Urgent

Public Works (1899) Department.

RAILWAY BRANCH.

Clean proof early

G.O., No. 1166-67. Ry

DATED 16th Octr 1899

Printed

Proof

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[Despatch Abstract.]

Report of Inspection of the Nilgiri Railway.

For Eo

Coming to the Agent, M.Ry, the — for the half-year ended the 30th June 1899, and directing that a copy of the Proceedings be forwarded to the Govt. of India.

For Eo to India

Forwarding a copy of the Proceedings embodying the — for the half year ended the 30th June 1899.

[P. W. 26. 200—30-8-99.]

Indexed.

BACK PAPERS.

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

FURTHER PAPERS.

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

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. *Spare copies*

G.O., Nos. 1166, 1167 Ry., 16th October 1899.

OCTOBER.

Report of Inspection of the Nilgiri Railway

Forwarding a copy of the Proceedings embodying the — for the half-year ended the 30th June 1899.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

NILGIRI RAILWAY.

METRE GAUGE, LENGTH 16·90 MILES.

Inspection Report for the half-year ending 30th June 1899.

During the inspection of the Madras Railway, the opportunity was taken of running up the Nilgiri Railway. The time at our disposal was quite insufficient for anything like a detailed Engineering inspection of the works on this most interesting line. Practically I was only able to notice in passing certain works which were in hand or had been completed since my last visit.

Coonoor Station.—This station now appears complete in every respect. The buildings, waiting and dining rooms, etc., are models of cleanliness and neatness and the catering is excellent. The staircase, however, is rather a ramshackle one, and might be improved later on.

Hill Grove Station.—Here we passed the ascending mail train and I noticed what an exceedingly tight squeeze it is when two trains have to pass. If ever more powerful engines are obtained capable of pushing an extra vehicle, the laybyes will have to be lengthened.

Cutting mile $15\frac{1}{4}$.—A retaining wall has been built.

Cutting mile $14\frac{3}{4}$.—An intercepting drain has been built above the cutting and a pucka shoot from this drain down the slope of the cutting at about its centre. This may suffice to keep the slope from getting waterlogged and slipping.

Glenmore Cutting.—The retaining wall has been completed. There are dry stone dykes down the slopes and a large quantity of dry stone pitching behind the wall. The work is of most excellent quality and I am of opinion that no further trouble will be experienced, though most certainly any attempt to deal with this cutting in a less drastic manner would have been followed by constantly recurring slips and consequent stoppages of traffic as is witnessed by the total failure of previous attempts to deal with it.

Benhope Covered Way.—This covered way, considered necessary owing to the presence of huge boulders imbedded in very perishable material above the line, is in course of construction. Only one ring of arch stones had been laid and the work in this could not have been improved on. Public safety demands that this most necessary work should soon be finished.

Adderley Tunnel.—The upper end of this has been lined with corrugated iron sheets on curved rail ribs. This should suffice for holding up the occasional pockets of soft moorum.

Water supply.—It is proposed to build a small reservoir at mile 5/7 to supply Adderley station with water.

Traffic.—The traffic, especially that in passengers, appears to be improving. It will take some time before the Railway can compete successfully with the cart traffic. At present I understand that the supply of carts at Coonoor is limited and it is obvious that when a merchant is obliged to obtain his carts at Mettuppalaiyam he may just as well cart his goods the whole distance as bring them to Coonoor by train and then have to send to Mettupalaiyam for carts to convey them to their destination. This state of things will never be remedied until first, the gauge of the Podanur-Mettupalaiyam branch is changed to metre, and second the line is extended to Ootacamund.

Conclusion.—Although the Engineers of the Madras Railway Company appear to be taking all possible means to render the line safe and free from interruptions to trains, the fall of boulders from the hill side must on occasions be looked for; and I am of opinion that during heavy rain certain small slips of earth are inevitable, but the line is excellently patrolled and there seems now to be no difficulty in procuring labour whenever it is required.

J. C. LYLE,
Govt. Inspector of Railways.

26th September 1899.

Remarks by the Senior Government Inspector of Railways, Madras.

Sanction has recently been given for the running of trains at night under very special circumstances and precautions. The railway was opened for traffic on the 15th June 1899 and earnings now amount to a very respectable figure per week. My opinion is that if the Podanur-Mettupalaiyam section of the Madras Railway were converted to metre gauge cart competition would so far cease that the present Government guarantee would be a mere nominal one.

2. Slips can scarcely fail to occur during the coming monsoon, but they can scarcely be as bad as last year, and may quite possibly be very slight. I see, however, that even after 14 or 15 years of working the Darjeeling-Hymalayan mountain railway is still subject to very severe slips and to long stoppages of traffic. It is not fair therefore to demand too much from the Nilgiri mountain railway during its first year.

3. I have ascertained that the Public Works Department has called for estimate for making the few yards of feeder road required to connect Runnymede station with the main road.

4. I learn that additional third-class rolling-stock is to be provided by the conversion of less needed second-class vehicles. This ought to improve the earnings.

FRANCIS J. E. SPRING,
Senior Government Inspector of Rys., Madras.

OOTACAMUND,
6th October 1899.

ORDER—No. 1166 Ry., dated 16th October 1899.

Communicated to the Agent and Manager, Madras Railway Company, for information.

2. A copy of these Proceedings will be forwarded to the Government of India.

[Here enter No. 1167 Ry., dated 16th October 1899.]

(True Extract.)

FRANCIS J. E. SPRING,
Secretary.

To the Agent, Madras Railway Company.
" Consulting Engineer for Railways.
" Chief Engineer, Public Works Department.

ENDORSEMENT—No. 1167 Ry., dated 16th October 1899.

Forwarded.

(By order.)

FRANCIS J. E. SPRING,
Secretary.

Exd. V. Ramachandra Rao.

Press
Pleasant

Prob Early

Press

Nilgiri Railway

Metre Gauge Length 16-90 miles

Fill this in

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Press 31/10

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Jld
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RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

His Excellency the Governor
The Hon'ble Mr. Arundel C.S.
The Hon'ble Mr. Winterbotham
I.C.

Recd. } 1899. *Enclosures*

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Despatched on 24.10.99

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9.10.99.