

Public Works (1899) Department.

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

RAILWAY BRANCH.

Letter
G.O., No. 303. Ry.

DATED 18th March 1899

[Despatch Abstract.]

Progress Reports

Forwarding to the Govt. of India the —
of the Shovanner - Cochin, Madura - Pamban
+ Mutapet - Avadaiyarkoil Extensions
for the month of Feb'y 1899.

BACK PAPERS.

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

FURTHER PAPERS.

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

Enclosure No 4 to Railway circular No 6 of 1898.

Sharavur. Cochin final location Survey.

Varative progress Report for work done during the month of February 1899.

2nd Section 540 to (not joined the original line as yet)

A. M. Stevenson Esq. Senior Assistant Eng.

R. K. Byron Esq. — Junior Assistant Eng.

Mr. G. E. Farlowe — Surveyor

J. Meeran P. K. — do —

Survey

In the beginning of the month when the Estimates were in progress it was decided by the Chief Engineer that the crossing adopted at Alway river on the alignment was unsafe and would be a constant source of danger on account of the river at the crossing selected having a branch 277 feet wide and 1200 ft distant only from the main river.

On the 2nd January 1899 one of the surveyors was sent down to Alway to take levels and make investigation further up stream to see if a safer natural crossing could be obtained.

The result showed that 2 miles further up the river the river could be spanned by one bridge the branch diverging from the main river about 500 feet below the point.

P. L. O.

The Survey party were then instructed to return to the field and make the necessary survey and sections to enable the alignment to be adapted.

Leaving Madras on the 13th Feb 99 they arrived on the field on the 17th of the same month Survey operations being commenced on the following day.

The next 10 days were spent in selecting the best possible crossing near the site chosen and in running trial lines from the original alignment at chainage 540 eastward to the river.

The approach is difficult as two temples and one Roman Catholic Church are obstructions which could not easily be avoided.

After considerable difficulty a fairly good crossing has been adopted within 20 chains of the crossing the line runs into a line of hills which cannot be avoided.

A sharp curve was inserted immediately after leaving the bridge and the line runs to the right so as to cross the said line of hills through a depression or gully which reduces the length of cutting required.

The line then runs across a valley of wet cultivation of very low level and part of which is still under water from the last monsoon. This gives a high bank as the flood levels are high.

The line will have to be diverted again to the left to get on to high land if possible as the present levels give very heavy
earthwork

One of the surveyors with two draftsmen and one Lascar has been left in Madras to finish up the plans which have already been plotted and to prepare tracings of same.

Barings are being taken up on the site of the old bridge.

Work was commenced on the 26th Feb 99 but in account of the water in the river progress is slow.

No satisfactory result has yet been obtained up to 33 feet.

(Sgd) Alex^r M. Stevenson
Senior Assistant Engineer
S. C. Survey.

(Sgd) Edw. Stoney
Chief Engineer
8-3-99

Enclosure No 2 to Railway Circular No 6 of 1890.

Progress Report of the Shoranur Coshim final location survey for the month of February 1899.

Sl. No.	Division	Length Miles	Superior staff employed or Division	Progress of work.
1	Shoranur Coshim Survey "Alternative Lines"	From chainage 540 to 566 (not joined the original alignment as yet).	A. M. Stevenson Engineer Senior Assistant Engineer R. K. Bygon Engineer Junior Assistant Engineer Mr. G. E. Farlow Surveyor J. Meran Bukshi Surveyor	Work done from 18 th to 28 th February 1899. 160 chains pegged out, bushed and full section plotted. Detail survey of same made up to chainage 660 or 120 chains of detail survey done not including larger survey up and down river itself in progress. Arrangements to finish up the plans which have already been plotted, and to prepare tracings of same have been made, leaving a surveyor and 2 draftsmen in Madras.

Senior Assistant Engineer's Office
Shoranur Coshim Survey,
Camp Chowrab. 2nd March 1899.

Col. C. H. Storey
Chief Engineer.

Col. A. M. Stevenson.
Senior Assistant Engineer.
A. C. Survey.

(C. 3.)

1,000-26 10-94

Madras Railway Company,
AGENT & MANAGER'S OFFICE,



From

THE AGENT AND MANAGER,
M. R. Co.

To

*The Consulting Engineer
for Railways,
Madras.*

Dated

Received

9th } March 1899

No. *9097*
258

The undersigned has the honor to forward
herewith *a copy of the Progress
Report of the Shoranur
Cochin Survey for the
month of February 1899.*

R. S. S. S.
Agent and Manager.

South Indian Railway.

Progress Report of Muttupet - Aradaiyarkovil Railway Survey to end of February 1899.

Division	Length Miles	Superior staff employed on division	Progress of work.
Muttupet to Aradaiyarkovil	53	G. H. Dallas: Surveyor, Ex. Engr. P. G. Gale. Surveyor, Asst. Engr.	Country examined 4 miles 27 chains, line staked out 3 miles 14 chains working section to Kew 2 miles 42 chains, working survey to Kew 0 miles 10 chains and check hauls to Kew 2 miles 42 chains.

Chief Engineer's office
Trichinopoly 7th March 1899.

H. R. A. Clifford
for Chief Engineer.

URGENT.

No. ~~219~~
219

South Indian Railway Co., Ltd.,

AGENT'S OFFICE,

TRICHINOPOLY, 9th March 1899.

From

The AGENT,

SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.



Sir,

Herewith I have the honor to forward
the Survey Progress Report of the Mutupet-
Aadaiyarkovil extension of the Mayavaram
Mutupet Railway for the month of February
1899.

I have the honor to be
Sir

Your most obedient servant

M. L. Mesmer
for Agent

1 Enclosure herewith

M. L. Mesmer

file

2/3

10/3/99

South Indian Railway

Copy of a letter No. M. P. 20/14 dated 17th March 1899 from the Engineer in Chief, Madurai Pamban and Tinnevely Quilon Rys. to the Agent South Indian Railway.

Survey Progress Report of the Madurai-Pamban Railway for the month of Feb'y 99.

I have the honour to submit the following report on the survey work done during the past month.

No. 1 Division extending from Madurai to Paramakudi with branch line to Sivaganga

During the month the length of line staked out has been 12.8 miles making a total of 25.5 miles done from Madurai, 12.8 miles have been surveyed and 10.9 miles have been levelled.

The progress on this Division during the month has been better than in the preceding ones though work was delayed owing to change of staff. Mr C. H. Bond, Temporary Assistant Engineer, took over charge of the Division from Mr C. R. Dallas, Temporary Executive Engineer on the 6th and Mr E. M. Baker, Temporary Assistant Engineer, has relieved Mr H. P. O'Shaughnessy Temporary Assistant Engineer.

The location of the branch line to Sivaganga has been decided.

From
The Agent,
South Indian Railway,
Trichinopoly.
To
The Consulting Engineer for
Railways,
Madras.
Dated
Received
No.
ENCLOSURE.
18

The location of the branch line to Sivagunga has been decided on the Resident Secy of the Sivagunga es. M. G. M. has officially notified on behalf of the state that they desire the branch line to start from near the town of Tirupacheti and after crossing the Vaigai to go almost due north to Sivagunga passing thro a well cultivated district.

No. 2 Division extends from Paramakudi to Zoni Torai on the main line - the Pamban reef and the line in the island of Ramaswaram.

An alteration to the first line laid down has been made on the south side of the island so that it now runs for about $\frac{3}{4}$ mile within from 320 to 500 of the present high water level. Cross sections have been taken at 500 feet intervals normal to the line running along the coast, referred to in preceding paragraphs soundings being taken out to a depth of 25 to 28 feet.

Cross sections have been taken at 200 feet intervals for about $\frac{1}{3}$ rd of the way across the Pamban reef.

A survey has been made of the Rajah of Ramnad's Bangalore Red Compound with a view to

to its being taken over by us for construction purposes.

The jungle on the main line is being cleared prior to starting, putting in centre line pegs.

The work is being done by Mr. H. W. P. Temporary Assistant Engineer with 2 Survey

No. 208

URGENT.

South Indian Railway Co., Ltd.,

AGENT'S OFFICE,

TRICHINOPOLY, 7th March 1899.

From

The AGENT,

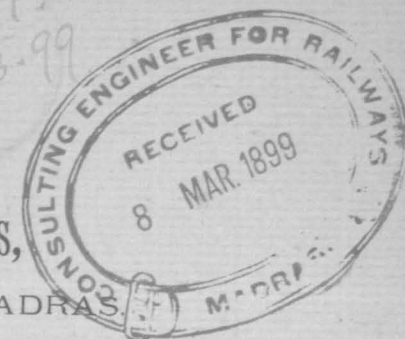
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,



Herewith I have the honor to forward
the Progress Report of the Madura-Pamban Railway
Survey for the month of February 1899.

I have the honor to be,
Sir

Your most obedient Servant

A. B. G. Shetty

Capt. R. E.

Agent

1 Enclosure.

M. L.

No. 303. Ry

Government of Madras,

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT

Madras, the 18th March 1899.

SIR,

I am directed to forward herewith the Progress Reports
of the marginally noted Railway
for the month of February
1899.

Jld
SR
13.3.99.

Documents accompanying
Progress Reports noted on the
margin

13/3/99

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