

Public Works (1898) Department.

Railway Branch.

G.O., No. 950 R.

DATED 23^d July 1898.

[Despatch Abstract.]

Progress reports, Calicut - Cannanore & Shoranur
Cochin surveys. The _____ for the
month of June 1898, forwarded to the Govt.
of India, with the remark that the progress
report of the Tanjore - Erode railway
survey will follow.

Indexed. 9/8/28.

BACK PAPERS.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
—	1606Ry	—	8-8-98.				

(C. 3.)

1,000-26 15-94.

Madras Railway Company.

AGENT & MANAGER'S OFFICE,

Madras.

From

THE AGENT AND MANAGER,

M. R. Co.

To

The Consulting Engineer
for Railways,
MADRAS.

Dated

Received

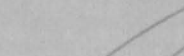
7th } July 1898.

No. 9097

627

The undersigned has the honor to forward
herewith *copy of the Progress
Report of the Choranner-
Bachin Survey of work
done to 15th June 1898.*

dc


 Esq Agent and Manager.
Enclosure.

Shoranur-Cochin final location Survey.

Narrative Progress Report of work done to 15th June 1898.

2nd Section: 434.00 to 483.00 chains.

Mr. Charles. R. Dallas — Executive Engineer.

— A. M. Newman — Assistant Engineer.

J. S. Kolundavaloo Pillay — Surveyor

G. Manikka Chetty — do —

Meeraw Bakesh — do —

Survey.

The alignment commenced at 434.00 chains section 2 on 2nd June 1898, and was continued up to afternoon of 3rd to 483.00 chains on the left bank of the Kuzumali River: the crossing selected, being nearly the same as that of Mr. Strange's alignment in 1895, the alteration of the river crossing as proposed by the Consulting Engineer was not adopted as it ran into valuable garden and house property on both banks of the river; the crossing is close to the main road and as the river is unbridged it would be a public convenience if the railway bridge is designed for cart and foot traffic: Heavy rain fell both on 2nd and 3rd June laying the country under water and the work was closed at 483.00 chains.

The Staff then returned to Wadakkancheri on the 4th for the alternative alignment between 320.580 using the western spur of the hill: this alignment although it is about 4 1/2 chains shorter than that on the east

east spur has the disadvantages of a ^{to} cutting at the Summit of the hill and the abandonment of 17 chains of the existing road diversion; even though it is a little longer it will therefore be better to carry the alignment on the east spur as first selected and retain the whole of the road diversion deepening the present cutting of this so as to cross the Trichur Road at 344.345 chains at a F. L. of 181.00 or 12 feet below the existing level: but the level of the alignment on the side of the east hill will have to be altered to suit the amended ruling grade of 1 in 80 as it was laid out for a grade of 1 in 100.

After completing this alternative alignment the staff left Madakancheri on 10th for Shoranur and commenced the junction of the alignment with the existing Shoranur Railway station, the Director of Cechin in his No 3511, dated 20th April 1898, having advised that it was the wish of His Highness's Government that the road-bridge over the Panani river be used for the railway: this was finished on 15th and the staff returned to Head Quarters at Madras.

It may be noted for future guidance in conducting Survey operations in Cechin that there can commence as I was informed by the Chief Engineer of the State in October they should terminate as I found by experience by the 10th and not later than 15th May: the early rains begin to fall about these dates, and the country gets unhealthy and unfit to camp in.

/ True Copy /
 H. C. West,
 Chief Engineer.

/ Sd/ Charles K. Dallas
 Executive Engineer
 Shoranur Cechin Survey.

Progress Report of the Shoranur-Cochin final location survey to 15th June 1898.

Item No.	Division	Length miles	Superior Staff employed and Division	Progress of work.
1	Shoranur Cochin Survey: Shoranur to Ernadolam	73 Miles	Mr. Charles K. Dallas, Executive Engineer. Mr. A. M. Stevenson, Assistant Engineer.	Line shown pegged and levelled 404.00 to 483.00 Section No 2. Detail survey for 300 feet on each side of line 610.00 to 1090.00 chains. Lock splitting to 1002.64 chains, 10 chains Borgies to 1100.00 chains, intersection Borgies to curve } Section No 12, and C. & G. and J. C. Borgies to curve No 12 } No 1 Lock splitting to 455.00 chains, 10 chains Borgies to } Section 481.00 chains, intersection. } II Borgies to curve No 11 C. and J. C. Borgies to curve No 11 Lock splitting to 94.00 chains 10 chains Borgies } Alternative align- to 6500 chains intersection Borgies to curve } ment from the present No 12 to C. & G. and J. C. Borgies to curve No 12 } Railway station to 89.75 chained.

Executive Engineer's Office,
 Shoranur Cechin Survey
 Mysore 4th July 1898.

/ True Copy /
 H. C. West,
 Chief Engineer.

/ Sd/ Charles K. Dallas
 Executive Engineer, Shoranur Cechin Survey.

(C. 3.)

1,000-26 11-94.

Madras Railway Company,
AGENT & MANAGER'S OFFICE,
Madras,



From

THE AGENT AND MANAGER,
M. R. Co.

To

The Consulting Engineer
for Railways,
Madras.

Dated 12th

Received

} July 1898.

No. 10678

644

The undersigned has the honor to forward
herewith copy of the Progress
Report of work done on
the Calicut - Cannanore
Extension for the month
of June 1898.

(1 encl.)

Wm S M V S
Agent and Manager.

Calicut Cannanore Extension.
Narrative Progress Report of Work done
to the end of June 1898.

Staff { Mr. G. A. F. French Engineer in Chief
 " E. Anson Executive Engineer
 " J. G. R. Marsh Assistant — do —
 Survey.

The plans and Estimates sent in to the Consulting Engineer at the end of last month were returned for revision owing to regrading ordered by the Consulting Engineer. This will necessitate revisions of the Earthwork and Minor Bridge estimates of this length, which work together with the preparation of another set of plans and section, will take about six weeks to complete. During this month the office section of the above portion has been corrected to the new grading and a start will presently be made on the new set of tracings and estimates which should be finished about the end of July.

In the meantime the plan, section and Earthwork estimates for the latter portion of the extension between mile 44 and Baliapattam have been completed and it is hoped that these will be final.

Mr. Anson inspected the station sites of Tellicherry and Cannanore with a view to seeing how much valuable property would be interfered with and was able to satisfy himself that very few valuable houses would be touched and

and that by judicious retaining of cuttings in a few places destruction should be reduced to a minimum.

Land

A staff consisting of a Special Dy. Col.lector with the power of a Collector and four Revenue Inspectors have been busily engaged in measuring valuing and fixing awards for individual holdings. The difficulties experienced in acquiring land in Malabar appear to be of unusual magnitude and the process to be gone through extremely long and tedious. The country is divided into a number of minute holdings. It is often difficult to ascertain who is the rightful owner of the property and consequently a certain amount of enquiry has to be gone through and care taken before an award is paid. In the event of a tenant being absent a further delay is caused until he is produced. In my opinion there is room for the employment of a far larger staff than is now engaged on this work and I have addressed the Collector upon the subject.

Major Bridges.

Some plant and machinery has been ordered.

Minor Bridges.

Plans and Estimates for 22 bridges were submitted for sanction and others are in hand. A good deal of material has been

Collected

collected and work will be commenced as soon as land has been handed over and the weather permits. At present all streams are running full.

Earthwork

Could not be started as only 31 acres and 49 cents of land in small detached holdings principally in West Hills and Ellathur station grounds have been handed over to the Company to the end of June, and on the 6th of June the monsoon burst; since then the rain has been heavy and constant and has flooded the country rendering it impossible to get work done on the land handed over.

Sd/- G. A. F. French
Engineer in Chief

(True copy)

Sd/- H. C. West
Chief Engineer

URGENT.

No. 673

South Indian Railway Co., Ltd.,

AGENT'S OFFICE,

TRICHINOPOLY, 16th July 1898.

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

With reference to your telegrams of the 12th 8.
and 15th July 1898, I have the honor to inform you that the —
Progress Report of the Erode - Nunganded Railway Survey for
the month of June 1898 will be forwarded about the middle of
next week. The officers engaged upon the Survey are some distance
from Post offices and it is difficult to communicate with them.
The Progress Report of one party has been received and that
of the other is awaited.



I have the honor to be

Sir

Your most obedient servant

A. G. Shetty

Captain R. G.

Agent

Made by

For orders if the Progress Reports of the Calicut Lannum
& Shorann Cochin Surveys were sent to Madras,
with the remark that the report of the No. 8 Survey
will follow.

Yes
C.M.

18/7/98

Government of Madras.

**PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.**

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Coty, the 23rd July 1898.

SIR,

I am directed
to forward herewith the
Progress Report of the
Calicut - Cannanore and
Shoranur - Cochin Surveys
for the month of June 1898.
2. — The Progress Report
of the Nanjangud - Erode
Railway Survey will follow.

[Signature]

For copies of copies need
be kept of these reports in office

[Signature]

*Documents accompanying
Progress reports referred to*

Despatched on 23/7/98

[Signature]

Copies in Madras

From
THE AGENT,
South Indian Railway,
Trichinopoly.
To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.
Dated
Received
No.
189

ENCLOSURE.