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Government of Madras.

PUBLIC WORKS DEPARTMENT.

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Proceedings of the Madras Government, Public Works Department, 25th September 1862.

No. 466. Read the following letter from Captain E. HEMERY, R. E., Acting Deputy Chief Engineer Central Circle, to Colonel W. I. BIRDWOOD, R. E., Secretary to Government, Public Works Department, dated Chepauk, 11th September 1862, No. 71:—

1 Letter from the District Engineer Cuddapah, No. 532, dated 25th October 1861.
1 Do. No. 782, dated 17th January 1862.
1 Sketch map.
1 Survey of Ghát.
1 Abstract Estimate.
1 Report.
1 G. O. showing the Traffic Statement.

SIR,

1. I have the honor to submit for sanction and entry in the Budget of 1863-64 a supplemental estimate amounting to Rupees 85,000, for completing the road from Royachoti over the Sanepoy Ghát to the Railway Station of the North Western Line at Rajampett in the Cuddapah District.

2. The first estimate amounting to Rupees 41,300 included marking out and clearing a road from Royachoti to Sanepoy on the west side, and from Vencatramrazpett to Shirangaraz Pollium on the east side of the Ghát, and for cutting a trace 3 yards broad over the Sanepoy Ghát.

3. The estimate was sanctioned by the Supreme Government on the 8th August 1859, work was commenced in the month of October following and by the end of April last Rupees 42,941, had been expended with the following results:—

From Royachoti to Sanepoy, a distance of 15 miles, 1 furlong and 160 yards, a new road has been cleared and levelled, side channels have been cut and tunnels built over small stream; as trace 4 yards broad with an average slope of 1 in 20 has been made over the Sanepoy Ghát; the length of this trace is 12 miles 2 furlongs and 140 yards, namely, 6 miles and 20 yards from Sanepoy to the left bank of the Cheyair which is 400 yards broad where the new road crosses it, and 6 miles and 160 yards from the right bank of the river to Striangarazpollium. From this village, the line has been altered from Vencatramrazpett as originally proposed to Rajampett, a large town, 4 miles further north, the Cusbah of the Táluq of the same name, and one of the stations of the North West Railway. The distance from Strirangarazpollium to Rajampett is 6 miles, 7 furlongs and 80 yards, the total distance therefore from Royachoti by the Sanepoy Ghát to the Railway Station at Rajampett, is 34 miles, 3 furlongs and 160 yards.

4. The estimate now forwarded provides for work still required to complete the road; it includes widening the trace over the Ghát to 6 yards, cutting side channels, supporting the road by a rough stone revetment where required, and constructing a parapet, 1 yard high along the edge of the road over the Ghát; the estimate also includes metalling and gravelling the whole distance from Royachoti to Rajampett.

5. The road in question is one of the most important feeders to the North West Railway it is the only line of communication over the range of hills extending from Cuddapah south to Circumbaddy, a distance of upwards of 80 miles; the traffic along the new road, opened in November 1861, is already considerable as shown in the accompanying return but the trace over the Ghát being only 4 yards broad it is not much used by carts.

6. The Railway will probably be opened to Rajampett in 1864, it is therefore very desirable that the road from Royachoti over the Sanepoy Ghát should be so far completed by that date as to enable the traffic from the westward to reach the station without inconvenience, this can only be effected by placing the sum of Rupees 30,000 at the disposal of the District Engineer next year, I therefore beg to suggest that this amount be entered in the Budget of 1863-64 for the Cuddapah District.

No. 467. ORDER THEREON, 25th September 1862, No. 2,307.

The estimate received with the foregoing letter is sanctioned for entry in the Budget of 1863-64.

(Signed) W. I. BIRDWOOD, Colonel, R. E.,
Secretary to Government.

Central Circle Office
Chepauk
11th September 1862.

No 71.

From
Captain E. Emery R.E.
Acting Deputy Chief Engineer C.C.

To
Colonel W. F. Birdwood R.E.
Secretary to Government P.W.D.

Sir,

I have the honor to submit for sanction and entry in the Budget of 1863/64 a Supplemental estimate amounting to Rupees 85,000 for completing the road from Royachoti over the Sanepoy Ghat to the Railway Station of the North Western Line at Rayampett in the Cuddapah District.

2. The first estimate amounting to Rupees 41,300 included marking out and clearing a road from Royachoti to Sanepoy on the west side, and from Venkatramrazpett to Shirangarazpetteem on the east side of the Ghat and for cutting a trace 3 yards broad over the Sanepoy Ghat.

3. The estimate was sanctioned by the Supreme

Cuddapah No. 532 dated 5th Oct. 62.
1 Ds Progs 22 Oct. 1862
1 Sketch Book
1 Survey of Ghat
1 Abstract Estimate
1 Ghat
1 G.C. Chevaux de frise

Supreme Government on the 8th August 1859, work was commenced in the month of October following and by the end of April last Rupees 12941- had been expended with the following results:

From Rayachoti to Canejoy a distance of 15 Miles 1 Furlong and 160 yards, a new road has been cleared and levelled, side channels have been cut and tunnels built over small streams; a trace 4 yards broad with an average slope of 1 in 20 has been made over the Canejoy Ghat; the length of this trace is 12 Miles 2 furlongs and 140 yards, namely, 6 miles and 20 yards from Canejoy to the left bank of the Cheyair which is 400 yards broad where the new road crosses it, and 6 miles and 160 yards from the right bank of the river to Sheirangarazpollium. From this village, the line has been altered from Vencatramanazpett as originally proposed to Rajampett, a large town, 4 Miles further North, the Cutcherry of the Taluq of the same name, and one of the Stations of the North west Railway. The distance from Sheirangarazpollium to Rajampett is 6 Miles 7 Furlongs and 80 yards, the total distance therefore from Rayachoti by the Canejoy Ghat to the Railway Station at Rajampett is 34 Miles 3 Furlongs and 160 yards.

4. The estimate now forwarded provides for work still required to complete the road; it includes widening the trace over the Ghat to 6 yards, cutting side channels, supporting the road by a rough stone revetment where required and constructing a parapet, one yard high along the edge of the road over the Ghat, the estimate also includes metalling and gravelling the whole distance from Rayachoti to Rajampett.

5. The road in question is one of the most important feeders to the North west Railway, it is the only line of communication over the range of hills extending from Cuddapah South to Circumbaddy, a distance of upwards of eighty Miles; the traffic along the new road, opened in November 1861, is already considerable as shewn in the accompanying return but the trace over the Ghat being only 4 yards broad it is not much used by carts.

6. The railway will probably be opened to Rajampett in 1864, it is therefore very

very desirable that the road from Rayachoti over the Lanepoy ghat should be so far completed by that date as to enable the traffic from the westward to reach the station without inconvenience; this can only be effected by placing the sum of Rupees 30,000 at the disposal of the District Engineer next year, I therefore beg to suggest that this amount be entered in the Budget of 1863/64 for the Cuddapah District.

Central Circle Office
Chepauk
11th September 1862

I have the honor to be Sir
Your most obedient humble Servant
(Illegible) Captain R.E.
Acting Dy Chief Engr C.C.

To
Colonel W.S. Birdwood R.E.
Secretary to Government P.W.

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