

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 1272-3 R

DATED 5th October

[Despatch Abstract.]

Inspection Report

Copy of the — of the Mangavaram Mutapet Railway (under construction) by the Govt Inspector of Railways with remarks thereon by the Senior Govt Inspector ordered to be forwarded to the Agent S. I. Ry; also to the L & In dept with reference to para 15.

Hold copy of from the — of the Mangavaram Mutapet Railway (under construction) by the Govt Inspector of Railways with remarks thereon by the Senior Govt Inspector.

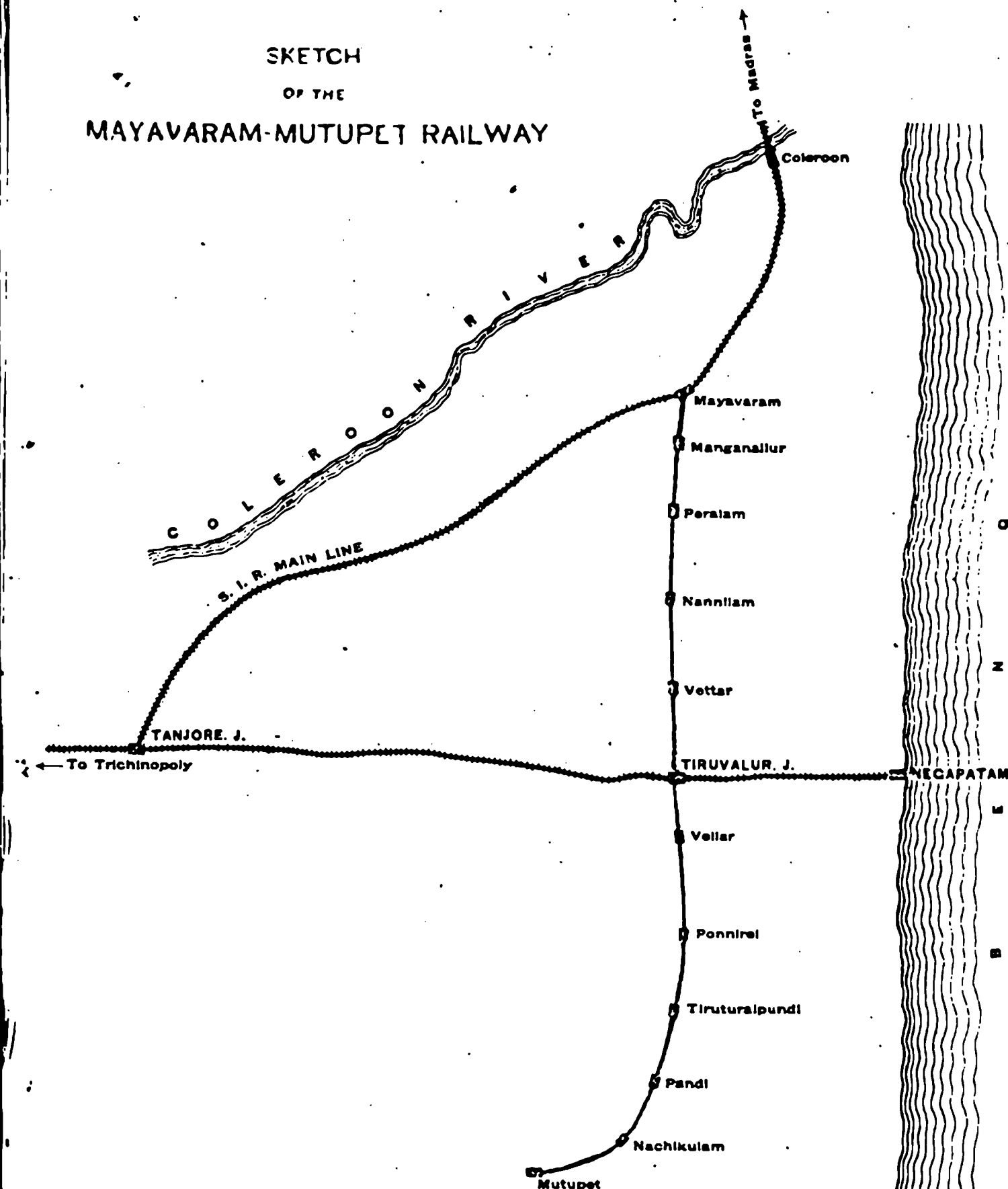
BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

SKETCH OF THE MAYAVARAM-MUTUPET RAILWAY



GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Inspection of the Májavaram-Muttupet Railway (under construction), 53½ miles, metre gauge.

The inspection was made in company with the Agent, the Officiating Chief Engineer and the Executive Engineer in charge on the 8th and 9th September.

2. The rails have been laid for the first 48 miles from Májavaram (the zero of the mileage). The progress has of late been considerably accelerated. The present condition of the works is as follows:

3. Land.—All the land has been acquired. In many places short lengths of comparatively high unirrigable land has been excavated down to the level of the surrounding country and its value thereby enhanced. Care should be taken that when this temporary land is no longer required that the railway is credited at a fair value.

4. Earthwork.—The main line earthwork is complete throughout and is in good order. Eleven miles of bank have been already turfed; the remainder will be done when the next working season comes round. The earthwork for the loop sidings at all stations has been finished.

5. Bridge-work.—The brick-work of all major and minor bridges is complete. Of major bridges, the Koriar bridge, mile 49½, 5 spans of 40 feet, and the 3 of 25 at mile 51½ are both ready for girders. The train is running over the permanent girders of all others. The two rail heads from Májavaram and Tiruválúr were connected on the Arasalár bridge, mile 11½, the day before the inspection took place, the 5 spans of 40-foot girders having been erected and a train passed over them in 5 days.

Of minor bridges, three between the 47th mile and Muttupet are ready for slabs which will be trained out from Tiruválúr as soon as rail head reaches them.

6. The quality of the work and of the materials used is good, but in the section south of the 47th mile where bricks of the best quality were not procurable, it has been found necessary to plaster all brick-work with cement.

7. The only works under this head remaining are the pitching of the approaches, the flooring, aprons and curtain walls of nearly all major bridges and brick coping of a few major and minor bridges. The pitching and coping is in hand. The flooring must be deferred until the next working season. The object has been to get the bridges ready for the rails and only so much boulder flooring as would, it is hoped, prevent scour during the coming rainy season has been put in. Owing to the peculiar nature of the country, it is possible that causeways may have to be provided to take the ordinary drainage of the country lying between the irrigation channels. The necessity will be decided by the action of future north-east monsoons.

8. **Stations and Buildings.**—Generally, the following works remain to be completed before the line can be passed for opening:—Curbing and completion of about 400 feet of platform; the erection of latrines and signals and the completion of the ticket offices. The stone curbing for all platforms is ready dressed at Tiruválúr and will be trained out as required. The signals, fencing, gates, roofing, and all other materials are also ready in the Engineer's stores at Tiruválúr.

9. *Manganallur, mile 5.*—Platform earthwork very nearly finished; approach road earthwork finished; loop siding complete; goods loading bank and lay-bye earthwork just begun; brick-work of ticket office completed.

10. *Peralam, mile 9½.*—Platform earthwork thrown up to rail level; approach road earthwork finished; loop siding complete; station-master's house finished; distant signals erected.

11. *Nannilam, mile 15.*—Platform and approach road earthwork not yet begun; loop siding not yet laid; ticket office ready for roof; station-master's house finished; ash-pits and water column foundations complete; locomotive well has been sunk 10 feet.

12. *Vettar Station, mile 19½.*—Platform and approach road earthwork nearly finished; loop siding laid; ticket office in hand.

13. *Kottagam, mile 29.*—Earthwork of platform and approach roads complete; loop siding finished; station-master's house in hand; distant signals erected.

14. *Ponneri, mile 35.*—Earthwork of platform and approach roads partly thrown up; earthwork of goods lay-bye line finished; loop siding complete and lay-bye in hand. Ticket office has been commenced; roofing of station-master's quarters in progress.

15. *Tirutturaippundi, mile 40.*—Platform earthwork in hand; approach road earthwork finished; loop siding complete. Ticket office roofing in progress; station-master's house finished; ash-pits complete; locomotive well excavated to full depth.

16. *Pandi, mile 44.*—Earthwork of platform and approach road finished; loop siding complete; station-master's quarters in hand; platform fencing in hand.

17. *Nachikulam, mile 48½.*—Earthwork of platform finished; station-master's quarters finished; ticket office ready for roof.

18. *Muttupet, mile 53¾.*—Earthwork of sidings, triangle and platform finished; ticket office ready for roof; station-master's house complete; ash-pits in main line ready for timbering; ash-pit in temporary engine shed in hand; locomotive well is finished; foundations for tank staging in hand.

19. As yet the Local Funds have made no commencement with feeder roads to Manganallur and Kottagam stations which are at a distance from the existing roads.

20. **Ballast and Permanent-way—Ballast.**—Temporary sand ballast of inferior quality, the only material which can be obtained locally, has been spread in the following miles:—0-12, 19-31, 38-39, 47-53¾. Over the remaining distance the sleepers are laid in earth. It is intended to train out permanent gravel ballast from the quarry which is about to be acquired at Tanjore.

21. **Permanent-way.**—The road consists of 40½ lb. second-class iron rails laid on Pinkado sleepers 9 to the 24 feet rail. Some 7 miles of these sleepers are still required, but in the meantime the rails are being laid on old pine sleepers with three Pinkado sleepers per rail length interposed. Rail head has reached the 48th mile post from Májavaram and linking will be completed to Muttupet by the middle of October.

On the date of the inspection the road was in fair order (except between miles 12 and 17) considering the paucity of ballast and was fit for a speed of 15 miles an hour.

22. **Fencing.**—The line is unfenced except round station compounds where the wire fencing has been erected at all stations between Tiruválúr and Muttupet. The earthwork of all level crossings is finished and guard rails are being put in. Gates have not yet been erected at certain crossing where they are necessary, but they are ready in stock at Tiruválúr. The permanent land has been demarcated between mile 47 and Muttupet.

23. **Date of opening.**—The Officiating Chief Engineer thinks that the line will be ready for opening in a complete state on the 1st February next and I see no reason why this anticipation should not be realized.

The following considerations prevent its being opened earlier:—

(1) The approach of the north-east monsoon which may possibly cause damage to the new banks.

(2) The absence of ballast.

(3) Provision of additional irrigation culverts of which a large number have been asked for by the ryots.

I understand this question is now being settled by a joint committee. This demand appears to be extravagant, for the lands on both sides of the railway have been irrigated and cultivated right up to the railway boundaries under existing conditions.

The following, although capital works of the South Indian Railway, are so intimately connected with the Májavaram-Muttupet Railway that a short note on their present state is given below and also because in the case of Tiruválúr it is necessary to open the island platform for public traffic.

24. *Májavaram, mile 0.*—All the points and crossings and sidings are laid with the exception of the exit at the northern end of the Májavaram platform lines. This connection is delayed until the old tank house which obstructs the way is removed. The new island platform is complete; the covered way or waiting shed is ready for roofing; the foundations of the overbridge are ready and all materials are at site; the new locomotive tank erected on an old rail staging is ready to be connected with the water columns and when this is done the old tank house can be demolished. The new turntable is complete and the engine shed is ready for roofing.

25. *Tiruválúr, mile 23½.*—The additions here consist of a new island platform 940 feet by 37 connected with the existing platform and offices by an overbridge. The platform is further provided with a covered way or waiting shed which will afford protection from the weather to a large crowd of people. The sidings, three ash-pits and one water column are complete but a fourth ash-pit is required on the existing platform line and it is for this reason that it would be advisable to open the new platform for public traffic. The connection between the new water tank and the water columns has not yet been made. Standard dimensions have not been infringed except in the following two instances:—(1) The distance between the island platform line on the Negapatam side and the existing main line which is 16' instead of 16' 7" and (2) the distance from edge of platform to the vertical rail supporting the steps leading to the overbridge which is 5' 9¼" instead of 6'. In the case of (1) sanction has already been accorded to the infringement; in (2) the variation is so small that it may be overlooked especially as the overbridge is situated at the extreme end of the platform, the distance being taken from the present platform ramp, but it is intended to extend the platform some 60 feet further.

MADRAS,
26th September 1893.

(Signed) C. T. R. SCOVELL,
Government Inspector of Railways.

Remarks by Senior Inspector.

The report of progress is satisfactory. It is desirable that the line should be ballasted before application is made to open it for passenger traffic; also that the culverts alluded to in paragraph 23 be built before opening.

The Chief Engineer's attention is specially invited to the latter part of paragraph 7. The new island platform at Tiruválúr may be opened for public traffic.

OUTACAMUND,
2nd October 1893.

(Signed) F. R. UPCOTT,
Senior Government Inspector.

ORDER—dated 5th October 1893, No. 1272 R., Public Works.

Copy of the inspection report will be forwarded to Agent, South Indian Railway, for information and attention.

Also to the Local and Municipal Department with reference to paragraph 19.

A copy of these Proceedings will be forwarded for the information of the Government of India.

[Here enter No. 1273 R., dated 5th October 1893.]

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

ENDORSEMENT—dated 5th October 1893, No. 1273 R., Public Works.

Forwarded.

(By Order.)

Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent, South Indian Railway,
through the Consulting Engineer for Railways.
Local and Municipal Department.

RAILWAY.

Govt. of (1893) Madras.
PUBLIC WORKS.

Dated October, 5th.

Recd.

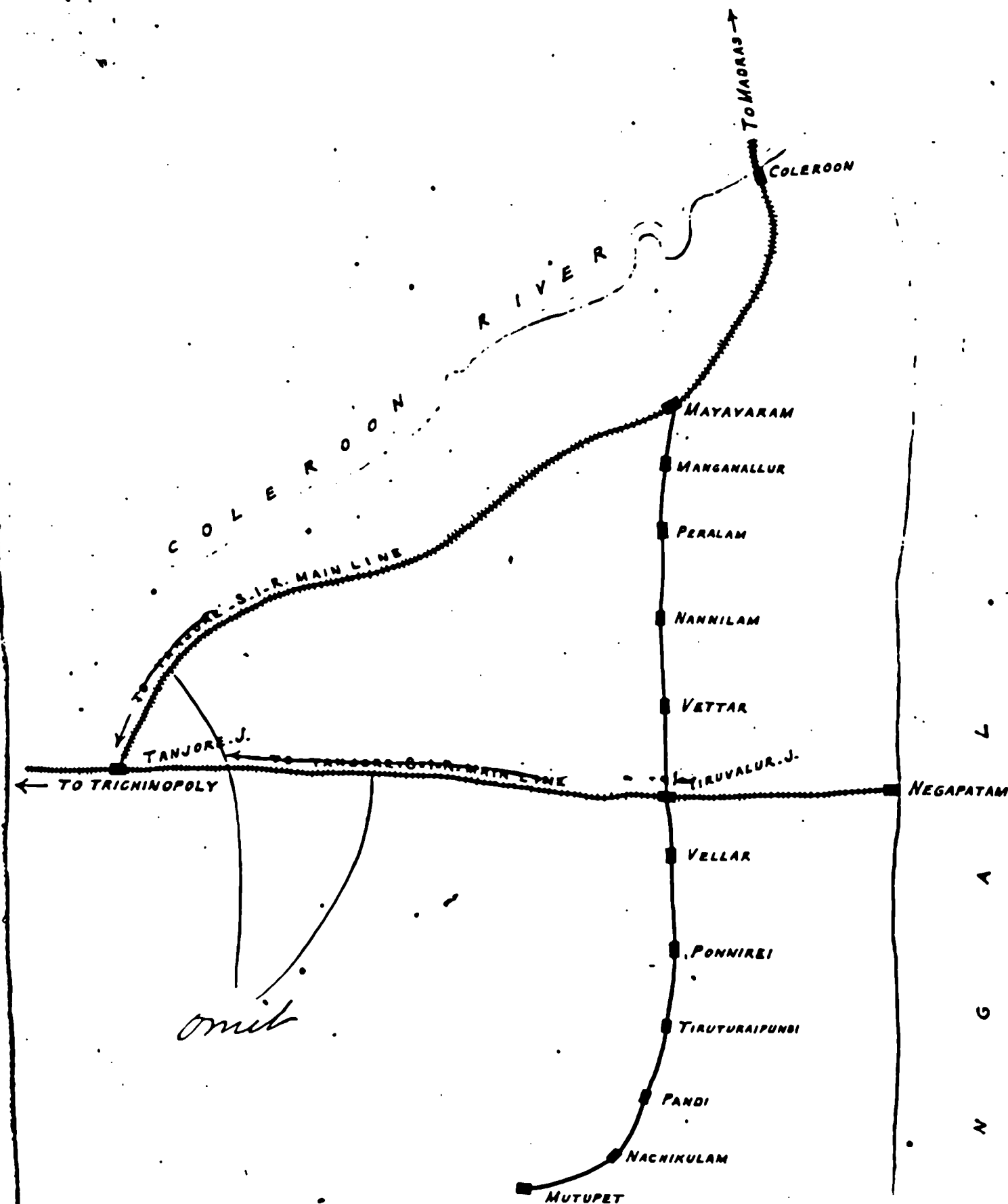
Encl.

G.O., 5th October 1893, Nos. 1272,
1273 R.

OCTOBER.

Inspection Report

Forwarding copy of Proceedings on the
— of the Mayavaram-Muttupet Railway
(under construction) by the Government
Inspector of Railways with remarks thereon
by the Senior Government Inspector.



May 1893 Copy.

T. E. R. 10. amount - Can be paid 3 months
 when it will be struck off 27.1.11 18:11
 20

INSPECTION OF THE MAYAVARAM-MUTTUPET RAILWAY (UNDER CONSTRUCTION), 53½ MILES, METRE GAUGE 9

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2. The rails have been laid for the first 48 miles from Mayavaram (the zero of the mileage). The progress has of late been considerably accelerated. The present condition of the works is as follows:

3. Land.—All the land has been acquired. In many places short lengths of comparatively high unirrigable land has been excavated down to the level of the surrounding country and its value thereby enhanced. Care should be taken that when this temporary land is no longer required that the railway is credited at a fair value.

4. Earthwork.—The main line earthwork is complete throughout and is in good order. Eleven miles of bank have been already turfed; the remainder will be done when the next working season comes round. The earthwork for the loop sidings at all stations has been finished.

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Very favorable
 to opening of the
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 back of the floor
 which is generally
 from over the
 country.

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MADRAS,
26th September 1893.

(Signed) C. T. R. SCOVELL,
Government Inspector of Railways.

Remarks by Senior Inspector

The report of progress is satisfactory. It is ^{debatable} ~~looked~~ that the line ~~should~~ be ^{opened} ~~halted~~ before application is made to open it for passenger traffic. Also that the culverts ~~alluded~~ ^{mentioned} in para 23 be built before ^{opening} ~~opening~~ the chief engineers attention is ^{invited} ~~to the latter~~ part of para 7.

*Freepcott
Senior Joint Inspector*

*Noted and
2 October 93*

The new Island Platform at Tiruvāḷūr may be opened for public traffic.

187
for present
after which the
paper will be
sent to Recs

(copy)

7/1

Thwait reply
from ER to me
note of date

Alt 7
10

epd 32/9
Wm. C. R. 2/10

TELEGRAM ^{URGENT} ^{ORDINARY} ^{DEFERRED} ^{Ordinary}

FROM ~~C. L. L. L. L.~~ D. E. R.

TO ER

D. 308. May I insert in your order on
Mutabel Inspection Report following
remark - New Island platform
Traveller way to opened ^{for} public
for traffic

CMM $\frac{7}{10}$

Despatched
7.10

ER 30/9
Wm. E. R. 2/10

1272
12733P

03545

Cable
CINCE. INDIAN TELEGRAPHS. *Probably Number.*
To *Madras* From *Calcutta*

Words. 16/5 Day. 7 Hour. 17 Minute. 50 Official Instructions. *Old.*

To *By Gen Eng Chak* From *Gen Singh*

C. L. B. ... 10/10

64 Word Form.

*over the ...
on the ...
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10/10

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Recd. from ... Sent to ...
At ... Mts. by ... At ... Mts. **MADRAS 7-10-93**

*2/2/97
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REGISTERED
No. 1538
FILE

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Printed
with

No 1272 R 35 Oct 1893.
order.

Copy of the inspection
report will be forwarded
to Agent South Indian
By the information
and attention -

also to the Local and Mini
Local Dept. with the
with reference to para
19.

From
4/10

A copy of these Proceedings
will be forwarded for the in-
formation of the Govt. of India

No 1272 R 35 Oct 1893

Forwarded

SPATCHED
24 OCT. 93

To The Agent S. I. Ry. thro' ER
- Local & Mini. Dept.

From R

24/10/93 R. [unclear]
[unclear] [unclear]
[unclear] [unclear]

ER 32/9
Wm. C. R. 2/10

A

No. 1272 Rg 5 Oct 193.