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MADRAS RECORD OFFICE.

# Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2137 Press Mis.

112.113

Dated 9 9 18 72

Not to be folded or roughly handled

## *Proceedings of the Madras Government, Public Works Department, 9th September* 1872.

No. 112. Read the following Proceedings of the Government of India, Public Works Department, (Railway,) dated Simla, 14th August 1872, Nos. 1,158—75 S—R:—

*Dehli District, Rajpootana State Railway.—Extension of the Dehli Rewari line to a Junction with the line from Agra to Sambar.*

READ again—

To the Government of India in the Foreign Department, No. 454 R, of 14th March 1870.

To the Government of the North-Western Provinces, No. 580 R, of 30th March 1871.

From Superintending Engineer, Dehli District, Rajpootana (State) Railway, No. 77, dated 19th January 1872, suggesting that no work should be commenced for a Junction Station on the Agra-Sambar line until the alternative estimate for a line from Rewari to the Agra-Sambar line had been considered.

Proceedings of the Government of India in the Public Works Department, Nos. 46-51, of January 1872, regarding the point of junction of the Dehli District with the Agra-Sambar line.

Proceedings of the Government of India in the Public Works Department, Nos. 64-74, of January 1872, on the subject of the alternative lines between Rewari and Jaipur, and between Rewari and the Agra-Sambar line, and on the alignment south and west of Jaipur.

Proceedings of the Government of India in the Public Works Department, Nos. 70-74, of February 1872, containing the estimate for the line from Dehli to Rewari and, the orders of Government thereon.

READ also—

From the Superintending Engineer, Dehli District, Rajpootana (State) Railway, No. 216 W, of the 12th June 1872, submitting estimates for the extension of the Dehli-Rewari line to a junction with the line from Agra to Sambar.

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OBSERVATIONS.—The Governor-General in Council has again considered the expediency of at once proceeding with the extension southward of the metre gauge railway which has been constructed from Dehli to Rewari. The several alternatives which have from time to time been presented are as follow:—

1*st*.—A complete suspension of railway work in this link of the Rajpootana State lines.

2*nd*.—The construction of a railway, direct from Rewari to Sambar, which would form an important section of a direct railway which may in future years connect Bombay with the North-West Provinces of India.

3*rd*.—The construction of a railway somewhat in this direction passing from Rewari to the west of the Ulwar Hills, but proceeding *via* Kot Putti and striking the railway which is being made from Agra to Sambar at Jaipur. This line would be more circuitous, but less costly than the direct line from Rewari to Sambar.

4*th*.—The fourth alternative is to adhere to the general route which has been hitherto contemplated by the Secretary of State and the Government of India, and to continue the railway from Rewari southwards, through Ulwar, in order to form a junction with the Agra-Sambar line at the least expense, somewhere near Bewai or Bandikuri.

2. If a comparison between the lengths of the several proposed railways is made, it appears that the new part of a direct line from Rewari to Sambar would be at least 52 miles longer than a railway from Rewari to Bandikuri or Bewai, and that the less direct railway from Rewari, through Kot Putti to Jaipur, would be 25 miles longer than the line to a junction at Bewai. These three routes from Rewari to Sambar and Jaipur have been examined, and it is seen that the two which involve most new construction will not pass through any better country than the route through Ulwar, either as regards fertility, commerce, or from an engineering point of view; on the contrary, in these respects, they are rather less favourable and they are opposed by the majority of the Political Officers who are acquainted with Rajpootana. Their solitary peculiar recommendation is that either would reduce the through distance between Dehli and the Central Provinces, or between Dehli and Bombay, and would also shorten the transit of Sambar salt. The Government of India, therefore, had to weigh the advantages to be gained by direct communication between Dehli and Sambar, Jaipur, and eventually, perhaps, Bombay, on the one hand, and, on the other, economy in first cost and working, and the probability of an important local traffic. The Government of India having duly considered the subject, adhere to their former opinion that railways in Rajpootana should be formed for the sake of the neighbourhood through which they pass, rather than to cheapen the freight charged on the through traffic. His Excellency in Council, therefore, decides that the short railway from Rewari to Bandikuri should be constructed before either of the longer lines which would traverse the country west of the Ulwar Hills.

3. The careful alternative estimates of the cost of a railway from Rewari to effect a junction with the Agra-Sambar line, now in course of construction, which were prepared by Mr. Furnivall, have been revised, and altered by Major Stanton, R.E., assisted by an efficient staff. Major Stanton estimates that the line will be 83½ miles in length, and will cost Rupees 29,98,532 without stock, if Bandikuri be chosen as the junction, and will be 78¾ miles long, and will cost Rupees 28,13,895, if the junction be made at Bewai. The Consulting Engineer to the Government of India for State Railways, after examining the estimates and plans, and after conferring with Major Stanton, has thought it necessary to make some additions, especially on account of the late increase in the value of iron-work, and believes that, including rolling-stock, the line may be built for 40 lakhs or about Rupees 47,000 per mile. The Government of India hope that this low estimate may not be exceeded; and, making full allowances for unforeseen contingencies, they see no reason why the line from Rewari to Bandikuri should cost more mile for mile, than the railway from Dehli to Rewari which is on the point of completion, and is now estimated to cost, when stocked, Rupees 55,000 per mile.

4. Considering the financial prospects of the Rajpootana Railways generally, and the reports as to the extent of the local trade of Ulwar, the Governor General in Council believes that the receipts from local and through trade together will nearly cover the cost of working expenses and interest, if the new length of railway does not cost more than Rupees 55,000 per mile; and, taking also into account the important manner in which railways in Native States subserve the British interests politically and fiscally, His Excellency in Council believes that the financial





prospects of this line are sufficiently good to justify its sanction by the Government of India.

5. When the project for the railway from Agra to Sambar was before them, the Government of India, looking principally to the first cost of the line from Rewari southwards, came to the opinion that it should take the shortest and cheapest route, which would bring the junction to Bewai. The Political Officers and Major Stanton show, however, that the towns of Rajgarh and Baswa have a larger population and greater trade than was before supposed; and, as they believe that the additional expenditure required to carry the railway through these towns will be remunerative, they recommend the neighbourhood of Bandikuri as the junction. This alteration, and a deviation in order to obtain a better crossing of the River Sabi, are the two important changes from the route which was formerly surveyed, and the Government of India accept them as marked improvements.

6. The Governor-General in Council is, therefore, of opinion that the Superintending Engineer's estimate, as modified by the Consulting Engineer to the Government of India for State Railways, should be sanctioned, and that the Superintending Engineer should be ordered to align the railway from Rewari *via* the Bhowal crossing of the Sabi River through Khartal, Ulwar, Rajgarh, and Baswa, to the neighbourhood of Bandikuri, the exact position of the junction between the two railways being left for settlement after the two Superintending Engineers have conferred on the subject. The construction of the rest of the work may be proceeded with departmentally by Major Stanton.

7. In conclusion, the Governor-General in Council has pleasure in acknowledging the care and ability with which the plans, sections, drawings, and estimates for this extension have been prepared. The neat execution of the drawings and the completeness of the submission generally, are also highly creditable, and the Governor-General in Council desires that the thanks of the Government of India may be rendered to Major Stanton and his staff.

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*Extract from a memorandum by the Consulting Engineer to the Government of India for State Railways, dated the 18th July* 1872, *on the estimates for the extension of the Dehli-Rewari line to a junction with the Agra-Sambar line.*

3. The details of construction appear to have been carefully considered, and well worked out; but there are a few minor points to which the attention of the Engineer may be directed.

The masonry in the walls and abutments is, as a general rule, rather too light, and I recommend an increase in their thickness. Footings should in all cases be added in front of wing walls and abutments.

When high return walls are used, it will be desirable to arch them over and close the ends so as to exclude the earth which has a tendency to expand and force them out, and when they are not sufficiently high to render this precaution necessary, the space between the walls should be filled in with hard material of a non-expansion character. When the foundation is good, I prefer splayed wings as being cheaper and more simple, but this is rather a local question to be decided by the

Also that similar copies be forwarded to the Government of India in the Foreign Department, in order that necessary arrangements may be made for the acquisition of land which will be required in parts of the Nabha, Ulwar, and Jaipur territories.

Also to Financial Department and the Department of Agriculture, Revenue, and Commerce, and the Accountant-General, Public Works Department, for information.

Also that copies be forwarded, for information and guidance, to the Superintending Engineers of the Dehli District, and the Agra District, Rajpootana (State) Railway, and that they be published in the *Supplement to the Gazette of India.*

(Signed) H. DRUMMOND, Colonel, R.E.,
*Offg. Deputy Secretary.*

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No. 113. ORDER THEREON, 9th September 1872, No. 2,137.

RAILWAY, No. 19.

COMMUNICATED to the Consulting Engineer and to the Examiner of Railway Accounts for information.

(True Extract.)

Colonel, R.E.,
*Secretary to Government.*

To the Consulting Engineer for Railways.
,, Examiner of Railway Accounts.

Exd. J. Wright.

*All communications should be addressed to the Secretary.*

Nos. 1158—75 S—R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY.

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SIMLA, AUGUST 14, 1872.

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7. In conclusion, the Governor General in Council has pleasure in acknowledging the care and ability with which the plans, sections, drawings, and estimates for this extension have been prepared. The neat execution of the drawings and the completeness of the submission generally, are also highly creditable, and the Governor General in Council desires that the thanks of the Government of India may be rendered to Major Stanton and his staff.

ORDER.—Ordered, that a copy of this Resolution, with copy of the 3rd and 4th paragraphs of memorandum by the Consulting Engineer to the Government of India for State Railways, be communicated to the Local Governments noted in the margin.

Madras, Bombay, Bengal, North-Western Provinces, Punjab, Oudh, Central Provinces, Central India, Rajputana, Haidarabad, Mysor, and British Burma.

Also that similar copies be forwarded to the Government of India in the Foreign Department, in order that necessary arrangements may be made for the acquisition of land which will be required in parts of the Nabha, Ulwar, and Jaipur territories.

Also to Financial Department and the Department of Agriculture, Revenue, and Commerce, and the Accountant General, Public Works Department, for information.

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*Colonel, R. E.,*
*Offg. Deputy Secretary.*

P. W. 1872 Despatch
No. 415 P.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAYS.

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To The Secy. to the Govt. of Madras
P. W. Dept.

Nos. 1158—75 S—R.

*Dated Simla,* 14*th August* 1872.

*Received* 27—

Encl: 1.

Communication with the Contractor
Re rivers & the Station of
Railway crossing for approval
&c &c &c

Dehli District—Rajputana State Railway.

*Extension of the Dehli—Rewari line to a junction with the line from Agra to Sambar.*

Che 4158-

Govt. of {1872} Madras.

PUBLIC WORKS.

To the Commdg Engrs for Railways

Dated

Recd. Encl. 1

G. O. 9th Septr. No 2137.

Nos. 1121/163

Extension (Rly). Resolution of the Govt. of India regarding the extension of the Delhi Rewari line of the Rajputana State Rly in the Delhi Distt. to a junction with the line from Agra to Sambar, Comd. by the C. Engrs for Rlys.

Communicated to the Executive Engineer at the Presidency for information.

Chief Engineer.

with the line from Agra to Sambar.