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MADRAS RECORD OFFICE.

Government of Madras.

Public Services DEPARTMENT.

G.O. No. 609	Press Mis.
441-92	
Dated 23 - 2	1892

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
23rd February 1870.

No. 441. Read the following letter from the Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 5th February 1870, No. 227-R. :—

In forwarding, for the information of the Government of Madras, copy of a report by the Consulting Engineer of the Government of Bombay, on the progress of the works of the Great Indian Peninsula Railway, on the unopen line towards Raichore, I am directed to inquire what are the present prospects of opening the Madras North-West Line to that place.

From the Consulting Engineer for Railways, Bombay, to the Secretary to the Government of Bombay, Railway Department, dated 12th January 1870, No. 114.

Referring to my letter of the 13th October last, No. 2,917, describing the state of the works on the unopen line between Sholapoor and the Caugnee river, I have the honour to report that I have again inspected the works, and that the progress on the section from the Boree river to Goolburga has been most remarkable.

2. Rails are laid to Goolburga, and engines have been running daily to that place since the 24th of December 1869, when Mr. LeMesurier went through on the first engine that had gone so far south on the Great Indian Peninsula Railway. The ballasting is well-advanced, and will be nearly completed by the end of the current month. The fence is being rapidly erected. The stations are well in hand, Kurubgaum is nearly finished, Dordneh will be completed by the middle of March, and the other two by the end of April. The wells are backward, but arrangements of a temporary character for the supply of water have been made. The only work not sufficiently advanced to be used for traffic by the 1st of February is the bridge over the Beni Sheroor river. This bridge is to consist of 6 spans of 60 feet, in place of two bridges of 3 spans of 20 feet each that had been first erected and afterwards condemned. The new bridge is to be built with screw-piles and Warren girders of materials procured from the Baroda Railway Company. The piles are now being screwed, the girders are not yet on the ground; but there is no doubt of the bridge being ready for traffic by the monsoon. In the interval a diversion has been laid in, and traffic will be worked over that diversion till the bridge is completed.

3. The progress on No. 18 contract has been most creditable to all concerned with the works: every officer has worked with the greatest energy, and their efforts have been crowned by the completion of works that, on my last visit, I considered it almost impossible to finish by the time first fixed for opening to Goolburga. The zeal and energy displayed deserves both praise and substantial recognition at the hands of the Company and Government.

4. I regret to have to write in very different terms of the works beyond Goolburga. In my last report I mentioned that, on the first division from Goolburga to Shahbad Station, 16 miles in length, the only works that remained to complete were the Taganore and Shahbad bridges. In the former, a bridge of 5 arches of 30 feet span, the last foundation has just been laid and the arches are now being turned. The work will probably be finished in another two months. At the latter, nothing has been done. This bridge, which is over the same nullah as the Taganore bridge, was to have been built with 6 arches of 30 feet each, but so much difficulty was experienced by the Contractor in getting in the foundations, that the design has been changed to 3 spans of 60 feet and one of 30 feet. One abutment and one pier of the bridge were built on the original design. These are to be used for the 30 feet opening. Screw-piles are to be put down for the piers for the 60 feet openings, and the north abutment is the only piece of masonry that has to be built. The foundations of this have not yet been laid.

5. It had been intended, by means of diversions laid in at the Taganore and Shahbad bridges, to open the section to Shahbad at the same time as the line to Goolburga. The construction of the diversions was commenced, but the contractor demanded such exorbitant terms for permitting the Company to use the line before the date fixed for completion of the contract, that the idea of opening the section from Goolburga to Shahbad has been abandoned, and the work at the diversions stopped.

6. Between Shahbad and Nulwur Stations, 13¼ miles, the only incomplete work of importance is the bridge (12 spans of 30 feet, 16 of 78 feet, and 6 of 62 feet) over the Caugnee river. This work has not been touched for the last six months. There are four piers and one abutment still to found. The other masonry is, with the exception of the girder-bed blocks, completed. The cause of the delay at this work, as well as at the Shahbad Viaduct, is want of pump-power. The contractors possess only two steam pumps, one has been in use at the Taganore, and the other had not sufficient power to keep down the water at the Caugnee foundations. The pump from the Taganore has now been taken to the Caugnee river, and work will be commenced. The girders over the bridge are to be erected by the Company, but the materials are to be conveyed to that place by the contractor from Goolburga. The iron-work is now being delivered to the contractor for conveyance, and the Company can put up the girders in about four months.

7. There are some gaps in the approach banks on the south of the Caugnee river; these gaps were formerly intended to be crossed by bridges, but are now to be closed. Rails are laid for all but five miles between Shahbab and Nulwur. This work is progressing very badly; although the contractor has complained of want of rails, he has not carted forward more than a mile ort wo during the last six months, and at the time he complained that the Company had declined to permit him to take more rails from their stores at Goolburga, there were in front of his house stacks that had been in his possession since 1866, and that have not been moved to this date. Ballast is laid over the whole distance from Shahbad to Nulwur. Between Nulwur and Yedagherry, a distance of 16½ miles, besides a few culverts, there are only two bridges incomplete, one of 9 spans of 20 feet, and another of 12 spans of 30 feet. The former is in hand and will be finished in about six weeks. At the latter, one abutment and five piers are complete, the others are not founded. The difficulty here also has been the want of pump-power. The Company are about to lend the contractor one of their steam pumps, and this work can then be pushed on. There is one cutting in which some granite has been met with, not quite cleared out. With this exception, the earthworks, and also the ballasting may be said to be complete. No rails have been laid, or any permanent-way materials brought on to the ground south of Nulwur. There is one bridge of 4 spans of 10 feet close to Yedagherry not completed, but this it has been decided to close.

8. From Yedagherry to Shorapoor Road Station, 14 miles, all the bridges are founded and up to springing. The arches of one, a bridge of 7 spans of 20 feet, are being turned; but at eleven other bridges, having among them twenty-two arches of 20 feet, and ten of 10 feet, no work is in progress for want of centres, although dressed arch stones are on the ground. Mr. Bray obtained an advance in his rates for arch-work in May 1868, from Rupees 20 to Rupees 26¼ per cubic yard, on the plea that the work, the Engineers made him put in, was better than provided for in the specifications attached to his contract. He now claims a further advance on the same grounds, and the arch-work has been kept back purposely to get this advance. It can, however, be finished by the date fixed for the completion of the contract, if a few more centres are provided. One or two cuttings in this section are not cleared out, but with these exceptions the earthworks and ballasting are nearly completed.

9. The distance between Shorapoor Road Station, and the Krishna Station and bridge, is 13 miles. As on the preceding sections of the line, the earthworks and ballast are nearly finished, and all the bridges are up to springing. But the arch-work is backward, there being still 6 arches

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of 20 feet, and 14 of 15 feet, to turn, besides the arches and walls of some drains and culverts. Work is, however, in progress, stone is collected on the ground, and the arches will be finished in a few months.

10. The bridge over the Krishna is to consist of 37 spans of one hundred feet each, and will be about 70 feet in height at the deepest part of the river. The bridge is to be built throughout of iron. The design has been prepared, and the site selected by Mr. Berkley. The bridge was to have been built originally with masonry piers, at the road crossing, about two miles lower down the river. But the site was abandoned after about a lac of rupees had been expended on earthworks in approaches, and about Rupees 40,000 on stone for the masonry work. For a bridge to be entirely built of iron, there is, I think, but little to be said in favour of the new site over the old. The new line makes the railway a little longer, and the advantage of better foundations that it offers is of no great importance when the piers are to be formed of iron columns. In both places granite crops out in the bed, but at the new site it stretches regularly and at right angles across the river; while at the old site the lie of the rock is at a considerable angle to the direction of the stream.

11. None of the iron-work has yet been despatched from Home, and unless greater exertions are made in England to get it ready, the bridge may not be commenced before the working season of 1871-72. The bridge will take at least two seasons to construct, and great difficulty will be experienced in working traffic over the river till it is finished. The stream was not fordable when I crossed it in the beginning of January 1870.

12. South of the Krishna Station, the Great Indian Peninsula Railway extends to Raichore, or about 15 miles; there are two bridges of some size, one of 7 spans of 30 feet, and the other of 3 spans of 20 feet. The remainder 1 span of 20, 5 of 15 feet, and 8 of 10 feet are up to springing. But no work is in progress on them, nor is stone for the arch-work on the ground.

13. The first bridge 3 spans of 20 feet, is being proceeded with, one abutment is up to ground line, the other work is not yet founded. At the second bridge of 7 spans of 30 feet, two piers have still to be founded, the remainder of the masonry work is up to springing. The delay in getting in the foundations is again attributable to want of pump-power, and the want of progress with the arch-work, to disputes with Engineers in regard to the quality of work to be provided under the new specification.

14. There were to have been six stations on the contract. The buildings at Shahbad are completed. Those at Nulwur, Yedagherry, Shorapoor road, and Krishna bridge are well-advanced, and are being pushed on; but the station at Raichore has not been commenced. This station was to have been the joint property of the Madras and Great Indian Peninsula Railway Companies, and was to have been built about a mile and a half to the north of the junction line of the two undertakings. The Madras Company are desirous to carry out the work, and they can erect a better building for the same money under their contract rates than the Great Indian Peninsula Railway Company can through the agency of Mr. Bray. It has been decided to let the Madras Company carry out the works. This cannot, however, be done without a change of site, and it is proposed to build the station about a mile and a half south instead of north of the dividing line. The new site is equally convenient for the town of Raichore, and for water-supply.

15. In conclusion, I have the honour to state that, with the exception of the Krishna bridge, there is no difficulty in completing all the works south of Goolburga by the 30th of June next, the date to which Mr. Bray's time of completion has been, at his own request, extended, and the date by which Mr. Bray's Agent personally admits that the works can be finished, if pushed on with vigour. But from the method in which the works are being prosecuted, the obstructive spirit displayed by the Contractor's Agent, and the absurd claims put forward for compensation for every trivial deviation from the plans and designs first sent to the contractor, I cannot but fear that the present working season will be wasted, and the completion of the works delayed to another year, to the great pecuniary loss, not only of Government and the Railway Company, but also of the Contractor, Mr. Bray.

Proceedings of the Madras Government, Public Works Department, 23rd February 1870.

No. 442. ORDER THEREON, 23rd February 1870, No. 604.

RAILWAY, No. 56.

COMMUNICATED to the Consulting Engineer for Railways, who will furnish the information called for by the Government of India as early as possible.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. J. Wright.

All communications should be addressed to the Secretary.

No. 227 R

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway

To

The Secretary to the Govt. of Madras,
Public Works Department, (Railway)

Fort William, 5th February 1870

Sir,

I am forwarding for the information of the Govt. of Madras copy of a report by the Consulting Engineer for the Govt. of India on the progress of the works of the Great Indian Peninsula Railway on the Kunoor line towards Raichore, & am directed to enquire what are the present prospects of opening the Madras North West line to that place.—

I have the honorable,
Sir,
Your most obedt. servt.
[illegible]
Major R.E.
Deputy Secretary

Govt. of India 1870 Jan 115

PUBLIC WORKS.

To Secretary to Govt. of India

Nos. 1111-1112

Dated 23rd Feb 1870

Rec'd 25th Feb 1870

Answered

Nos. 1111-1112

Dated 23rd Feb 1870

Copies sent to Chief Engineer for Railways and Chief Engineer for Irrigation

Acc 585

P.W. 1870 Dept

No 585

Govt. of India

Dy 5th
Rec 12th } Feb 1870

No 227 R.

Encl: 1 V

No 604 - 23rd Feb 1870.

Forwarding a copy of a report on the progress of the works of the Great Indian Peninsula Railway towards Raichur and requesting information on the present prospects of opening the Madras N.W. Line to that place.

Acknowledged with thanks

Fort St. George
23rd Feb 1870

To the Chief Engineer for Railways

Dept 25/2/70

No 604

Communicated to the Consulting Engineer for Railways who will furnish the information called for by the Govt of India as early as possible.

To the Chief Engineer for Railways

Dept 25/2/70