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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2511	Press Mis.
293-94	
Dated 20. 10. 1870.	

Not to be folded or roughly handled

No. 293 Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 6th October 1870, No. 393 :—

I HAVE the honour to report that last week I inspected the branch line under construction to Bellary.

2. Beyond Ghooty, the present terminus of the open line, the road is in very good order to the Goondacul branch station. the fencing is complete, and the line quite ready for traffic.

3. The branch line is well advanced towards completion throughout, the ballasting being now in progress. The masonry works are all finished, and the girders laid on, except in two places, namely, a double 30-feet opening on the east side of the Huggry river, and a single 12-feet opening on the west side of the river. Temporary bridges have been used at these points, to allow of an engine passing over for the carriage forward of the girders for the Huggry bridge, and of the permanent-way materials. The branch line runs entirely over the flat, black cotton country, in which there is hardly any cutting; the embankments have been in hand for some time, and appear now pretty well settled down. The live fence of aloes is planted, and though poor in parts at present, may be expected to thrive in another year.

I was able to run by engine through the bed of the Huggry river, by a temporary way, as far as the 5th mile from the Bellary station. The permanent-way materials are now being carried across the river, and the whole will be delivered there within a few days.

4. The work at the Huggry bridge is not getting on as fast as was anticipated, provision not having been made of a sufficient quantity of iron piles. The bridge is designed of 34 openings of 70 feet from centre to centre, with wrought iron girders resting on piers of screw piles. The piles were first got down from the left bank in the deep bed of the river, and those of 19 piers are now fully in, ready for the superstructure; but at the other 14 piers, where kunkur was supposed to be found, the piles have gone down far beyond what was expected, to a depth of 60 feet. A number of extra lengths of pile are thus necessarily required, and there is at present a difficulty about procuring them. If the piles have to be obtained from England, the bridge cannot be finished for several months; but as the river runs dry from December, there is no reason why the branch line should not be opened, with a temporary way through its bed, early in next year.

5. At Bellary considerable progress has been made with the station buildings, which are constructed entirely of the excellent stone that is quarried even within the station yard. The booking office and other accommodation on the ground floor is finished, all but the flooring and plastering of the walls. The platform of the passengers' shed is completed, except part of the coping of the platform wall; the roof trusses are being put up. The goods' shed has a double platform, with double truss roof, each span being 32 feet: the walls are built to the full height, ready for the roof. The engine shed and the carriage shed have also their walls completed, ready for roofing; excepting at the gable ends. The engine turn-table and carriage turn-table are floored, and ready for the iron work.

The tank-house walls are built about 8 feet above ground. The single Driver's bungalow is completed, the double one, nearly so; roofing now going on. The salt godown is completed by this time, there having been only a few feet of tiling to be put on. The Station Master's bungalow has the walls built up to full height. The Guards' barrack, with quarters for three men, is completed, all but the flooring. The Apothecary's quarters are only just commenced, the foundations being partly laid.

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6 There is one intermediate station, Jolderashi, between Bellary and the junction with the main line. The platform walls are built, and the platform palings put up, the booking office buildings are roofed in, and have a light verandah both in front and rear. The flooring and plastering only remain to be done. The walls of the goods' shed are completed, ready for roofing.

7 At the Goondacul branch station, the booking office is now ready for occupation, the fittings being all put up. The goods' shed is now roofed in, and the siding to it laid down. There remains only a little more clearing of stone to free the yard of workmen altogether.

8 The Ghooty station has for some time

8 The Ghooty station has for some time been in occupation; the goods' godown, salt godown, Driver's, Guard's, and Apothecary's quarters, are all completed. The principal work now in hand is on three of the buildings, namely, the carriage shed, which is only just begun; the Engineer's stores, the walls of which are up to the top of the door frames, and the engine shed, which is nearly finished, all the roof trusses being up.

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9. On the open line the roof of the Moodanoor station buildings has been leaking a good deal after the heavy rains, the Deputy Chief Engineer took notice of this at the time.

10. Between Cuddapah and Ghooty the stations were all that could be expected.

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No. 294.

ORDER THEREON, 20th October 1870, No. 2,511.

RAILWAY, No 30

THE Government are glad to learn from this report that the works on the branch of the North-West Line to Bellary are progressing satisfactorily, and that there is every prospect of Railway communication with that town being established early next year.

(True Extract.)

(True Extract.)

Colonel, R E,

Colonel, I
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd S. T. Augustin.

CONSULTING ENGINEER'S OFFICE

Railway Department

No

393.

From

Captain A. L. Fowler Esq. I.C.E.
Consulting Engineer for Railways,

To

Colonel C. A. Carr, K. C.

Secretary to Government,

Public Works Department,

Fort Saint George

SIR,

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and a single 12 foot opening, on
the west side of the River.
Temporary bridges have been
used at these points, to allow
of an Engine passing over, for the
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The branch line runs entirely
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4. The work at the Huggs bridge is not getting on, as fast as was anticipated; provision not having been made of a sufficient quantity of iron piles. The bridge is designed of 24 openings of 70 feet from centre to centre, with wrought iron girders, resting on piers of screw piles. The piles were first got down from the left bank, in the deep bed of the river, and those of 19 piers are now fully in, ready for the superstructure; but the other 5 piers where Konkur was supposed to be found, the piles have gone

down far beyond what was expected to a depth of 60 feet. A number of extra lengths of pile are thus necessarily required; and there is at present a difficulty about procuring them. If the piles have to be obtained from England, the bridge cannot be finished for several months; but as the river runs dry from December, there is no reason why the bridge line should not be opened, with a temporary way through its bed, early in next year.

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made with the station buildings; which are constructed entirely of the excellent stone, that is quarried over within the station yard. The booking office and other accommodation on the ground floor is finished, all but the flooring and plastering of the walls. The platform of the passenger shed is completed, except part of the coping of the platform wall; the roof trusses are being put up. The goods shed has a double platform, with double truss roof, each span being 32 feet. The walls are built to the full height, ready for the roof. The engine

shed and the carriage shed, have also their walls completed, ready for roofing, excepting at the gable ends. The engine turntable, and carriage turntable are floored, and ready for the iron-work. The tank-house walls are built about 8 feet above ground. The single Driners building is completed; the double one, nearly so; roofing now going on. The Salt godown is completed by this time, there having been only a few feet of timber to be put on. The Station Master's building, has the walls built up to full height. The guard's barracks, with quarters for three

these men, is completed all but
the flooring. The Apothecary's
Quarters are only just commenced,
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6. There is no intermediate
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Branch line (Railway) Spiking
orders on the letter from the
L. & N. W. R. for Railways re-
siding on the branch line
under construction to
Bellamy.