	......	......	
Second-class do.	64	55	......	......	......	......	......	......	
Third-class do.	181	181	......	......	......	......	......	......	
Do. do. do. with brake ...	30	30	......	......	......	......	......	......	
Cooly-class or covered carriages ...	40	40	......	......	......	......	......	......	
Third do. upper-storied	2	2	......	......	......	......	......	......	
Composite carriages	25	†26	......	......	......	......	......	......	
Night composite carriages	12	12	......	......	......	......	......	......	
Double saloon first-class night carriages...	8	......	......	......	4	......	......	......	
Engineer's inspection carriage with brake	1	1	......	......	......	......	......	......	
Inspection carriage for Consulting Engr...	†1	......	......	......	......	......	......	......	
	2	2	......	......	......	......	......	......	

† One inspection carriage for

Read the following letter from Lieutenant-Colonel J. H. M. SHAW-EWART, R.E., Consulting Engineer for Railways, to Lieutenant-Colonel MULLINS, R.E., Officiating Secretary to Government, Public Works partment, dated Madras, 9th June 1875, No. 323:—

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SOUTH-WEST LINE.

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Bridges.—This refers to the alterations and additions to the permanent way, new on.

Bridges.—This refers to the bridge of 2-30 feet openings with wrought iron girders s, 11th telegraph post, and the bridge of 4-30 feet openings with wrought iron 23 miles, 23rd telegraph post.

ng.—This refers to the additional sidings required at the Mullapoorum Station.

out-way.—This includes the alterations and additions to permanent way, new ion. Additional sidings required at the Mullapoorum Station, extension of lay-bye ongady Station, and renewing the line between Avanashy and Muddikerry and and Palghaut with iron pot sleepers.

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Watering arrangements.—This refers to the watering arrangements at the new Central

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Small Items.—This refers to the alterations and additions to the permanent way, l Station, piping for water-supply in case of fire at Royapoorum, and Salt Cotaur ro-ton crane at Goriattum Station, and additional sidings required at the Mullapoorum

Telegraph.—This refers to the renewal of wooden telegraph posts with Siemen's iron between Madras and Arconum and Vaniembady and Puttamby.

NORTH-WEST LINE.

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Bridges.—This refers to the single 9 feet opening with wrought iron girders at 106 telegraph post.

Bridges.—This refers to the bridges over the Cheyaur and Huggry rivers.

Stations and Buildings. (b.) Passenger Buildings.—This refers to the fixing on planking ac sheeting front and back verandah roofs of passengers platform at Arconum and Stations.

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Small Items.—This refers to the additional water-supply at Adoni Station.

NEILGHERRY BRANCH.

Telegraph.—This refers to the maintenance of telegraph for two years from Coimbator pollium.

Maintenance.—This refers to the maintenance of way and works for two years o gherry Branch.

(Signed) B. ANDERSON,
Chief Enginee

A.—General Progress Repo uarter ending 31st March 1875.

[illegible]	Details.	Total Estimate.		Actual In-		Quantities.			Quantities, Permanent-way.		Probable date	
		Indian Expenditure.	Value of English Stores.	During quarter.	hand.	Total as per Estimate.	Executed during quarter.	Executed to end of quarter.	Total arrived in Port.	Arrived in Port during quarter.	Of completion.	By which the Permanent-way could be laid if urgently required.
[illegible]	[illegible]	RS. A. P. [illegible]	RS. A. P. [illegible]	RS. A. P.	... ...	... ...	... ...	... ...	... ...	... ...	....	....
[illegible]	[illegible]	[illegible]	[illegible]	...... 13,647 0 0 4,775 0 0	... ... 5 ... 2	... ...	... ...	... ...	... ...	... ...	.... { 7th May 1875 { 30th June 1876. Finished. 30th June 1875.	....
[illegible]	[illegible]	[illegible]	[illegible]	...... Ca. 265 0 0	14 Chs. 27 Miles 14 Chs.	... ...	... ...	... ...	... ...	... ...	30th June 1875. .... 7th May 1875. 30th June 1875. 30th June 1877.	....
[illegible]	[illegible]	[illegible]	[illegible]	...... 618 0 0 .... 1,807 0 0 ...... 258 0 0 .... 8,909 0 0 ...... 10,340 0 0	... 1 ... 1 3 ... 3	... ...	... ...	... ...	... ...	... ...	.... 7th April 1875. .... 31st March 1876. { 30th Sept. 1875. { 31st Dec. 1875. .... { 30th June 1875. { 30th Sept. 1875.	....

[illegible] May 1875.

(Signed) F. CHURCH,
Chief Auditor.

(Signed) R. G. MACDON
Exr. of Railway

(Signed) J. W. MELLIS,
for *Agent and Manager.*

(Signed) B. ANDERSON,
Chief Engine

Proceedings of the Madras Government, Public W
23th June 1875.

B.—Progress Report of Large Bridges on the South-West Line for the Quarter ending 31st March 1875.

Names of Bridges.	Foundations.	Abutments and piers up to springing or girder level.	Arching or erection of Girders.	Other Items.	Remarks.
Protective works for the Poiney Bridge					
a. Per-centage done	From the east abutment to Pier No. 10. Wells are all in on the south side of the bridge to an average depth of 7 feet. From Pier No. 10 to Pier No. 30. All wells in to depths varying between 12 and 20 feet. Do. " 30 to do. " 45. Nothing done. Do. " 45 to do. " 54. Wells in to depths varying from 12 to 20 feet. Do. " 54 to do. " 56. Curtain walls on both sides of bridge, and flooring incomplete.				
b. Date of completion	30th June 1876.				
Protective works for the Goriattum Bridge ...					
a. Per-centage done	East abutment to 4th Pier. Works, curtain walls, and flooring completed. 4th Pier to 14th Pier. Excavations being taken out for wells in the south or down stream side. Nothing yet done on the north or up stream side. 14th to 17th Pier. Wells in various stages of progress on south side. 17th to 19th Pier. Excavations being taken out for starting wells on the south side. 19th to 24th Pier. Wells in various stages of progress on the south side from Pier No. 21 to Pier No. 24 on north side. Well sinking has been commenced.				
b. Date of completion	30th June 1876.				
Protective works for the Palar Bridge					
a. Per-centage done	From the east abutment to the 5th Pier. Curtain walls on both sides and flooring completed. From the 5th Pier to the 7th Pier. The curtain walls on the south or down stream side of the been completed. From the 7th to the 8th Pier. Wells were put down on both sides last year, but not completed; they are covered over by floods and have not since been uncovered. From 8th to 9th Pier. Nothing done yet on either side. From 9th to 11th Pier. Wells have been commenced; progress. From 11th to 12th P				
a. Per-centage					
b. Date of completion...	East abutment founded on rock 16 feet below the river bed. Masonry				
Constructing a bridge of four 30 feet openings with wrought iron girders at 123 miles, 23rd telegraph post.					
a. Per-centage done	Debris of old bridge is being cleared away and excavations made for the foundation. It will be the bed of the stream. Pier No. 1. founded on rock at a depth of from 15 to 16 feet below the river bed. Pier No. 2. Masonry just being commenced on a level bed of rock, 13 feet below the river bed. Pier No. 3. Founded on rock 14½ feet below the river bed, and masonry completed up to girder bed stone level. West abutment. Founded on rock 14 feet below river bed, and completed up to girder level.				
b. Date of completion	30th June 1875.				

(Signed) B. ANDERSON,
Chief Engineer.

14*th May* 1875.

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a. This refers to the approximate per-centage of the whole work done at the end of the quarter, not to the money expenditure.

b. This refers to the probable date of completion of each item.

Progress Report of large Bridges on the North West Line for the Quarter ending 31st March 1875.

Names of Bridges	Foundations	Abutments and Piers up to springing or girder level	Arching or erection of girders	Minor Items	Remarks
Protective works for the Noggery Bridge—					
a. Per-centage done					
b. Date of completion	Curtain walls and flooring to four openings have been completed; about 200 lineal feet of shallow walls and 60 feet deep walls have been built. 30th June 1876				
Cheyair Bridge—					
a. Per centage done	*100	* 80 Two abutments and 13 piers up to girder level, cylinder piers 14 to 45 are in progress, and 3,151 lineal feet (or 84 per cent.) of sinking done.	...	Earthwork in approaches and 3 feet culvert finished.	* These figures refer to the masonry portion only.
b. Date of completion	Finished ...	30th June 1877 ...	30th June 1877.	...	
Huggry Bridge—					
a. Per-centage done	About 23 per cent. of all work done ...	...	...	...	
b. Date of completion	31st Dec. 1875	...	...	...	

a. This refers to the approximate per-centage of the whole work done at the end of ...
b. This refers to the probable date of completion of each item.

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pletion ...

Piping for water supply in case of fire at Royapooram Station—								
a. Per-centage done	...	...	...	Not commenced ...	...	...	...	
b. Date of completion	...	...	...	30th September 1875.	...	...	...	
Piping for water supply in case of fire at Salt Cotaur Station—								
a. Per-centage done	...	...	...	Not commenced ...	...	...	...	
b. Date of completion	...	...	...	30th September 1875.	...	......	...	
Madras Central Station—								
a. Per-centage done	...	...	...	Maintenance on works on capital closed on	...	...	...	
b. Date of completion	...	...	...	7th April 1875.	...	...	...	
Watering arrangements at new Central Station—								
a. Per-centage done	...	...	...	Not commenced ...	...	...	...	
b. Date of completion	...	...	...	31st March 1876.	...	...	...	
Alterations and additions to permanent-way of the new Central Station—								
a. Per-centage done	...	...	...	Finished ...	...	...	...	
b. Date of completion	...	...	...	30th September 1874.	...	...	...	
Five-ton Crane at the Gooriattum Station—								
a. Per-centage done	...	...	...	Finished ...	...	...	...	
b. Date of completion	...	...	...	31st December 1874.	...	...	...	
Water pandal at Jollarpett Station—								
a. Per-centage done	...	...	...	Finished ...	...	...	...	
b. Date of completion	...	...	...	7th May 1875.	...	...	...	
30 Dwelling houses for Native Firemen at Jollarpett Station—								
a. Per-centage done	...	...	...	In progress ...	...	...	...	
b. Date of completion	...	...	...	30th September 1875.	...	...	...	
Nine new houses for the Clerks of the Traffic Department at Jollarpett—								
a. Per-centage done	...	...	...	In progress ...	...	...	...	
b. Date of completion	...	...	...	31st December 1875.	...	...	...	

C.—Progress Report of Stations on the South-West Line for the Quarter ending 31st March 1875.—(Concluded).

Names of Stations.	a. Platform.	b. Passenger Buildings	c. Goods Shed.	d. Watering arrangements.	e. Staff Quarters (by rooms).	f. Engine Sheds.	g. Small items.	Remarks.
Additional sidings required at the Mullapooram Station—								
a. Per-centage done	...	...	...	Nearly finished ...	...	...	...	
b. Date of completion	...	...	...	30th June 1875 ...	...	...	...	
Guards' Barracks at Salem Station—								
a. Per-centage done	...	...	...	In progress ...	...	...	...	
b. Date of completion	...	...	...	31st December 1875.	...	...	...	
Constructing upper storey to the Station-house at Erode—								
a. Per-centage done	...	...	...	Finished ...	...	...	...	
b. Date of completion	...	...	...	31st December 1874.	...	...	...	
Third-class waiting room and front verandah at Erode—								
a. Per-centage done	...	...	...	Finished ...	...	...	...	
b. Date of completion	...	...	...	31st December 1874.	...	...	...	
Porters' huts at Avanashy Station—								
a. Per-centage done	...	...	...	Finished ...	...	...	...	
b. Date of completion	...	...	...	7th May 1875 ...	...	...	...	
Extension of lay bye at the Perpengady Station—								
a. Per-centage done	...	...	...	Finished ...	...	...	...	
b. Date of completion	...	...	...	7th May 1875 ...	...	...	...	

a. This refers to the approximate per-centage of the whole work done at the end of the quarter, not to th

b. This refers to the probable date of completion of each item.

N. B.—Under general remarks any details should be

Fixing on [illegible] roofs of passenger platform at Arcon								
a. Percentage done	...	...	...		...	...	...	
b. Date of completion	...	...	...		...	...	...	
Single Engine-drivers' bungalow at Tripetty—								
a. Percentage done	...	...	...	In progress ...	...	...	...	
b. Date of completion	...	...	...	30th September 1875.	...	...	...	
Dwelling houses and latrine for Native Firemen at Tripetty Station—								
a. Percentage done	...	...	...	In abeyance ...	...	...	...	
b. Date of completion	...	...	...	30th September 1875.	...	...	...	
Fuel Inspectors' bungalow at Codoor Station—								
a. Percentage done	...	...	...	In progress ...	...	...	...	
b. Date of completion	...	...	...	30th September 1875.	...	...	...	
Dwelling houses and latrine for Native Firemen at Ghooty Station—								
a. Percentage done	...	...	...	In progress ...	...	...	...	
b. Date of completion	...	...	...	30th September 1875.	...	...	...	
Station-master's bungalow at Bellary Station—								
a. Percentage done	...	...	...	In progress ...	...	...	...	
b. Date of completion	...	...	...	30th September 1875.	...	...	...	
Additional water-supply at Adoni Station—								
a. Percentage done	...	...	...	In progress ...	...	...	...	
b. Date of completion	...	...	...	30th June 1875 ...	...	...	...	
Fixing on planking under zinc sheeting front and back verandah roofs of passengers platform at Raichore—								
a. Percentage done	...	...	...	In progress ...	...	...	...	
b. Date of completion	...	...	...	30th September 1875.	...	...	...	
Dwelling houses and latrine for Native Firemen at Raichore—								
a. Percentage done	...	...	...	In progress ...	...	...	...	
b. Date of completion	...	...	...	30th September 1875.	...	...	...	

a. This refers to the approximate percentage of the whole work done at the end of the quarter, not to the money expenditure.

b. This refers to the probable date of completion of each item.

N.B.—Under general remarks any details should be given that cannot conveniently be tabulated, such as progress in fixing station machinery, signals, &c.

C.—Progress Report of Stations on the Neilgherry Branch Line for the Quarter ending 31st March 1875.

Nil.

(Signed) B. ANDERSON,
Chief Engineer.

14th May 1875.

D.—General Progress Report of Work in Erecting and Building Locomotive and Rolling Stock for Quarter ending 31st March 1875.

	Number Sanctioned.	Number erected up to 31st March 1874.	Number erected during current year. During quarter.	Number erected during current year. To end of quarter.	Building or under erection at end of quarter.	Arrived at Shop during quarter.	Arrived at Port during quarter.	Balance to arrive in Port.*	Remarks.
Locomotives	126	126	......	......	......	......	......	......	
Tenders	105	105	......	......	......	......	......	......	
Sleeping carriages ...	4	4	......	......	......	......	......	......	
Saloon do. ...	2	......	......	......	......	......	......	......	
First-class do. ...	15	15	......	......	......	......	......	......	
Second-class do. ...	64	55	......	......	2	......	......	......	
Third-class do. ...	181	181	......	......	......	......	......	......	
Do. do. do. ...	28	30	......	......	......	......	......	......	
Do. do. do. with brake ...	40	40	......	......	......	......	......	......	
Cooly-class or covered carriages ...	2	2	......	......	......	......	......	......	
Third do. upper-storied ...	25	25	......	......	......	......	......	......	
Composite carriages ...	12	12	......	......	......	......	......	......	
Night composite carriages ...	8	......	......	......	......	......	......	......	
Double saloon first-class night carriages ...	1	1	......	......	......	......	......	......	
Engineer's inspection carriage with brake ...			......	......	......	......	......	......	
Inspection carriage for Consulting Engr.			......	......	......	......	......	......	† One inspection carriage for Consulting Engineer converted from composite carriage.
Invalid carriages... ...			......	......	......	......	......	......	
Open goods wagons ...			......	......	......	......	......	......	
Open-sided goods wagons ...			......	......	......	......	......	......	
High-sided open goods wagons ...	71	......	......	......	......	......	......	......	
High open goods wagons ...	2	2	......	......	......	......	......	......	
Ballast wagons	332	332	......	......	......	......	......	......	
Coke do.	1,557	1,557	......	......	4	......	......	......	
Road do.	3	3	......	......	......	......	......	......	
Cattle do.	244	244	......	......	......	......	......	......	
Road wagons with brake ...	388	388	......	......	......	......	......	......	
Covered goods wagons ...	7	7	......	......	......	......	......	......	
Carriage trucks	35	35	......	......	......	......	......	......	
Timber do.	22	22	......	......	......	......	......	......	
Platform do.	48	48	......	......	......	......	......	......	
Water do.	30	30	......	......	......	......	......	......	
Passenger luggage vans ...	144	144	......	......	......	......	......	......	
Goods brake vans ...	6	6	......	......	......	......	......	......	
Gun-powder do. ...	4	4	......	......	......	......	......	......	
Oil store do. ...	25	25	......	......	......	......	......	......	
Horse-boxes	60	60	......	......	......	......	......	......	
Travelling cranes ...	3	3	......	......	......	......	......	......	
Buffer springs	3	3	......	......	......	......	......	......	
Carriage and wagon springs ...	50	50	......	......	......	......	......	......	
Draw springs	4	4	......	......	......	......	......	......	
Axles			......	......	......	......	......	......	
Wheels			......	......	......	......	......	......	
Set									

C. Shunker.

pies

14

ORDER THEREON, 28th June 1875, No. 1,798.

, No. 69.

ORDERED that these papers be forwarded to the Government of India.

(True Extract.)

(Signed) J. O. HASTED, Major, R.E.,
Offg. Joint Secretary to Government.

DOCKET No. 1,799, dated 28th June 1875.

i the above forwarded to the Government of India.

(True Extract.)

Major, R.E.,
Offg. Joint Secretary to Government.

criptive Report submitted with Progress
uarter ending 31st March 1875.

South West Line.

Under this heading are included the
Protective works for the Poiney, Goriattum and
dges, Water Pandal at Jollarpett Station,
at Avanashy Station, 3rd Class Waiting Room,
Verandah, and Upper Story at the Erode

This refers to the alterations and
idges.
the Permanent Way, New Central Station.
This refers to the Bridge of 2-30 feet
idges.
th wrought Iron Girders at 105 Miles 11 Tel: Post,
Bridge of 4-30 feet Openings with Wrought Iron
123 Miles 23 Tel: Post.
This refers to the additional Sidings
g.
t the Mullapoorum Station.
This includes the alterations and
nent Way.
to Permanent Way New Central Station.
al Sidings required at the Mullapoorum Station,
of Lay Bye at the Perrengady Station, and
the line between Avanashy & Muddikerry
uddikerry, and Palghaut with Iron Pot Sleepers.

ns & Buildings.
This refers to the maintenance
ssenger Buildings.
works at the New Central Station.
This refers to the Watering
atering Arrangements.
ements at the New Central Station.
This includes the nine new
Staff Quarters.
for the Clerks of the Traffic Department at
pett Station, the 30 Dwelling Houses for
e Firemen at Jollarpett Station and the Guard
acks at Salem Station.

(g) Small items. This refers to the alterations and additions to the Permanent Way, New Central Station, Piping for Water Supply in Case of Fire at Royapooram, and Salt Cotaur Stations, Five Ton Crane at Goriathum Station, and additional Sidings required at the Mullapoorum Station.

VI Telegraph. This refers to the Renewal of Wooden Telegraph Posts with Siemen's Iron Standards between Madras, and Arconum, and Vaniambaddy, & Pattamby.

North West Line.

Brickwork and Masonry. } This refers to the Protective works to the Naggery Bridge & to the Naggery River Bank at Sattravady and the Dwelling Houses and Latrine for Native Firemen at Tripetty Station.

Small Bridges. This refers to the single 9 feet opening with W.I. Girders at 106 Miles 6 Ch. West.

Large Bridges. This refers to the Bridges over the Cheyair and Naggery Rivers.

V. Stations & Buildings.

(b) Passenger buildings. This refers to the fixing on Planking under Zinc Sheeting front, and back Verandah roofs of Passengers Platform at Arconum, and Raichore Stations.

(c) Staff Quarters. This includes the Single Engine drivers' Bungalow at Tripetty, Fuel Inspector's Bungalow at Coodoor Station, Dwelling Houses & Latrine for Native Firemen at Gooty, and Raichore Stations, and the Station Master's Bungalow at Bellary Station.

(g) Small items. This refers to the additional Water Supply at Adoni Station.

Neilgherry

Neilgherry Branch.

VI Telegraph. This refers to the Maintenance of Telegraph for 2 years from Coimbatore to Metapollium

IX. Maintenance. This refers to the Maintenance of Way & works for 2 years on the Neilgherry branch.

Chief Engineer.

Madras Railway
Chief Engrs. Office,
13th May, 1875.

NEER'S OFFICE.
s 9 June 1875.

.E.,
Railways,

rtment,
nt George.

orrow to

mission to

atements A. B.

C. and D. showing the progress made during the first quarter of 1875 on the construction works of the South-west and North-west lines and the Neilgherry Branch of the Madras Railway, together with a brief descriptive report by the Chief Engineer.

I have the honour to be
Sir
Your Most obedt Servant
Lt. Col. R.E.

June/75 No. 13
No. 553

P. W. 1875 Dept.

RAILWAY DEPARTMENT.

No. 3813

From
The Consulting Engineer,
for Railways,

To
The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 9 June 1875
Recd. 10

E. 11 No. 323

Submitting State-ments A. B. C. and D showing the progress made during the 1st quarter of 1875 on the construction of works on the M. R.

G.O. 16th March/75 No. 382-384

Ordered that the three papers be forwarded to the Govt. of India.

R. B. for Secy.
8C Dated
6-7-75

Copy of the above forwarded to the Government of India.

50/2

30 Sept. 75

Despatched 10-6-75

No. 553/55

Standing

A

A

MADR AILWAY.

General Progress Report of the South West L *for Quarter ending* 31st March 1875.

Reference to Heads of Estimate	DETAILS.	Total Estimate.		Actual Indian Expenditure.		Number		Quantities.			Quantities Permanent Way.		Probable date.		REMARKS.
		Indian Expenditure	Value of English Stores	During Quarter	Total from Commencement to end of Quarter	Total	Finished	Total as per Estimate.	Executed during Quarter.	Executed to end of Quarter.	Total Arrived in Port.	Arrived in Port during Quarter.	Of Completion.	By which the Permanent Way could be laid if urgently required.	
		Rs.	Rs.	Rs.	Rs.										
I	Preliminary Expenses														
II	Land														
III	Construction of Line														

Standing

A

A

MADRAS RAILWAY.

General Progress Report of the North West Line for Quarter ending 31st March 1875.

Reference to heads of Estimate.	DETAILS.	Total Estimate.		Actual Indian Expenditure.		Number.			Quantities.			Quantities Permanent Way.		Probable date.		REMARKS.
		Indian Expenditure.	Value of English Stores.	During Quarter.	Total from Commencement to end of Quarter.	Total.	Finished.	In hand.	Total as per Estimate.	Executed during Quarter.	Executed to end of Quarter.	Total Arrived in Port.	Arrived in Port during Quarter.	Of Completion.	By which the Permanent Way could be laid if urgently required.	
		Rs.	Rs.	Rs.	Rs.											
I	Preliminary Expenses ...															
II	Land ...	553187	776034 ✓	10498	359001 ✓	5	1	4						30th September 1875 and 30th June 1876		
III	Construction of Line...													30th June 1875 and 31st December 1875		
	Earth work. { Cuttings and Embankment. / Rock Cutting.	58872 ✓	1041 ✓	3106	16188 ✓	3	1	2								
	Brickwork and Masonry															
	Small Bridges and Culverts ...					2	1.	2								
	Large Bridges (as per Statement B) ...	494315	774993 ✓	7392	342819 ✓											
	Fencing...															
	Other Items...	〃	〃	〃	〃											
IV	Ballast and Permanent Way ...															
	Ballast...... { Collected. / Spread...															
	Rails...... { Lifted ... / Linked in... / In depot...	〃	〃	〃	〃											
	Sleepers...... { Lifted..... { Iron / Wood; Laid...... { Iron / Wood; In depot { Iron / Wood					8	〃	8						30th September 1875		
V	Stations and Buildings (as per Statement C) ...	16928 ✓	721 ✓	3863	15953 ✓											
	(a) Platforms ...	3023 ✓	〃 ✓	8	355	2	〃	2						30th September 1875		

MAD ILWAY.

the Neilgherry Line for Quarter ending 31st

			Quantities.			Quantities Permane	
During Quarter		Total	tal as per Estimate.	Executed during Quarter.	Executed to end of Quarter.	Total Arrived in Port.	Arriv durin

MADRAS RAILWAY.

on the *South West Line* for the Quarter endin

undations.	Abutments and piers up to Springing or girder level	Arching or erection of Girders.	Other items.

the east Abutment to Pier No. 10. Wells are all in on the south side of the Bridge
g depth of 7 feet
Pier No. 10 to Pier No. 30. All wells in to depths varying between 12 and 20 feet

MADRAILWAY.

...ges on the North West...ine .... for the Quarter ending 31...

Foundations.	Abutments and piers to ... girder beds.	Arching or erection of Girders.	Other items.

...urtain walls and flowing to springs have been completed about

[illegible]

B B

MADRAS RAILWAY.

Bridges on the Neilgherry Branch Line for the Quarter ending 31st

Foundations.	Abutments and piers up to Springing or girder level.	Arching or erection of Girders.	Other items.

MADRAS RAILWAY.

South West Line for the Quarter ending 3

b	c	d	e	f
ger buildings.	Goods Shed.	Watering arrangements	Staff Quarters (by rooms)	Engine Sheds.
		Not Commenced 30th Septem 18[illegible]		

3813

of 1875. Madras
PUBLIC WORKS.

he Consulting Engr.
&
ecy. to Govt. of India

Encl.

28 June 1798
1799

Nos. 553/

South-West and North-West
ines of the Madras
ilway. – The Progress
port on construction
ks in the ——— for the
t quarter of 1875,
be forwarded to the
vernment of India –