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(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 3029 Press —Mis.—

711-712

Dated 27. 9. 1867.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 27th September 1867.

No. 711. Read the following Endorsement of the Secretary to the Government of Bombay, dated Bombay Castle, 17th September 1867, No. 1,942 :—

Read the following Memorandum from the Consulting Engineer for Railways, to the Agent of the Great Indian Peninsula Railway, dated Bombay, 11th March 1867, No. 739.

Copy of Captain White's report on the South-Eastern Extension referred to Major-General Rivers for any observations he may wish to offer.

From the Agent of the Great Indian Peninsula Railway, to the Consulting Engineer for Railways, dated Bombay, 10th April 1867, No. 2,267.

1. With reference to paragraph 17 of Captain White's report, forwarded with your Memorandum, No. 739 of the 11th ultimo, suggesting that the Kurrabgaum station on Contract No. 18 be removed to Jehoor, I have the honor to annex for your information an extract from a report by Mr. Sherwood.

"As regards Captain White's suggestions, that the station should be removed from the 22nd "mile near Kurrabgaum to Jehoor, it must have escaped Captain White's notice that there "is no level there or in the neighbourhood, the inclinations at Jehoor are 1 in 350 from Bombay "and 1 in 115 from Koolburga, both falling gradients, and also the embankment is between 13 "and 14 feet high.

"Akalkote is 6½ miles from the Kurrabgaum station ground, and nearly 8 miles from the "proposed one at Jehoor.

"Jehoor is certainly not such a trivial village as Kurrabgaum, but still it is far from being "of such a size that it need be considered in our station arrangements."

2. I will address you further on the other points treated in Captain White's report.

From the Deputy Consulting Engineer for Railways, to the Agent for the Great Indian Peninsula Railway, dated Bombay, 30th April 1867, No. 1,371.

1. With reference to your No. 2,267 of the 10th instant, conveying extract from a report by Mr. Sherwood on the site for the Akalkote station, I would make the following remarks :—

2. In suggesting that a particular village would be a desirable site for a station it is not necessarily implied that the station should be built at a spot on the line perpendicular to that village; Mr. Sherwood seems to have imagined this, for he remarks that the embankment at Ichoor is from 13 to 14 feet high. Now if the station were built on or near the bridge this would certainly be the case, but there seems to be no objection to placing it a little further to the eastward, and *there* the bank is only from 2 to 3 feet high.

3. If gradients only are to be the test for the site of a station, there is not much doubt that the site selected for the Kurrabgaum station at 21 miles 8 chains is not a very desirable one, as it comes upon an incline of 1 in 160, and that the site that should have been selected is at 20 miles 28 chains, where there are rising gradients to the station from both directions.

From the Agent of the Great Indian Peninsula Railway, to the Consulting Engineer for Railways, dated Bombay, 20th May 1867, No. 3,198.

1. In continuation of my letter No. 2,267, dated 10th April last, I have the honor to subjoin extracts from a report by Mr. Rushton, in reference to Captain White's report on Contracts Nos. 18 and 19.

"The Cangnee Viaduct is well in hand, according to the revised Drawings, four of the girder "piers are up to cutwater cap level, and six others are in different stages of progress."

Bombay
30th April 1867.

Sgd J. G. White Capt. R.E.
Dy. Consulting Engineer for Railways

Proceedings of the Madras Government, Public Works Department, 27th September 1867.

"It appears with respect to the three 10 feet arches that Captain White is under a misappre-"hension—there are five 10 feet arches at this point (18 miles 77 chains), there are also three 10 feet "arches at 19 miles 0·7 chains, as well as two 10 feet arches at 18 miles 68 chains, which Mr. "Brereton considers sufficient for the locality; when Captain White passed along, the diversion "was not out, and he would therefore be unable to judge as to the angle of the piers to the stream."

"Mr. Brereton and his Assistants have been actively engaged in surveying a deviation across "the river Kistna for some time, and I expect to be in possession of the plans in a few days "when I will report fully upon this important work."

"As to the completion of a portion of the buildings at the different stations, to be occupied "by the Engineers during the construction of the line, I beg to say that I am in communication "with Mr. Brereton on the subject, with a view to carrying out the arrangement.

"In reply to the 33rd paragraph of Captain White's report, I may simply remark that it "would doubtless be of advantage to all engaged on the works to have speedy means of "communication with Bombay, and would be of importance in reporting any case of misunder-"standing or dispute between the Nizam's subjects and our employés; the other part of the "question is one I consider I am not required to give an opinion upon."

From the Consulting Engineer for Railways, dated Bombay, 30th May 1867, No. 1,795.

Copies of Captain White's Report on the South-Eastern Extension, Great Indian Peninsula Railway, and subsequent correspondence, submitted for the information of Government.

Forwarded to the Secretary to the Government of Madras, in continuation of this Government No. 1,719, dated 19th August last, paragraph 1.

(Signed) J. A. BAKER,
for Secretary to Government.

No. 712. ORDER THEREON, 27th September 1867, No. 3,029.

RAILWAY, No. 47.

Communicated to the Consulting Engineer for Railways in continuation of the Order of the 21st September 1867, No. 2,942.

(True Extract.)

Major, R.E.,
Under Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

Sir

With reference to your No. 2267 of the 16th instant conveying extract from a report by Mr Sherwood on the site for the Akulkote Station I would make the following remarks.—

2. In suggesting that a particular village would be desirable site for a station it is not necessarily implied that the station should be built at a spot on the line perpendicular to that village. Mr Sherwood seems to have imagined this for he remarks that the embankment at Schoor is from 12 to 14 feet high. Now if the station were built on or near the bridge would certainly be the case but there seems to be no objection to placing it a little further to the eastward and there the bank is only from 2 to 3 feet high.—

3. If gradients only are to be the test for the site of a station, there is not much doubt that the site selected for the Hursalgaum station at 210 miles is not a very desirable one, as it comes upon an incline of 1 in 100, and that the site that should have been selected is at 209 miles 25 chs. where there are rising gradients to the station from both directions.

I have &c.
Sgd/ J. C. White Capt. R.E.
Dy. Consulting Engineer for Railways

Bombay
30th April 1867.

G. I. P. Railway
Company's Offices, Bombay
26th May 1867.

No. 3190

To
Colonel A. De Lisle R.E.
Consulting Engineer for
Railways.

Sir,

In continuation of my letter No. 2267 dated 10th April last, I have the honor to forward extracts from a report by Mr. Rendle in reference to Captain White's report on Contract No. 19.—

"The Gangaee viaduct is well in hand according to the revised Drawings, four of the Girder Piers are up to the Platform Cap level, and six others are in different stages of progress.—

"It appears with respect to the 3 ten feet arches that Captain White is under a mistake apprehension. There are 5 ten feet arches at this point (No. 16 Mr. Chs. 77), there are also 5 ten feet arches at 17 Mr. 07 Chs as well as 2 ten feet arches at 16 Mr. 60 Chs which Mr Burton considers sufficient for the locality; when Captain White passed along the Diversion was not cut and he could therefore be unable to judge as to the angle of the piers to the stream.—

Mr Burton and his Assistant have

No. 739 of 1867
Railway Consulting Engineer's
Department
Bombay 11th March 1867

Copy of Captain White's report on the South Eastern Extension referred to Major General Rivers for any observations he may wish to offer.—

Sgd/ A. De Lisle
Col. R.E.
Consulting Engineer for
Railways

G. I. P. Railway
Company's Offices, Bombay
10th April 1867.

No. 2267 of 1867.

To
Colonel A. De Lisle R.E.
Consulting Engineer for Railways

Sir

With reference to para: 17 of Captain White's report forwarded with your Memorandum No. 739 of the 11th ultimo, suggesting that the Nurrubgaum station on Contract No. 16 be removed to Jaloor, I have the honor to annex for your information an Extract from a report by Mr. Sherwood

A.S.

"As regards Captain White's
"suggestions that the station should
be removed from the 22nd mile near Kurrab-
"gaum to Jehoor, it must have escaped
"Captain White's notice that there is no level
"there or in the neighbourhood the inclinations
"at Jehoor are 1 in 33 from Bombay and 1 in 45
"from Koolburga both falling gradients, and also
"the embankment is between 15 and 16 feet high.

"Kulkote is 6½ miles from the Kurrab-
"gaum station ground and nearly 8 miles from
"the proposed one at Jehoor.

"Jehoor is certainly not such a biblical
"village as Kurrabgaum, but still it is far
"from being of such a size that it need be
"considered in our station arrangements.

I will address you further on the
other points treated on Captain White's report

I have the honor to be Sir
Your obt. Servt.
Sigd/ H. Rivers
Major General R.E.
Agent.

No. 1371 of 1867

Railway Consulting Engineer's
Department.

To
The Agent
G. I. P. Railway

Sir

"have been actively engaged on surveying
"a direct line across the River Krishna for
"some time, and I expect to be in possession
"of the Plans in a few days when I will
"report fully upon this important work

"As to the completion of a portion
"of the buildings at the different stations,
"to be occupied by the Engineers during
"the construction of the line, I beg to say
"that I am in communication with Mr.
"Brereton on the subject with a view to
"carrying out the arrangement.

"In reply to the 33rd para: of
"Captain White's report, I may simply
"remark that it would doubtless be
"of advantage to all engaged on the
"works to have speedy means of com-
"munication with Bombay, and would
"be of importance in reporting any
"case of misunderstanding or dis-
"pute between the Native subjects and our
"employees; the other part of the question
"as one I consider I am not required to
"give an opinion upon"

I have the honor to be Sir
Your obt. Servt.
Sigd/ Harry Rivers
Major General R.E.
Agent.

No 1795 of 1867

Railway Department

Bombay 30th May 1867

Report of Captain White's report
on the S.G. Extension G.I.P. Rail-
way and subsequent correspondence
submitted for the information of
Government.—

Sig'd A. Crisole
Coll R.E.
Consulting Engineer for
Railways.—

No 1942 of 1867

Railway Dept

Forwarded to the Secretary to
the Government of Madras, in con-
tinuation of this Government No.
1719 dy 19 August last.— Para 1.

F. Barber Jr Colonel R.E.
Secretary to Government.

Bombay Castle
14th September 1867

No. 1867 Dept.
Secy of Govt. for Depts.
No. 3015

From
The Secy to the Govt.
of Bombay.

Dated 17/23 Septr /67
No. 1942

Communicating
Correspondence on the sub-
-ject of Captain White's
Inspection report of the
G. Indian Peninsula
Railway.

No. 3029 - 27th Septr 1867

Write an Order

No. 3029.
Commd to the Consulting
Engineer for Railways in continu-
-ation of the order of the 21 Sept/67
No. 2942.

W.S. Ch. Rp. Secy Septr 30/9/67

Fort St George
27th Septr 1867

pp. 711-712.
c. 25th Septr 67 R. 26 D.