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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	3614	Press Mis.
372-73		
Dated	18-11-1853	

Not to be folded or roughly handled

Govt. of 1868 Madras.

PUBLIC WORKS.

To

THE REVENUE DEPARTMENT

Dated November, 18th

Read

G. O., 18th November 1868

Resignation of the Madras Government.
Proceedings of the Madras Government, Public Works Department,
Made the following

Proceedings of the Madras Government, Public Works Department,
7th October 1868

No. 156. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 17th September 1868, No. 338 —

1. I have the honor to submit the following report upon the progress of the works on the North-West Line of the Madras Railway, which I have lately inspected in company, till he was disabled by fever, with the Chief Engineer, and afterwards with the Deputy Chief Engineer

2. The line as far as Moodanoor, 195 $\frac{3}{4}$ miles, has been available for traffic since the 1st August 1866, and the extension to Tadputri was opened on the 1st September 1868

3. The way and works between Madras and Moodanoor are in good order, with the exception of the 171st mile, on which a five-arched bridge was destroyed by a flood on the 7th July 1863. Between Moodanoor and Tadputri the line is in most respects complete, but more ballast was required, the pitching of one or two banks was incomplete, and the gates at the level crossings were not set up on the 3rd September. The Tadputri station is finished, but the goods shed and its platform, the salt store, well, and watering arrangements are incomplete.

4. DISTRICT IX, SECTION 2 — The chief work in this section is the Pennair bridge. It will consist of twenty-four seventy feet girders, supported on masonry piers and abutments. Of these, three piers were not founded, the wells of one pier were sunk, the masonry of another pier was three feet high, eight piers averaged fifteen feet in height, and ten piers and the two abutments were up to girder stone level, about 1,500 yards of additional masonry is required to complete the bridge. The Contractor is bound, under a penalty of 250 Rupees per day, to complete the masonry by the 31st December 1868. The finished masonry appears to be substantial, but the work in hand at the time of my visit was not good. It was condemned by the District Engineer, and the Contractor's Agent has since then been removed. Of the smaller bridges, one had not been commenced, seven were in progress, and nine-elevenths of the masonry in them had been built, seven-eighths of the earthwork, two-thirds of the ballast, and three-fourths of the aloe fencing is done, but wire fencing will be necessary in addition to the vegetable fence.

5. ON DISTRICT X, SECTION 1, the earthwork three-fourths masonry, one-third ballast, one-fourth fencing are finished, and more than four miles of rails are laid. At the Royal Cheroo station the platform has been built, and the goods shed is above ground level. On Section 2 all the earthwork, except on the 15th mile, is finished, most of the bridge piers and abutments are raised to their full height; ballasting has been commenced on the 20th, 21st, 22nd, and 23rd miles, only about two miles of fencing has been planted.

6. ON DISTRICT XI, SECTION 1, the earthwork is nearly finished, one-third of the masonry has been built, the minor bridges are well advanced, but the larger works are backward, about two miles of ballast has been laid, fencing has been carried nearly throughout, but many renewals will be necessary. At Gooty station the platform is finished except the coping, the swimming bath and tank house are at four feet above ground level, the station buildings are founded; the well has been sunk to a depth of twenty feet, two of the locomotive dwelling houses are finished, the traffic buildings according to the altered designs are not commenced. The Contractor is bound under a penalty of Rupees 500 a day to complete the station works by the 1st April 1869.

Proceedings of the Madras Government, Public Works Department.
7th October 1868.

for choultries at Cuddipah, Yerrigonthi, Talpatri, Goolikal, and Alona may be expected.

(True Extract)
(Signed) CHARLES A. ORR, C. Esq., R. E.,
Secretary to Government

To the Consulting Engineer for Railways
" Superintending Engineer, S. I. D. & C.
" Revenue Department

Order thereon & No. 1000/1868

1. Communicated to the Board of Revenue, for report as to what funds are available for the construction of the roads referred to in para 13 of the Acting Consulting Engineer's letter, and for any remarks they may have to offer on para 14.

2. The Board's Pro: on the subject of providing accommodation for travellers at Sooty stated 6th October 1868 No. 7007 will be disposed of in the Public Works Department.

Exd. S. T. Augustin.

Exd. S. T. Augustin.

By

Henry Henry
Ag. Under Secy to Govt.
The Public Works Department

Proceedings of the Madras Government, Public Works Department,
7th October 1868.

7. The following table shows the total quantity of work done up to the 31st August 1863 on the remaining Districts:—

District	Earthwork	Masonry	Ballast	Fencing	Remarks
District XI, Section 2	1	1	1	1	On m. call to 15 m 55
Do do	1	1	1	1	On branch line 18 55 to 22 47
District XII, Section 1	1	1	1	1	
Do XII, do. 2	1	1	1	1	
Do XIII	1	1	1	1	
Huggery Bridge.					
District XIV					
Do XV					
Do XVI					
Do XVII					
Do XVIII					
Do XIX					
Town and Village Bridges					
District XX					

8. The work is generally well advanced on District XI, Section 2, and the bridge at Bellary is nearly completed. The work on District XII, Section 1, is also well advanced, and the bridge at Bellary is nearly completed. The work on District XIII is also well advanced, and the bridge at Bellary is nearly completed. The work on District XIV is also well advanced, and the bridge at Bellary is nearly completed. The work on District XV is also well advanced, and the bridge at Bellary is nearly completed. The work on District XVI is also well advanced, and the bridge at Bellary is nearly completed. The work on District XVII is also well advanced, and the bridge at Bellary is nearly completed. The work on District XVIII is also well advanced, and the bridge at Bellary is nearly completed. The work on District XIX is also well advanced, and the bridge at Bellary is nearly completed. The work on District XX is also well advanced, and the bridge at Bellary is nearly completed.

9. The work on District XI, Section 2, is well advanced, and the bridge at Bellary is nearly completed. The work on District XII, Section 1, is also well advanced, and the bridge at Bellary is nearly completed. The work on District XIII is also well advanced, and the bridge at Bellary is nearly completed. The work on District XIV is also well advanced, and the bridge at Bellary is nearly completed. The work on District XV is also well advanced, and the bridge at Bellary is nearly completed. The work on District XVI is also well advanced, and the bridge at Bellary is nearly completed. The work on District XVII is also well advanced, and the bridge at Bellary is nearly completed. The work on District XVIII is also well advanced, and the bridge at Bellary is nearly completed. The work on District XIX is also well advanced, and the bridge at Bellary is nearly completed. The work on District XX is also well advanced, and the bridge at Bellary is nearly completed.

10. At present the work on District XI, Section 2, is well advanced, and the bridge at Bellary is nearly completed. The work on District XII, Section 1, is also well advanced, and the bridge at Bellary is nearly completed. The work on District XIII is also well advanced, and the bridge at Bellary is nearly completed. The work on District XIV is also well advanced, and the bridge at Bellary is nearly completed. The work on District XV is also well advanced, and the bridge at Bellary is nearly completed. The work on District XVI is also well advanced, and the bridge at Bellary is nearly completed. The work on District XVII is also well advanced, and the bridge at Bellary is nearly completed. The work on District XVIII is also well advanced, and the bridge at Bellary is nearly completed. The work on District XIX is also well advanced, and the bridge at Bellary is nearly completed. The work on District XX is also well advanced, and the bridge at Bellary is nearly completed.

11. The work on District XI, Section 2, is well advanced, and the bridge at Bellary is nearly completed. The work on District XII, Section 1, is also well advanced, and the bridge at Bellary is nearly completed. The work on District XIII is also well advanced, and the bridge at Bellary is nearly completed. The work on District XIV is also well advanced, and the bridge at Bellary is nearly completed. The work on District XV is also well advanced, and the bridge at Bellary is nearly completed. The work on District XVI is also well advanced, and the bridge at Bellary is nearly completed. The work on District XVII is also well advanced, and the bridge at Bellary is nearly completed. The work on District XVIII is also well advanced, and the bridge at Bellary is nearly completed. The work on District XIX is also well advanced, and the bridge at Bellary is nearly completed. The work on District XX is also well advanced, and the bridge at Bellary is nearly completed.

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Proceedings of the Madras Government, Public Works Department,
7th October 1868.

- The road to Gooty station, between the points where the line of Railway intersects the high road from Gooty to Kurnool and Adoni, is sanctioned, but money has not been allotted, and the work is not commenced.
- Adoni to Gooty one bridge is in progress, and one road dam is constructed.
- Jalladrassee to the Railway station. The survey and estimate have been prepared.
- Muddakerry to Chippageri, passing through Goondakul Junction station, is in progress.
- (a.) From the Bellary and Kurnool road, near Ausprey, to the Railway station, estimate has been ordered by the Superintending Engineer.
- (b.) Sirgoopa to Adoni is in progress.
- Hollwya to Kosgee, the estimate is under preparation, but the Superintending Engineer is now of opinion that it would be better to construct a road from Nundaveram to Kosgee.
- A feeder will be required to Mootamurru, if it be determined to build a station at that village, in His Highness the Nizam's territory.
- (a) In addition to the above, I learn from Major Moberly a short feeder, about quarter of a mile in length, is required for the Goondakul station.
- (b) A grant of money is necessary to complete Trunk Road No. 12 from Ooravakonda to Jalladrassee.

(c) It would appear desirable to have a road from Mukul to Goodibulloor (about 20 miles), or whatever may be the nearest station on the Great Indian Peninsula Railway north of the Nizama, as that would complete the means of communication between Secunderabad and the Madras Presidency.

15. The Collector of Bellary has given instructions regarding improvements to the Tadputri public bungalow, but no rest-house has been provided for travellers at Gooty station. It is probable that passengers from Madras to Bombay will require to sleep at that place after a run of twelve hours at least on the train. The Railway Company is prepared to build a ladies' waiting room, a general waiting room, a refreshment room and mat's room, and it rests with Government to decide if they will afford sleeping accommodation, by building a public bungalow near the railway station. The choultries which it was proposed to build at Caddapah, Yerragootla, Tadputri, Goondakul, and Adoni are not yet commenced.

ORDER THEREON, 7th October 1868, No. 3,163
No. 157. The attention of the Agent and Manager of the Madras Railway will be requested to the remarks in paragraph 8.

- Paragraphs 13, 14, and 15 will be communicated to the Revenue Department.
- The Superintending Engineer of the 3rd Division will be requested to report separately on the requirements of the road from Ooravakonda to Jalladrassee, and to state, when the estimates called for in G. O., No. 1,692, of the 28th May 1868,

Govt. of 1868) Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER FOR

RAILWAYS.

&c, &c, &c

Dated October, 7th.

Recd.

Encl.

G O, 7th October 1868, No 3,163

OCTOBER.

Nos. 156-157

Works (Railway) — Passing orders on the letter from the Consulting Engineer, reporting on the progress of the — on the North-West Line of the Madras Railway.

No. 1868 Dept
No. 4,300

Pro of the Madras Govt
Revenue Dept

of 2nd }
Recd 5th } November/68

No. 2,758

No 3614-18: Nov: 1868.

Requesting the
Board of Revenue to state
what funds are available
for the construction of the
Railway polders for the North
West Line of the Madras
Railway, referred to in P.M. No.
No 3163 of 1868, & intimating
that the Board's Pro: of
the 5th October last, relative
to the provision of accommo-
-dation for travellers at
Chooty, will be disposed
of in the P.M. Dept.

With an Order

1868

No 3614

Recd with reference to S. O. No 3607
dated 18th November 1868

21st Nov Revenue Dept

18th November 1868

W. H.

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372-373

12

Dated th

En l.

Nos. 372-373

Railway feeders Pos. Rowl Sept
Calling upon the BC of Port to
furnish information as to
the funds available for the con-
struction of certain Rg feeders
to the North-West-Line of the Indian
Railway, and stating that the sub-
ject of providing accommodation
for Travellers at Gooly, Bellary &
will be disposed of in the PMD.
Recorded