M.R.O. 1—77,006—8-6-37.

(1) Number of pages 22

(2) Date of repair 25-2-43

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 753 Press / Mis.

256-57

Dated 13 3 1867.

Not to be folded or roughly handled

No. 256. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 22nd February 1867, No. 50:—

1. Having lately inspected the North-West Line of Railway in company with the Chief Engineer, I have the honor to report the state of progress of the works.

2. Ballast trains are now running for a distance of sixteen miles beyond Moodanoor, the present terminus of the open line, and rails are laid to within a mile of the river Chittravutty, or to the 212th mile from Madras.

3. The large bridge across that river has just been commenced. It is to have forty bays of sixty-four feet clear. For about half the distance across a clayey bottom is found at the depth of ten or twelve feet, and so disposed as to allow of ten piers on each side of the channel being built of masonry on well foundations. In the central portion of the channel sand extends to a much greater depth, and screw piles have been adopted in preference to wells for the remaining nineteen piers.

4. From the Chittravutty to Ghooty, at the 257th mile from Madras, the earth-work is well advanced. Considerable progress has also been made with the masonry works. None of the latter are of a very important character, with the exception of the bridge across the Pennair, at the 233rd mile, and it is little more than half the size of the bridge over the Chittravutty. The foundations of the abutments and of twelve out of the twenty-three piers are already laid. The earth-work is heavy near the Pennair, and there are a considerable number of bridges for disposing of the spill water of the river, and for irrigation channels. There is also a high embankment ten miles from Ghooty, but with these exceptions the works are of a simple and comparatively inexpensive character.

5. As was remarked by Major Shaw Stewart in his report, dated 6th April last, the opening to Ghooty will, in a great measure, depend on the rate of progress at the Chittravutty bridge. All the other works will probably be finished before the close of the current year, and in the event of the girders not being placed in position by that time, traffic might be carried on by means of a temporary roadway in the bed of the river; but in the event of sickness breaking out among the work-people, or of a heavy monsoon retarding the conveyance of permanent way and other materials beyond the Chittravutty and Pennair, the opening of the line may be delayed till some time after the commencement of the year 1868. I am confident, however, that *no efforts will* be spared by the Contracting Engineer, Mr. Barnett, to push on the works with the greatest possible rapidity.

6. From Ghooty onwards, the work is in progress to within sixteen miles of Bellary. The earth-work is well advanced along a considerable portion of the distance, but the masonry works have only just been commenced. Projects for the formation of two tanks by means of the Railway embankment, at the 281st and 285th mile near Goomanoor, are now being drawn up in detail, and will shortly be ready for submission to Government.

7. The design for the bridge across the river Huggry, nine miles from Bellary, has not yet been drawn up. Borings have to be made before the nature of

the foundations can be decided on. Should iron piles be adopted for the piers, considerable delay must occur in obtaining them from England, and it may be anticipated that the rest of the works on the line to Bellary will be ready before the bridge can be completed.

With a temporary rail across the river, engines will probably be running to Bellary within six months after the opening of the line to Ghooty.

8. No work has been done along the main line from Goondacul junction to Raichoor, a distance of seventy-five miles. The Contractor is, however, about to commence, and rapid progress may be expected. A large portion of the line (thirty miles) passes through black cotton soil, very favorable for excavation. None of the bridges are large, excepting the one for the Toongabuddra, and as a rock foundation has been obtained, its construction will not be a very formidable undertaking.

9. Having proceeded beyond Raichoor as far as the Kistna, I may mention that the earth-work along that portion of the Great Indian Peninsula line has made considerable progress. The bridge across the Kistna is not, however, yet commenced, and the contract for the completion of the masonry only extends to December 1868. There are deep pools at the sites of most of the piers, and even if they are completed within the time specified, the fixing of the roadway girders must occupy a long period in addition. It would appear highly improbable that the bridge can be ready for traffic for at least four years from this date, and as the other works both on the Great Indian Peninsula and Madras lines are likely to be completed in the year 1869, it may be expected that there will be a break in the through traffic between Madras and Bombay for at least one year.

10. The ground for the station at Raichoor has been selected by the Engineers of the Great Indian Railway, and I would beg to suggest that Government should communicate with the Government of Bombay, with a view to ascertain whether or not the Great Indian Peninsula Railway Company contemplate defraying the whole cost of the station. In the event of their proposing to debit the moiety of the outlay to the Madras Railway Company, it would appear desirable that the station arrangements should be subject to the approval both of the Agent of the Madras Railway and of the Madras Government. I may add that the proposed site is at the distance of about 300 yards from the Fort of Raichoor, and that the line runs nearly parallel to the ramparts. The fort is somewhat dilapidated, but if it were in possession of a hostile force, the railway as at present aligned would hardly be at a sufficiently safe distance from it.

11. After conferring with the Superintending Engineer, 3rd Division, and the Chief Engineer of the Madras Railway, I would beg to recommend the construction or improvement of the following lines of road as feeders to the Railway between the present terminus and the Toongabuddra:—

1. From Gundaloor to Condipooram, proposed station near south bank of the river Chittravutty, one mile. The existing bandy-track requires improvement.

2. Anantapoor, thirty-two miles. The head-quarters of a talook to Tadapatree station. This road is already partly opened out.

3. Yadikee to Royal Cheroo station, three miles.

4. Road to Ghooty station, between the points where the line of Railway intersects the high road from Ghooty to Kurnool and Adoni, about two miles.

5. On the road from Adoni and Ghooty several bridges and tunnels are required. The road is otherwise in very good order, and as there will be a considerable traffic along it for the next two years, it would appear desirable that the passage of the streams should be facilitated.

6. Bellary branch. From Jaladrassee to the Railway station (not yet finally fixed, but will be within a distance of three miles). This feeder is required to turn the traffic from the south to the nearest point on the Railway, instead of allowing it to pass on to Bellary.

7. Main line of Railway. From Muddakeree to Chippagerry, passing through the first station beyond Goondacul junction, a distance of six or seven miles. Muddakeree is a large and important place.

8. From the Bellary and Kurnool road near Auspree to Railway station, half mile. Sirgoopa, on the Toongabuddra to Adoni, twenty-seven miles. Sirgoopa is a centre of traffic for a rich part of country partly irrigated by channels from the Toongabuddra, and partly cotton growing. Adoni contains about 20,000 inhabitants.

9. From Hollwy on the west of the line, and from the trunk road to Raichoor near Rachamurry on the east to Kosgee station, 17 miles.

10. At Mootomurree, in the Nizam's country, feeders will be required, but will be specially brought forward on a future occasion.

No. 257. ORDER THEREON, 13th March 1867, No. 753.

RAILWAY, No. 19.

1. The Bombay Government will be addressed on the subject of paragraphs 9 and 10 of this letter.

2. The proposals in paragraph 11 will be considered in the Revenue Department, and if a sufficient sum cannot be provided for the proposed Railway feeders from Local Funds, the question of supplementing it from the Imperial grant will be considered in this department.

Ordered that the following letter be sent:—

(Here enter No. 754, dated 13th March 1867.)

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.
" Revenue Department.
" Superintending Engr 3d Div.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT.
FORT SAINT GEORGE,
13*th March* 1867.

No. 754.

No. 258.
To

THE SECRETARY TO THE GOVERNMENT OF BOMBAY.

SIR,

RAILWAY, No. 20.

Paragraphs 9 and 10.

1. In forwarding herewith extract from a report from the Consulting Engineer for Railways on the result of his recent inspection of the works in progress on the North-West Line of Railway, I am directed to enquire whether the Great Indian Peninsula Railway Company propose to defray the whole cost of the Station at Raichoor; for, if they do not, it appears desirable that the station arrangements should be subject to the approval of both the Agent of the Madras Railway and the Madras Government.

2. I am also to request that the Great Indian Peninsula Railway Company may be urged to use greater expedition in the construction of the bridge across the Kistna.

I have the honor to be,
Sir,
Your most obedient servant,
(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

Exd. S. T. Augustin.

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 50.

From

Lieut.-Colonel J. L. Anderson R.E.
Consulting Engineer for Railways.

To

Colonel C. A. Orr R.E.
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

I Having lately inspected the North East Line of Railway in company with the Chief Engineer, I have the honor to report the state of progress of the works:-

2 Ballast trains are now running for a distance of 16 miles beyond Moodanoor the present Terminus of the open line, and rails are laid to within a mile of the River Cauthravelly, or to the 21/2 miles from Madras.-

3 The large Bridge across that River has just

just been commenced. It is to have 40 bays of 64 feet clear. For about half the distance across a clayey bottom is found at the depth of 10 or 12 feet, and so disposed as to allow of 10 piers on each side of the channel being built of masonry on well foundations. In the central portion of the channel sand extends to a much greater depth, and screw piles have been adopted in preference to wells for the remaining 19 piers.

4. From the Chittravutty to Gooty at the 259 miles from Madras the Earthwork is well advanced. Considerable progress has also been made with the Masonry works. none of the latter are of a very important character, with the exception of the Bridge across the Pennair at the 233 mile, and it is little more than half the size of the Bridge over the Chittravutty. The foundations of the abutments and of 12 out of the 23 piers are already laid. The Earthwork is heavy near the Pennair, and there are a considerable number of Bridges for disposing of the spill water of the River, and for Irrigation Channels. There is also a high embankment 10 miles from Gooty

tried but will be within a distance of 3 miles) This feeder is required to turn the traffic from the south to the nearest point on the Railway, instead of allowing it to pass on to Bellary.

7. Main line of Railway. From Muddakerie to Chippagerry, passing thro' the first station beyond Goondacul junction, a distance of 60 or 7 miles. Muddakerre is a large and important place

8. From the Bellary and Kurnool road near Anspree to Railway Station 1/2 mile. Sirgoopa, on the Toongabudra to Adoni 27 miles. Sirgoopa is a centre of traffic for a rich part of country partly irrigated by channels from the Toongabudra, and partly cotton growing. Adoni contains about 20,000 inhabitants.

9. From Railway on the west of the line and from the Trunk road to Raichoor near Rachamurray on the East. to Rosgee Station 14 miles

At

10. At Moolomurree in the Nizams Country feeders will be required, but will be specially brought forward on a future occasion.-

I have the honor to be
Sir,
Your Most Obed Servant-

Madras
22 February
1864

J C Anderson Capt Bom RE
Consulting Engineer for Railways

Goody; but with these exceptions the works are of a simple and comparatively inexpensive character.-

5. As was remarked by Major Grant Stewart in his report dated 6th April last, the opening to Goody will in a great measure depend on the state of progress at the Admiralty Bridge. All the other works will probably be finished before the close of the current year; and in the event of the girders not being placed in position by that time, traffic might be carried on by means of a temporary road-way in the bed of the River; but in the event of Sickness breaking out among the workpeople, or of a heavy monsoon retarding the conveyance of permanent way and other materials beyond the Admiralty and Penair, the opening of the line may be delayed till some time after the commencement of the year 1868. I am confident, however, that no efforts will be spared by the Contracting Engineer, Mr Barnett, to push on the works with the greatest possible rapidity -

From

6. From Gooty onwards the work is in progress to within 16 miles of Bellary. The Earthwork is well advanced along a considerable portion of the distance, but the masonry works have only just been commenced. Projects for the formation of two Tanks by means of the Railway embankment at the 281 and 285 mile near Goomanoor are now being drawn up in detail, and will shortly be ready for submission to Government.

7. The design for the Bridge across the River Anagay 9 miles from Bellary has not yet been drawn up. Borings have to be made before the nature of the foundations can be decided on. Should iron piles be adopted for the piers considerable delay must occur in obtaining them from England, and it may be anticipated that the rest of the works on the line to Bellary will be ready before the Bridge can be completed.

With a temporary rail across the river, Engines will probably be running to Bellary within

within Six months after the opening of the line to Gooty.—

8. No work has been done along the main line from Goondacul Junction to Raichoor a distance of 95 miles. The Contractor is however about to commence and rapid progress may be expected. A large portion of the line (30 miles) passes thro' black cotton Soil very favorable for Excavation. None of the Bridges are large, excepting the one for the Toongabudra, and as a rock foundation has been obtained, its construction will not be a very formidable undertaking.—

9. Having proceeded beyond Raichoor as far as the Kistna, I may mention that the Earth-work along that portion of the Great Indian Peninsula line has made considerable progress. The Bridge across the Kistna is not however yet commenced, and the contract for the completion of the masonry only extends to December 1868.

There are deep pools at the sites of most of the piers

pies, and even if they are completed within the time specified, the fixing of the roadway Girders must occupy a long period in addition. It would appear highly improbable that the Bridge can be ready for traffic for at least four years from this date, and as the other works both on the Great Indian Peninsula and Madras Lines are likely to be completed in the year 18 6 9, it may be expected that there will be a break in the through traffic between Madras and Bombay for at least One year -

10. The ground for the Station at Raichoor has been selected by the Engineers of the Great Indian Railway, and I would beg to Suggest that Govern-ment should communicate with the Government of Bombay with a view to ascertain whether or-not the Great Indian Peninsula Railway Company contemplate defraying the whole cost of the Station. In the event of their proposing to debit the

moiety

moiety of the outlay to the Madras Railway Company, it would appear desirable that the Station arrangements should be subject to the approval both of the Agent of the Madras Railway and of the Madras Government. I may add that the proposed site is at the distance of about 300 yards from the Fort of Raichoor, and that the line from the Fort of Raichoor, and that the line - runs nearly parallel to the ramparts - The fort is somewhat detached, but if it were in possession of a hostile force the Railway as at present aligned would hardly be a sufficiently safe distance from it -

11. After conferring with the Superintending Engineer 3rd Division and the Chief Engineer of the Madras Railway, I would beg to recommend the construction or improvement of the following lines of road as feeders to the Railway between the present Terminus and the Toongabudra -

1. From Gundalore to Condapooram.

proposed

proposed Station near South bank of the river — Chitravutty 1 miles. The existing bandy track requires improvement —

2. Arumbapoor 23 miles. The head quarters of a Taluq to Tadapatree Station. This road is already partly opened out.

3. Yadikee to Royal Cheroo Station 3 miles.

4. Road to Gooty Station between the points where the line of railway intersects the high road from Gooty to Kurnool and Adoni about 2 miles —

5. On the road from Adoni and Gooty Several Bridges and Tunnels are required. The road is otherwise in very Good Order, and as there will be a considerable traffic along it. for the next two years it would appear desirable that the passage of the streams should be facilitated.

6. Bellary Branch. From — Galadragee to the Railway Station (not yet finally fixed

Pro. W. 1867 Dt. 5th
Pro: of Govt for March

RAILWAY DEPARTMENT.
No 988

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
Public Works Department,
Fort Saint George.

Dated 22nd Feby 1867.
Received 26th Feby 1867.

No. 50.

Reporting the state of progress of the works on the G. M. Line.

No 256
4th March/67 R. 8th

ad 753-& 754. 13th March 67

fixed

753

Public Works Department.

ad 753

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 13th March/67
Read the following

From the Consg: Engineer for Railways - (Here enter No. 50 dated 22d Feb/67

The Bombay Govt
ment will be addressed
* and [illegible] on the subject of Para 10 9th
of this letter.

The proposals in
Para 11 will be Considered
in the Revenue Department,
and if a sufficient sum
cannot be provided for the
proposed Railway Junctions
from Local funds, the
question of supplementing
it from the Imperial
grant will be Considered
in the Department.

Ordered that the follow

Letter Rec'd:-

dtd No of

No 754

To The Secretary to the Government of Bombay

Sir,

I am forwarding herewith extract from a report from the Consulting Engineer for Railways on the result of his recent inspection of the works in progress on the North West line of Railway. I am directed to enquire whether the Great Indian Peninsula Railway Company chose to defray the whole Cost of the Station at Raichoor; for, if they do not, it appears desirable that the Station arrangements should be subject to the approval of both the Agent of the Madras Railway & the Madras Govt.

2. I am also to request that the G. I. P. Railway Company may be urged to use greater expedition in the Construction of the Bridge across the Krishnah.-

Fort St George
13th March 1867

To The Consulting Engr for Railways
" Revenue Department
" Supdt Engrs 3rd Dr

Paras 9 & 10

Recd with Extract of a letter fr. the Cons. Engr - P. 90-10
15/3/67

Pub: Works 1867 Departt.

Pro: of Govt. for March

Nos. 753 & 754

Pro: of the Madras Govt.

Dt 13th March 1867

Passing orders on a letter from the Consulting Engineer for Railways, reporting on the progress of Works on the North West Line of Railway.

No 256-257 & 258