

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	6876	Press
B.P. No.		Mis.
Dated	13 - 7 -	6876 / 195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
13th July 1874.*

No. 230. Read the following letter from Colonel H. DRUMMOND, R.E., Deputy Secretary to the Government of India, Public Works Department, (Railway,) to Colonel G. W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 12th June 1874, No. 1,294-R. :—

IN Public Works Department letter, No. 746 G—R, dated the 9th April 1874, sanction was conveyed to an expenditure of one lakh of rupees for the collection of materials, and to Rupees 3,20,883 for the earthwork of the proposed extension of the Carnatic Railway from Cuddalore to Tanjore. These sanctions were in anticipation of further orders on the project, which is estimated to cost Rupees 50,31,516.

2. I am now directed to return the plans and estimates, and to communicate the approval by the Government of India of the project generally. The alignment of the railways through Porto-Novo, Chellumbrum, Myaveram, Combaconum, Iampetta to Tanjore, is accepted.

3. Some of the details of the project call for remarks.

4. The iron-girders of some of the minor and large bridges appear to be light when compared with the type girders of similar spans for State Railways.

5. The nature of the foundations of the bridges should be stated, and whether flooring is, or is not, necessary.

6. The proposal to substitute masonry wells filled with concrete, for iron cylinders in the foundations of the five larger bridges, is approved.

7. The 18 piers of the Coleroon Bridge apparently cost less than the 19 girders of the same bridge, the relative sums being about Rupees 1,17,779 and Rupees 1,81,810. If these figures are approximately correct, they indicate that the bridge might be made less costly by an increase in the number of spans and a reduction in the length of girders. There may be some engineering reason to the contrary, and the point is therefore only suggested for consideration.

8. A map showing the drainage has been received, but not a table of calculations. The Government of India trust that the water-ways will in all cases be carefully re-considered when the working estimates are prepared. The proposals for "fencing," "rails," and "rolling stock" are approved.

9. The Government of India consider that one engine-changing station between Madras and Trichinopoly, a distance of 251 miles, will be found insufficient, as the maximum running speed on the Carnatic Railway is intended to be 15 miles. They request, therefore, that the important question of engine-changing stations may be re-considered.

10. I am to add that until the line has been exactly located, and until further information has been received with regard to foundations, waterways, and the large bridges, the final sanction of the Government of India must be withheld. When these points have been fully settled to the satisfaction of the Government of Madras, an abstract of the revised estimate, accompanied by an index map showing the located line, and by drawings of the large bridges, should be submitted for the approval and sanction of the Government of India. Meanwhile, indents should be prepared for permanent-way and other materials required from England.

*Proceedings of the Madras Government, Public Works Department,
13th July 1874.*

No. 231.

ORDER THEREON, 13th July 1874, No. 1,876.

RAILWAY, No. 32.

COMMUNICATED to the Consulting Engineer for Railways in continuation of G. O., No. 1,155, of 1st May 1874;

with a request that he will give his attention to the remarks and instructions of the Government of India when submitting proposals for the exact location of the line, etc., as directed in the above Government order.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.

Spare Copies

[illegible]

[illegible]

N. 1874 Department
No. 3878.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY.

To
THE SECY. TO GOVT. OF MADRAS,
IN THE P. W. DEPT. (RAILWAY.)

No. 1294 R.
Dated June 12, 1874.
Received — 25"

Enclod. 81.

G.O. No: 1876. 13-7-74.

Communicates observations and orders on the
project for the proposed extension of the Carnatic
Railway from Cuddalore to Tanjore.

P. W. D Press—12-6-74—19.

With Order

12. June 1874
12. June 1874

Communicated 1874
will give no attention to the remarks and instructions of the Secy of Public
works submitting proposals for the exact location of the line &c. as
directed in the above R.O.

230-231

2/7/74
20/6/74
16. (1874) 20 June/74

3823/1
Govt. of 1874 Madras.
PUBLIC WORKS.

To

The Commr. Engr.
for Ryds.

Dated

Recd.

Encl. —

G. O. 13 July 1874, No. 1876

Nos. Extension of the
Carnatic Railway from
Dudur to Bangalore —

Carnatic Ry. Letter from
the Govt of India Commg
observations and orders
on the project for the pro-
posed extension of the
Carnatic Ry from Lond.
Dudur to Bangalore. Comd
to the Commr for Ryds with
instructions.