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MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

G.O. No. <u>2977</u>	Press ~~Mis.~~
<u>155-156</u>	
Dated <u>8-12-</u>	<u>18 70.</u>

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
8th December 1870.*

No. 155. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 2nd December 1870, No. 466:—

I HAVE the honour to report, that last week I proceeded with the Agent and Manager and other chief officers of the Madras Railway on inspection of the North-West Line as far as Raichore, and of the branch to Bellary.

2. As reported in a recent letter of mine, recorded in G. O., No. 2,634, of the 3rd November 1870, it had been expected that the line might have been opened before now from Ghooty as far as the Tongabuddra river; but the weather up to last month had still been unfavourable, there having been rain within a few days of our going up over the line, and it was decided that the opening could not take place on the 1st December.

Between Auspree and Nuncherla stations the road was rough, and the ballasting deficient; between Kosgee station and the Tongabuddra ballasting was also wanting; over this portion too the aloe fence has not grown well, and there had not been wire fencing sufficient in store to provide the usual protection. On our return down the line, however, advantage had been taken of a few fine days to straighten the line and carry on the ballasting, and there was so little left to be done that I consider passenger trains may begin to run from Monday the 12th instant. I propose making another inspection on the 9th instant, and if satisfied with the state of the road then, subject to the approval of the Government, will authorize the opening of the extension to Kasapore, on the near bank of the Tongabuddra.

3. I have previously reported that the stations at Goondacul, Adoni, and Kosgee were ready for the opening; that at Auspree is also now ready; and at Nuncherla there only remains the sheeting to be put on the roof of the goods shed. The temporary platform and shed at Kasapore are under construction, and the siding partly laid down; these arrangements will be completed by the 12th instant. The Chief Engineer promised that he would have fence posts put up between Kosgee and Kasapore, and reduce the number of strands to make the most of the iron wire if the full supply has not come in. This plan may, I think, be safely adopted for a short interval, especially as the cattle are scarce in that part of the country, and this year there has been abundant pasturage.

4. At the Tongabuddra river eight sets of girders, each spanning two openings, have been put in position from the north bank, and sixteen sets from the south bank. A month's time has been lost from the remaining five sets of girders not having been sent up from Madras before the failure of the Cheyaur bridge. The permanent way materials are being conveyed across the Tongabuddra river in boats. This is a slow process, but by the middle of January the bridge may be brought into service.

5. Beyond the river up to Raichore, the earthwork is well advanced, and the masonry work nearly finished. There is a short rock cutting at foot of the Mutmurri hill, which is not quite got through; but there is no heavy work to be done. At the Mutmurri station the platform wall is built to full length within two courses of its height. The booking office buildings have the foundations laid, and walls two feet above the door frame level. The goods shed is not yet commenced.

6. At the Raichore Junction station the Apothecary's quarters and Station Master's bungalow have been pushed on first; these buildings with their out-houses are roofed in and completed all but the tiling of the verandahs. The booking office buildings are raised to the floor level, and the platform wall built up to the coping. The goods shed foundations are built, and those of the engine shed and salt godown are in progress. The tank-house walls are raised about three feet above foundations. The central platform has been put in hand; the platform wall on the east side is built nearly to full height; that on the west side has only reached the second course.

7. The officers of the Great Indian Peninsula Railway do not approve of this platform. The circumstances of its adoption are shown in paragraphs 2 and 3 of G. O., No 2,809, dated 22nd November 1870; and at the conference with the Bombay Officers at Raichore on the 24th ultimo, when the Chief Engineer and the Traffic Manager were present with the Consulting Engineer, nothing was adduced to alter the conclusion previously arrived at, that the central platform is the most convenient arrangement. The Bombay Traffic Manager at the same time took exception to the supposition unhesitatingly expressed by Mr. Elwin that the Madras Railway Company are to have the working of the station in their hands, and as the question thus raised would naturally decide the manner in which the platform should be laid out, it was agreed that reference should be made to the Boards of Directors in England, and that meanwhile the central platform work should be held in abeyance while all the other station works are being carried on.

8. The branch to Bellary leaves the main line about two miles to the west of the Goondacul station; the ordinary Semaphore signals are put up on the main line, but for the branch line two parallel arms are moved simultaneously, so that the drivers may not mistake their own signals for those of the other line. A temporary road has been run through the bed of the Huggry river; the permanent way is all laid down, and a passenger carriage ran into the Bellary station for the first time on the 25th November. The walls of the upper story of the booking office are now built, and all the trusses up for the roof of the long passengers' shed. At the Jolderashi station the buildings are complete, except the covering in the roof of the goods shed.

There is every prospect of the branch to Bellary and the extension of the main line across the Tongabuddra to the Mutmurri station being got ready for opening in the month of February.

9. By the time of our return to Madras, the temporary road over the Cheyaur river had been completed. This consists of a raised bank of sand with several openings to let the water through. The sides of the vents are supported by sleepers and rough stone, and the piers are similarly constructed. An engine was first run across the river and back, and our train then passed over. If no more freshes come down the river, the through communication will no longer be interrupted. The girders for the Tongabuddra bridge and other material will now be conveyed over the river, and passenger trains not be subject to delay. It was arranged, however, that trains are to proceed at foot pace over the temporary way, and a responsible subordinate is to conduct every train; the water in the river and the condition of the bank being carefully watched every day.

P.S.—Since writing the above I learn that the wire fencing has arrived and will be put up at once.

No. 156. ORDER THEREON, 8th December 1870, No. 2,977.

RAILWAY, No. 21.

Excellency the Governor in Council approves of the opening of the the extension of the North-West Line to Kaapore if, after the further inspection which the Acting Consulting Engineer proposes to make, Captain Prendergast sees no objection.

2. The Government learn with pleasure that there is every prospect of the branch to Bellary and of the extension of the main line across the Toongabuddra to the Mutmurri station being ready for traffic in February next, and they are glad to observe that the completion of the temporary road constructed across the Cheyaur has enabled traffic of all descriptions to be resumed and maintained without interruption.

3. The works from the Toongabuddra to Raichore appear to be making satisfactory progress.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,

Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. E. C. Shunker.

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CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 466

From

Captain M. L. Pierpont, I.C.E.
Ag. Consulting Engineer for Railways,

To

Colonel C. A. C. & I.C.E.

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

I have the honour to report, that last week I proceeded with the Agent and Managers, and other chief officers of the Madras Railway, on inspection of the North-West Line, as far as Kailore, and of the branch to Bellary.

2 As reported in a recent letter of mine, recorded in L. O. No 2684 of the 3rd November 1870.

1870, it had been expected that the line might have been opened before now, from Ghootz as far as the Gungabudra River; but the weather up to last month had still been unfavourable, there having been rain within a few days of our going up over the Line; and it was decided that the opening could not take place on the 1st December.

Between Auspree and Nunglerla stations, the road was rough; and the ballasting deficient; between Ghoosie station and the Gungabudra, ballasting

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ballasting was also wanting; over the portion too, the old fence has not grown well, and there had not been wire fencing sufficient in stone, to provide the usual protection. On our return down the Line, however, advantage had been taken of a few fine days to straighten the line, and carry on the ballasting; and there was so little left to be done, that I consider passenger trains may begin to run from Monday the 12th instant. I propose making another inspection on the 9th instant, and if satisfied

satisfied with the state of
the road then, subject to the
approval of the Government,
will authorize the opening
of the extension to Kasapore,
on the north bank of the
Gangabudra river.

3. It was previously
reported that the stations
at Gondacut, Odori, and
Kosjee were ready for the
opening: that at Chuspai
is also now ready, and at
Munchela there only remains
the sheeting to be put on
the roof of the goods shed.
The

9 6
The temporary platform and
shed at Kasapore, are under
construction; and the siding
partly laid down; these ar-
rangements will be completed
by the 12th instant. The
Chief Engineer promised that
he would have fence posts
put up between Kosjee and
Kasapore, and reduce the
number of strands to make
the most of the iron wire if
the full supply has not
come in. This plan may
I think be safely adopted
for a short interval, especially
as the cattle are scarce, in
that

that part of the country, and
this year there has been abun-
dant pasturage.

At the Longabudra
River, eight sets of girders,
each spanning two openings,
have been put in position
from the north bank, and
16 sets from the south bank.
A month's time has been
lost from the remaining 5
sets of girders not having
been sent up from Madras
before the failure of the
Cheyau bridge. The perma-
nent way materials are being
conveyed across the Longabudra

river

river, in boats. This is a slow
process, but by the middle
of January, the bridge may
be brought into service.

Beyond the river, up
to Maichore, the earth-work
is well advanced, and the masonry
work nearly finished. There
is a short rock cutting at foot
of the Mutnurrhill; which
is not quite got through, but
there is no heavy work to be
done. At the Mutnurr station,
the platform wall is built
to full length, within 2
courses of its height. The

booking

looking office buildings have
the foundations laid, and
walls 2 feet above the door-
frame level. The goods shed
is not yet commenced.

6 At the Raichore
junction station, the Apothecary's
Quarters and Station Masters
bungalows have been finished
on first; these buildings
with their out-houses are roofed
in, and completed all but
the tiling of the verandahs.
The looking office buildings
are raised to the floor level,
and the platform wall —

built

built up to the coping. The
goods shed foundations are
built, and those of the Engineer's
shed and Salt godown are
in progress. The Tank house
walls are raised about 3 feet
above foundations. The
central platform has been
put in hand; the platform
wall on the east side is built
nearly to full height, that
on the west side has only
reached the second course.

7 The Officers of the
Great Indian Peninsula
Railway do not approve
of

of this platform. The circumstances of its adoption, are shown in paras 2 and 3 of G.O. No. 2809, dated 22nd November 1870: and at the conference with the Bombay Officers at Calcutta on the 24th ultimo, when the Chief Engineer and the Traffic Manager were present, with the Consulting Engineer, nothing was adduced to alter the conclusion previously arrived at; that the Central platform is the most convenient arrangement. The Bombay Traffic Manager, at

at the same time, took exception to the supposition unhesitatingly expressed by Mr. Cluett; that the Madras Railway Company are to have the working of the station in their hands; and as the question thus raised would naturally decide the manner in which the platform should be laid out; it was agreed that reference should be made to the Board of Directors, in England, and that meanwhile the Central platform work should be held

in a hearse, while all the other
stations were being carried on.
8. The branch to Bellary
leaves the main line about
a mile to the west of the Goldcrash
station; the ordinary semaphore
signals are put up on the main
line, but for the branch
line, 2 parallel arms are
moved simultaneously, so that
the drivers may not mistake
their own signals, for those
of the other line. A temporary
road has been run through the
bed of the Huggly River, the
permanent way is all laid
down.

down, and a passenger carriage
ran into the Bellary station
for the first time on the 20
November. The walls of the
upper story of the Booking
office are now built and all
the trussing up for the roof
of the long Passenger shed.
At the Goldcrash station, the
buildings are complete, except
the covering in the roof of the
goods shed.
There is every prospect
of the branch to Bellary, and
the extension of the main line
across the longabudra, to the
Muttur.

Madras station, being not
ready for opening in the month
of February.

By the time of our
return towards Madras, the
temporary road over the
Lekhau River had been completed.
This consists of a raised bank
of sand, with several openings
to let the water through.

The sides of the viaduct are sup-
ported by sleepers and rough
stone, and the piers are similarly
constructed. An engine was
first run across the river
and back; and our train
then

then passed over. It is more
likely to come down the river,
the bridge communication
might no longer be interrupted.
The girders for the Tangabudra
bridge, and other material
might now be conveyed over the
river; and passenger trains
not be subject to delay. It
was arranged however, that
trains are to proceed at foot
pace over the temporary way;
and a responsible subordinate
is to conduct every train, the
water in the river, and the
condition of the bank being
carefully

carefully watched every day.

Madras I have the honor to be,
2^d December

1870

Sir,
Oyar Mat Chet Let.

Chidambaram Capt. E.

Ag. Comd. Camp for Camp

P.S.

Since writing the
above I learn that the wife
joining has arrived, and will
be put up at once.

No. 2977 P. W. D.
 Proceedings of the Madras Local
 under date the 8 Decr 70.
 Read the following

on
 the Chief Engineer
 for Railways } (L. E. No. 466 of 2 Decr 70)

His Excellency the
 Governor in Council ap-
 proves of the opening of
 the extension of the North
 West Line to Kanapore
 if, after the further in-
 spection which the
 Acting Chief Engineer
 proposes to make,
 Captain Pendergast
 sees no objection.

2. The Government
 learn with pleasure
 that there is every pros-
 pect of the branch

No 185
 P. W. D. 1870

No. 2977-8 Decr 70
 Re: Opening of the
 North West Line as far
 as Kanapore, and of the branch
 to Bellary.

Dated 2nd Decr 70
 Received 2nd Decr 70.

To
 The Secretary to Government,
 P. W. Department,
 Fort St. George.

From
 The Consulting Engineer
 for Railways,

1870 Decr 4
 P. W. D. 1870
 Railway Department

to Bellary and of the extension of the main line across the Soangaboodra to the Inotimurri station being ready for traffic in February next and they are glad to observe that the completion of the temporary road constructed across the Cheyannur has enabled traffic of all descriptions to be resumed and maintained without interruption.

3. The works from the Soangaboodra to Raichore appear to be making satisfactory progress.

[Signature]

67 Dec 17 00 P.M.

[Signature]

The Comptroller for Railways
h.s. despatched 28/12/70
P.C. — 17/12/70.

(2)

in accordance with
6/12/70

Further Resd 3rd February
No. 162 of 1900

C/2490

Gobt. of 1870, Madras.

PUBLIC WORKS.

To *Porty Consulting Eng^r
for Railways*

Dated

Recd.

Recd.

G. O. 8th Dec 1870, No. 2977.

155/156
Nos. 155+156

Extension of the A. W. Line to
Kasapore - The opening of the
A. W. Line of the Madras Railway
to Kasapore, approved with re-
marks.