

(1) Number of pages \_\_\_\_\_

(2) Date of repair \_\_\_\_\_

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# MADRAS RECORD OFFICE.

## Government of Madras.

### *Public Works* DEPARTMENT.

G.O. No. 1542-43.

Press

Mis. \_\_\_\_\_

514-576.

Dated 22-5-1867.

Not to be folded or roughly handled

No. 514.

Read the following:—

No. 152.

ADMINISTRATION REPORT FROM 1st MAY 1866 TO 31st MARCH 1867.

MADRAS RAILWAY.

Mileage open for traffic.

1. The number of miles open for traffic on the Madras Railway is now 646, namely:—

SOUTH-WEST LINE.

From Madras to Beypoor. . . . . 407 miles.  
Bangalore branch .. . . . 85 „

NORTH-WEST LINE.

Arconum Junction to Moodanoor . . . . . 154 „

of which 35 miles from Cuddapah to Moodanoor were opened on the 1st August 1866.

Progress of works.

Kuddulhoondy bridge completed.

2. The pile and girder bridge across one of the arms of the Kuddulhoondy river near Beypoor has been constructed during the past year. The

bridge across the other arm is not yet commenced, in consequence of the requisite material not having been received from England. Arrangements have been made for carrying on the work after the close of the next monsoon. There have been no other large works in progress on the open line of Railway, but a number of additional buildings have been in progress, principally at the larger stations, such as Arconum and Jollarpett junctions and Coimbatore. A new terminal passenger station for Madras has been designed, and a suitable site in the vicinity of the People's Park has been taken up by Government on behalf of the Railway Company. Preparations are being made at Errode for the junction with the Great Southern Line.

Bridge over Cauvery strengthened.

3. The girder bridge across the river Cauvery, on which the vibration had been so considerable as to cause the displacement of some of the stone work of the piers, has been strengthened by the addition of braces, with the best results; the oscillation and deflection having perceptibly diminished.

Boucherie process abandoned.

4. The "Boucherie process" for the preparation of sleepers, which the Railway authorities hoped would enable them to make use of a number of jungle woods obtainable in the vicinity of the South-West Line, was definitively abandoned during the past year. Timber sleepers

G. O. No. 3,644, dated 15th November 1866.

are now made of the old approved woods, and their use is confined to the portion of the South-West Line, between the river Cauvery at Errode and Beypoor, a distance of 165 miles. The timber sleepers which were originally placed on other parts of the line are being gradually removed.

The cast-iron sleepers used on the remainder of the South-West Line and on the North-West Line continue to give satisfaction, and the cost of maintaining the permanent-way laid with them is only about half that of the other.

*Proceedings of the Madras Government, Public Works Department,  
22nd May 1867.*

Works on open line in good order. 5. The whole of the works on the open line of Railway have been maintained in good order during the year, and as regards smoothness of running, the permanent-way is for the most part all that could be desired.

Surveys up to Bellary and Raichoor completed. 6. On the North-West Line the survey up to Raichoor on the main line and to Bellary have been completed, and works have been commenced along a distance of about 100 miles, from the present terminus at Moodanoor.

Telegraph opened to Goondacul. 7. Telegraphic communication has also been opened up to Gooty 61 miles from that point, and to Goondacul junction 18 miles in advance.

Works given on contract from Moodanoor. 8. The whole of the works, from Moodanoor onwards, have been given out on contract, and liberal rates were allowed on the condition that they should be carried out sufficiently far to allow of the line to Raichoor and Bellary being opened for traffic by July 1869.

Progress not satisfactory. 9. The last report of progress is not satisfactory, and unless greater expenditure is used by the contractors the above condition will not be fulfilled.

10. The present state of the works is as follows:—

Present state of works. From Moodanoor to the river Chittravutty, 17 miles, permanent-way laid and ballasted. Bridge across Chittravutty commenced.

17th to 27th mile.—Earth-work nearly finished; foundations of most of the bridges laid, ballasting and fencing in progress.

27th to 38th mile.—Earth-work completed. Masonry—three-fifths of the total quantity executed, apart from the large bridge across the Pennair river, of which the foundations have not yet been finished.

38th to 50th mile.—Earth-work well advanced. Masonry one-third executed.

50th to 60th mile.—Earth-work three-fifths done. Masonry—little progress made and of indifferent quality.

60th to 71st mile.—Earth-work one-third executed. Masonry 700 cubic yards.

71st to 110th mile—At Bellary, about 100,000 cubic yards of earth-work executed. Masonry just commenced. No work has yet been done on the main line from the point where the Bellary branch leaves it, but about 3,500 cubic yards of stone have been delivered at the site of the bridge across the Toongabudra.

11. The quantities of earth-work, masonry, &c., executed during the official year on the South-West Line, Bangalore Branch, and North-West Line are as follow:—

|                                   | South-West Line. | North-West Line. | Bangalore Branch. |
|-----------------------------------|------------------|------------------|-------------------|
| Earth-work, cubic yards...        | .....            | 16,43,631        | 9,182             |
| Masonry, " .....                  | 3,108            | 27,834           | 3,534             |
| Ballasting, " .....               | .....            | 2,00,405         | 40,259            |
| Permanent-way, lineal yards ..... | .....            | 36,064           | .....             |
| Fencing, cubic yards .....        | .....            | 1,50,807         | .....             |

*Proceedings of the Madras Government, Public Works Department,  
22nd May 1867.*

Revenue derived from the traffic.

12. The number of passengers, quantities of goods revenue derived were as follows:—

*South-West Line and Bangalore Branch.*

|                              | No.       | RS.       |
|------------------------------|-----------|-----------|
| Passengers, 1st Class ... .. | 6,360     | 1,03,188  |
| 2nd " .....                  | 60,342    | 1,31,507  |
| 3rd " .....                  | 12,83,496 | 10,07,927 |
| Goods, Maunds .....          | 72,82,632 | 22,18,438 |

*North-West Line.*

|                              | No.       | RS.      |
|------------------------------|-----------|----------|
| Passengers, 1st Class ... .. | 508       | 4,576    |
| 2nd " .....                  | 3,875     | 6,838    |
| 3rd " .....                  | 3,27,907  | 1,93,895 |
| Goods, Maunds .....          | 17,61,761 | 4,49,548 |

Making allowance for the past year being computed at eleven months, as compared with twelve months of the preceding year, the traffic on the South-West Line still shows a considerable falling off. The decrease in the number of first and second class passengers is attributable to the higher fares introduced in November 1865.

13. The increased traffic on the North-West Line is due to the additional length of line opened.

Rates and fares.

14. The rates and fares charged during the past year were as follow:—

|                       |     | <i>Passengers.</i> |   | 18 Pies per mile. |  |
|-----------------------|-----|--------------------|---|-------------------|--|
| 1st Class, Day ... .. | ... | 22                 | " |                   |  |
| Night ... ..          | ... | 6                  | " |                   |  |
| 2nd " Day ... ..      | ... | 7                  | " |                   |  |
| Night ... ..          | ... | 3                  | " |                   |  |
| 3rd " ... ..          | ... |                    |   |                   |  |
|                       |     | <i>Goods.</i>      |   |                   |  |
| Special ... ..        | ... | 8                  | " |                   |  |
| 1st Class ... ..      | ... | 12                 | " |                   |  |
| 2nd " ... ..          | ... | 14                 | " |                   |  |
| 3rd " ... ..          | ... | 16                 | " |                   |  |
| 4th " ... ..          | ... | 24                 | " |                   |  |
| 5th " ... ..          | ... | 36                 | " |                   |  |

Special rates.

15. Special reduced rates have been sanctioned for sawn timber from Beypoor to Bangalore at Rupees 16-11-0 per ton. Stone at 6 Pies per ton per mile. Palmiras 10 Pies per ton per mile. Timber, from stations west of Coimbatore, 6 Pies per ton per mile, also for salt, iron, and coffee.

16. The rates for unpressed cotton have been generally increased to 30 Pies per ton on South-West Line, and 36 Pies per ton per mile on North-West Line.

17. The working expenses per mile amounted to Rupees 3,987 on the South-West Line, and Rupees 1,436 on the North-West Line. Maintenance to 1,396 and 644 Rupees per mile respectively.

*Total expenditure from March 1853 to December 1866.*

|                        |                   |
|------------------------|-------------------|
| South-West Line ... .. | Rupees 619,07,389 |
| North-West Line ... .. | " 165,69,051      |

**Proceedings of the Madras Government, Public Works Department,**  
22nd May 1867.

| <i>Great Southern of India Railway.</i> |                                                     | Miles.     |
|-----------------------------------------|-----------------------------------------------------|------------|
| Miles open for traffic.                 |                                                     |            |
|                                         | From Negapatam to Trichinopoly                      | 79         |
|                                         | Do. Trichinopoly to Caroor, opened<br>December 1866 | 45         |
|                                         |                                                     | <u>124</u> |

18. The number of passengers, the quantity of goods, and the revenue derived therefrom during 1866-67 were as follows:—

|                               |                          |                        |
|-------------------------------|--------------------------|------------------------|
| Revenue derived from traffic. | Passengers, No. 437,672  | Rs. 2,36,024           |
|                               | Goods, Maunds, 1,741,464 | ,, 2,47,279            |
|                               |                          | <u>Rupees 4,83,303</u> |

Rates and fares. 19. The following rates were charged during the year:—

|                        |                   |
|------------------------|-------------------|
| Passengers, 1st Class, | 12 Pies per mile. |
| 2nd „                  | 8 „               |
| 3rd „                  | 4 „               |

Goods one Anna per ton per mile.

20. Rates have been altered from the 1st of March 1867. First class 12 Pies per mile, and 2nd class 5 Pies per mile; 3rd class abolished.

Cost of maintenance.

21. The maintenance of way cost Rupees 587 per mile, and the working expenses Rupees 2,424.

Progress of works.

22. The works on the extension to Errode have been carried on vigorously. Forty-five miles of the total distance were opened in December 1866, and a further section, 17 miles, is reported to be completed. The whole line to Errode will probably be ready within the current calendar year.

MADRAS,  
15th May 1867.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,  
Consulting Engineer for Railways.

No. 515.

ORDER THEREON, 22nd May 1867, No. 1,542.

RAILWAY, No 37.

Ordered that a copy of this Report be forwarded to the Government of India.

(Here enter No. 1,543, dated 22nd May 1867.)

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,  
Secretary to Government.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT.  
FORT SAINT GEORGE,  
22nd May 1867.

No. 1,543.

No. 516.  
To

THE SECRETARY TO THE GOVERNMENT OF INDIA,  
PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 33.

SIR,  
I am directed by the Right Honourable the Governor in Council to forward, in compliance with the request contained in the Proceedings of the Government of India, No. 737 R, dated the 31st August 1865, a copy of the Administration Report of the Consulting Engineer for Railways for the year 1866-67.

I have the honour to be,  
Sir,

Your most obedient servant,

(Signed) CHARLES A. ORR, Colonel, R. E.,  
Secretary to Government.

Exd. S. T. Augustin.

Railway Department

Cons. Engineer's office

No. 152.

Administration Report from 1<sup>st</sup> May  
1866 to 31<sup>st</sup> March 1867.

Madras Railway.

Miles open  
for traffic.

The number of miles open for traffic on  
the Madras Railway is now 646, namely:

South West Line

From Madras to Beypoor—407 miles

Bangalore Branch—85—

North West Line

Arcot Junction to Moodanoor 154—

of which 35 miles from Cuddapah to Moodanoor  
were opened on the 1<sup>st</sup> August 1866.

Progress of works

Huddulhundy Bridge  
completed.

The pile and Girder Bridge across  
one of the arms of the Huddulhundy River near  
Beypoor has been constructed during the past  
year. The Bridge across the other arm is  
not yet commenced, in consequence of the  
requisite material not having been received  
from England. Arrangements have been  
made for carrying on the work after the close  
of the <sup>next</sup> Monsoon. There have been no other  
large

large works in progress on the open line of Railway, but a number of additional buildings have been in progress, principally at the larger stations, such as Arcunum and Jollaspet Junctions and Coimbatore. A new terminal Passenger Station for Chadrav has been designed, and a suitable site in the vicinity of the Peoples park has been taken up by Government on behalf of the Railway Company. Preparations are being made at Erode for the junction with the Great Southern line.

The Girder Bridge across the River Cauvery, on which the vibration had been so considerable as to cause the displacement of some of the stonework of the pier, has been strengthened by the addition of braces, with the best results; the oscillation and deflection having perceptibly diminished.

The "Roucherie process" for the preparation of sleepers, which the Railway authorities hoped would enable them to make use of a number of jungle woods obtainable in the vicinity of the S. W. line, was definitively abandoned.

Bridge over Cauvery strengthened.

Roucherie process abandoned.

G.O. No. 3644  
715 Nov. 1866.

Cast Iron sleepers reduce cost of maintenance.

Works on open line in good order.

Survey up to Bellary and Raichoor completed.

abandoned during the past year. Timber sleepers are now made of the old approved woods, and their use is confined to the portion of the South West line between the river Cauvery <sup>and Berpoor</sup> ~~and~~ Erode, a distance of 16.5 miles. The timber sleepers which were originally placed on other parts of the line are being gradually removed. The Cast iron sleepers used on the remainder of the South West line and on the North West line continue to give satisfaction; and the cost of maintaining the permanent way laid with them, is only about half that of the other.

The whole of the works on the open line of Railway have been maintained in good order during the year, and as regards the smoothness of running, the permanent way is for the most part, all that could be desired.

On the North West line, the Survey up to Bellary and Raichoor on the main line, and to Bellary have been completed, and works have been commenced along a distance of about 100 miles from the present terminus at Moodanoor.

Telegraphic communication has <sup>also</sup> been opened

opened up to Gooty 61 miles from that point  
and to Goodanool junction 18 miles in advance.

Telegraph open to  
Goodanool

The whole of the works from  
Moodanoor onwards have been given out on  
contract and liberal rates were allowed  
on the condition that they should be carried  
out sufficiently far, to allow of the line to  
Raichoor and Bellary being opened for traffic  
by July 1869.

Works given on  
Contract from  
Moodanoor.

The last report of progress is  
not satisfactory and unless greater expedition  
is used by the Contractors, the above condition will  
not be fulfilled.

Progress not  
satisfactory.

The present state of the works is  
as follows.

From Moodanoor  
to the River Chittavutti 17 miles, permanent  
way laid and ballasted. Bridge across  
Chittavutti commenced

Present state of  
works.

17<sup>th</sup> to 27<sup>th</sup> miles. — Earthwork nearly  
finished; foundations of most of the bridges  
laid, ballasting and fencing in progress.

27<sup>th</sup> to 38<sup>th</sup> mile. — Earthwork com-  
pleted. Masonry  $\frac{3}{5}$  of the total quantity  
executed, apart from the large bridge across the

Pennair

Pennair River, of which the foundations have  
not yet been finished.

38<sup>th</sup> to 50<sup>th</sup> mile. — Earthwork well  
advanced. Masonry  $\frac{1}{3}$  executed.

50<sup>th</sup> to 60<sup>th</sup> mile. — Earthwork  $\frac{3}{5}$  done.  
Masonry: little progress made and of indif-  
ferent quality.

60<sup>th</sup> to 71<sup>st</sup> mile. — Earthwork  $\frac{1}{3}$  executed.  
Masonry 700 cubic yards  
to 110<sup>th</sup> mile. — at Bellary, about  
100,000 cubic yards of Earthwork executed. Masonry  
just commenced. No work has yet been done

on the main line from the point where the Bellary  
Branch leaves it, but about 3500 cubic yards  
of stone have been delivered at the site of the  
bridge across the Poongabudra.

The quantities of Earthwork, masonry  
executed during the official year on the South  
West Line Bangalore Branch and North West  
Line are as follows.

|                       | S.W.L.   | N.W.L.  | Bang. Branch |
|-----------------------|----------|---------|--------------|
| Earthwork — c. yds. — | 1643,631 | 7,182   | —            |
| Masonry — " —         | 3,108    | 27,834  | 3,534        |
| Ballasting — " —      | —        | 200,405 | 40,259       |
| Permanent way — " —   | —        | 36,064  | —            |
| Fencing — c. yds. —   | —        | 150,807 | —            |

The number of Passengers, quantities of goods revenue derived were as follows. Revenue derived from the

| Passengers South W. Line & Bangalore Branch |                              |
|---------------------------------------------|------------------------------|
| 1 <sup>st</sup> class                       | Rs 6,360 ————— 103,188       |
| 2 <sup>d</sup>                              | Rs 60,342 ————— 131,507      |
| 3 <sup>d</sup>                              | Rs 1,283,496 ————— 10,07,927 |
| Goods                                       | Rs 7,282,632 ————— 22,18,438 |

### North West Line

|                                  |                             |
|----------------------------------|-----------------------------|
| Passengers 1 <sup>st</sup> class | 508 ————— 4,576             |
| 2 <sup>d</sup>                   | Rs 3,875 ————— 6,838        |
| 3 <sup>d</sup>                   | Rs 327,907 ————— 1,93,895   |
| Goods                            | Rs 17,61,761 ————— 4,49,548 |

making allowance for the past year being computed at 11 months, as compared with 12 months of the preceding year, the traffic on the South West Line still shows a considerable falling off. The decrease in the number of 1<sup>st</sup> and 2<sup>d</sup> class passengers is attributable to the higher fares introduced in November 1865.

The increased traffic on the North West Line is due to the additional length of line opened.

The rates and fares charged during

during the past year were as follows

|                       |                     |
|-----------------------|---------------------|
| Passengers            |                     |
| 1 <sup>st</sup> class | day 18 pie per mile |
|                       | night 22 —————      |
| 2 <sup>d</sup>        | day 6 —————         |
|                       | night 7 —————       |
| 3 <sup>d</sup>        | 3 —————             |

### Goods

|                       |          |
|-----------------------|----------|
| Special               | 8 —————  |
| 1 <sup>st</sup> class | 12 ————— |
| 2 <sup>d</sup>        | 14 ————— |
| 3 <sup>d</sup>        | 16 ————— |
| 4 <sup>th</sup>       | 24 ————— |
| 5 <sup>th</sup>       | 36 ————— |

### Special rates.

Special reduced rates have been sanctioned for sawn timber from Mysore to Bangalore at 16 pie per ton. Stone at 6 pie per ton per mile. Palmyra at 10 pie per ton per mile. Timber from stations west of Coimbatore 6 pie per ton per mile, also for salt, iron, and coffee.

The rates for unpressed cotton have been generally increased to 30 pie per ton on S. W. Line and 36 pie per ton per mile on N. W. Line. The working expenses per mile amounted to

to Rs 3987 on the South West Line and Rs 1486 on the North West Line. Maintenance to 1876 and 644 Rs per mile respectively.

Total expenditure from March 1853 to December 1866—

South West Line Rs 619,07,389  
North West Line — 165,69,051

Great Southern of India Railway.

|                                |            |                        |
|--------------------------------|------------|------------------------|
| From Negapatam to Trichinopoly | Miles 79   | Miles open for traffic |
| Trichinopoly to Caroor         | 45         |                        |
| opened December 1866           | 3          |                        |
|                                | <u>124</u> |                        |

The number of Passengers, the quantity of Goods and the revenue derived therefrom during 1866/67 were as follows.

|            |                        |                       |                               |
|------------|------------------------|-----------------------|-------------------------------|
| Passengers | N <sup>o</sup> 437,672 | Rs 236,024            | Revenue derived from traffic. |
| Goods      | Weight 17,41,464       | — 2,47,279            |                               |
|            |                        | <u>Rupers 483,303</u> |                               |

The following rates were charged during the year, Rates & fares

Passengers 1<sup>st</sup> class — 12 pie per mile  
2<sup>d</sup> — 8 — do —  
3<sup>d</sup> — 4 — do —  
Goods — one anna per ton per mile

Rates have been altered from the 1<sup>st</sup> of March 1867. 1<sup>st</sup> class 12 pie per mile, and 2<sup>d</sup> class 8 pie per mile; 3<sup>d</sup> class abolished.

Cost of maintenance.

The maintenance of Way cost Rupees 587 per mile and the working expenses Rs 2,424.

Progress of works.

The works on the Extension to Erode have been carried on vigorously. 45 miles of the total distance were opened in December 1866, and a further section - 17 miles - is reported to be completed. The whole line to Erode will probably be ready within the current calendar year.

Madras 15<sup>th</sup> May 1867

Superintendent, South Indian R.E.  
Cons: Eng<sup>r</sup> for Railways

*Pro. of Govt. for 1867*  
1867

RAILWAY DEPARTMENT.

From

The Consgr. Engineer for Railways,

To

The Secretary to Government,  
P. W. Dept.

Dated 15<sup>th</sup> May 1867.  
Received

No. 152

Enclosures, No. 4

Administration Report  
of the Railway Department  
for the official year 1866/67.  
No. 152-1543-22<sup>nd</sup> May 1867

*514*

151

Railway Public Works Dept

No 1542 19

Proceedings of the Madras Government

Under date the 22<sup>nd</sup> May 1867.

Read the following

From the Consulting Engineer

for Railway

(Here enter 15<sup>th</sup> May 1867 No 152)

Ordered that a copy  
of this Report be for-  
warded to the Govern-  
ment of India.

1543 No 1543

To The Secretary to the  
Government of India  
P.W.D.

Sir. I am directed by  
the Right Honorable  
the Governor in Council  
to forward, in compli-  
ance with the request con-  
tained in the Pro-  
ceedings of the

Government of India,  
No 737 R, dated the  
31<sup>st</sup> August 1865, a copy  
of the Administration  
Report of the Consult.  
ing Engineer for  
Railways for the  
year 1866/67.

*[Signature]*

Transd. House  
22nd May/67 }

Recd 23<sup>rd</sup> May 1867 with  
a copy of ~~the~~ Railway  
Administration Report

14  
2

5140576

Pub. Works 1867 Depar<sup>t</sup>

Pro: of Govt for May

No. 15424 1543

Pro: of the Madras Govt.  
422 May 1867

*[Faint circular stamp]*

Passing orders on  
Administration Report for  
1866-67 (Railway) submitted  
by the Consulting Engineer.

No. 514-515 @ 516