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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.

B.P. No.

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Press

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Dated 23.4.

195

1874

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
23rd April 1874.*

No. 273. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 20th March 1874, No. 170 :—

I HAVE the honour to submit the following report upon the progress of work along the line of railway now under construction between Madras and Cuddalore, which I have lately inspected in company with the Chief Engineer. Sanction to the estimates was communicated to the Agent upon the 27th March 1873, a sum for preliminary expenses and for collecting materials having been sanctioned two months earlier. The Government are, however, aware that, owing to several causes, work upon the line was not begun in earnest until the present Chief Engineer assumed charge of the Engineering Department towards the end of the third quarter of 1873.

2. *District I.* extends to a distance of 7 miles from Madras. It includes the terminal works, and the Chetpett and Sydapett stations. The bridges over the Cooum and Adyar rivers are also within this district; the one consisting of four 40 feet girder openings, and the other of six 66 feet girder openings. Mr. Fox is the Engineer in charge. At the time of my inspection the earthwork had made fair progress; the amount executed up to the end of February being 24,000 cubic yards. A start had also been made with the masonry, and brick-fields for the larger bridges were being opened out. The work in part of this district has been delayed, pending the decision of Government upon the proposal to abandon the Spur Tank.

3. *District II.* extends from the 7th to the 23rd mile, being 16 miles in length. It includes the stations at Guindy, St. Thomas' Mount, Palaveram, and Vandaloore. Mr. Bullmore is the Engineer in charge. The earthwork has made fair progress; 78,000 cubic yards having been executed up to the end of February. The masonry has also been commenced.

4. *District III.* is 15 miles in length, extending from the 23rd to the 38th mile. It includes the stations at Coodvancherry, Shingapermacoil, and Chingleput. As explained in my letter of the 17th instant, No. 159, this district has now been placed under the charge of Mr. Hudson; one of the Engineers lately employed on the Trichinopoly-Tuticorin line. Up to the end of February 70,000 cubic yards of earthwork had been executed, and a start had been made with the masonry.

5. *District IV.* extends from the 38th to the 50th mile, being only 12 miles in length. No stations were originally proposed within this district, but it seems probable that one will be found necessary at Batalen, on the south bank of the Palar, and another at the large village of Carangooly. The bridge over the Palar river, the largest and most important on the line, falls within this district. It will consist of eighteen 120 feet girder openings. There will also be a bridge over the Carangooly river, consisting of eleven 40 feet girder openings. Mr. Nicholls, who has also been lately moved from the Trichinopoly-Tuticorin line, is the Engineer in charge. Up to the end of February 34,000 cubic yards of earthwork had

*Proceedings of the Madras Government, Public Works Department,
23rd April 1874.*

been done, and the masonry had been commenced. Fortunately excellent brick-clay is met with close to the Palar river, and large brick-fields are being opened.

6. *District V.* is 18 miles in length, extending from the 50th to the 68th mile. It includes the Madranticum and Acherawauk stations. Mr. Scott is the Engineer in charge. He is young and without much experience, and has been placed for the present under the supervision of the Engineer of District IV. Up to the end of February 31,000 cubic yards of earthwork had been executed. The masonry had not been begun.

7. *District VI.* extends to the 86th mile, being 18 miles in length. It includes the stations at Wullacoor, Tindevanum, and Chendoor. The bridges over the two branches of the Gingee river, forming the main feeder of the Pondicherry or Ariankoop river, fall within this district. They are to be girder bridges, consisting, one of four, and the other of nine, 30 feet openings. Mr. Irvine is the Engineer in charge. Up to the end of February 30,000 cubic yards of earthwork had been done, but no masonry.

8. *District VII.* extends to the 102nd mile, being 16 miles in length. It includes the stations at Vicravandy and Villapooram, the latter being the point of junction for the Pondicherry branch. The Engineer in charge is Mr. Clark, a native, who is working under the supervision of Mr. Irvine, in District VI. The land in this district had not been made over at the time of my inspection, and work was in consequence not begun. This cause of delay has now been probably removed.

9. *District VIII.* is 14 miles in length, extending to the 116th mile. It includes the Akadavilly and Punrooty stations. It also includes the bridge over the Poonear river, consisting of seventeen 100 feet girder openings. Mr. Thompson is the Engineer in charge. Up to the end of February 60,000 cubic yards of earthwork had been done, but the masonry was not begun.

10. *District IX.* is 12 miles in length, and carries the line to Cuddalore, 128 miles from Madras. It includes the stations at Nellicoopum, Tirupalloor, and Cuddalore. The bridge over the Guddelum river, consisting of nine 100 feet girder openings, also falls within it. Mr. Baggally is the Engineer in charge. The work in this district is further advanced than in any other; 95,000 cubic yards of earthwork and 400 cubic yards of masonry having been executed up to the end of February.

11. It may be confidently expected that good progress will be made during the current year, in both earthwork and masonry. In the first item the amount done along the line up to the end of February was 452,000 cubic yards, being more than one-fourth of the total quantity. Stone suitable for building purposes does not seem to be so plentiful as upon the Trichinopoly-Tuticorin line, but it will be used wherever it is to be had. The most important masonry works will be the well foundation for the piers at the Palar, Poonear, and Guddelum bridges, which will necessarily be formed of brickwork.

12. From Villapooram I inspected the country to the east as far as Villanur, along the route of the proposed Pondicherry branch. An excellent line can be obtained for this railway running along a watershed from Villapooram to the Ariankoo river, which forms what may be said to be the boundary between the

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23rd April 1874.*

British and French territories. The actual boundary is however very irregular, and the line of railway will pass through two narrow strips of French territory before reaching the Ariankoop river.

* Proceedings of Government 12th February 1874, No. 346. According to the proposals which lately received* the approval of Her Majesty's

Government, the portion of the branch within British territory is to be treated as part of the undertaking of the amalgamated Companies; and I presume that for this purpose the Ariankoop river may be considered the boundary up to which each Company will work. Upon this understanding about 17 miles of the branch will fall to the amalgamated British Companies and about 7 miles to the French Company, the entire length being about 24 miles.

No. 274. ORDER THEREON, 23rd April 1874, No. 1,042.

RAILWAY, No. 43A.

ORDERED to be recorded. His Excellency the Governor in Council is glad to observe that under present

management a satisfactory commencement of operations on the line between Madras and Cuddalore has been made.

(True Extract.)

Colonel, R.E.

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.

Spare copies

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 190

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

I have the honour to submit the following report upon the progress of work along the line of railway now under construction between Madras and Cuddalore, which I have lately inspected in company with the Chief Engineer. Sanction to the estimates was communicated to the Agent upon the 27th March 1873, a sum for

preliminary expenses and for collecting materials having been sanctioned two months earlier.

The Government are, ^{however} aware that, owing to several causes, work upon the line was not begun in earnest until the present Chief Engineer assumed charge of the Engineering Department, towards the end of the third quarter of 1873.

2. District I extends to a distance of 7 miles from Madras. It includes the terminal works, and the Chetpet and Sydapet stations.

The

The bridges over the Cooum and Adyar rivers are also within this district; the one consisting of four 40 feet girders openings, and the other of six 66 feet girder openings.

Mr. Fox is the Engineer in charge.

At the time of my inspection the earthwork had made fair progress; the amount executed up to the end of February being 24,000 cubic yards. A start had also been made with the masonry, and brick fields for the larger bridges were being opened.

4
opened out. The work in part
of this district has been delayed
pending the decision of Government
upon the proposal to abandon
the "Spur Sank."

3. District II extends
from the 7th to the 23rd mile,
being 16 miles in length. It
includes the stations at Guindy,
St. Thomas' Mount, Palaveram,
and Vandaloo. Mr. Bullmore
is the Engineer in charge.

The earthwork has made fair
progress; 78,000 cubic yards
having executed up to the
end of February. The main

5
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4. District III is 16
miles in length, extending from
the 23rd to the 38th mile.

It includes the stations at
Coovancherry, Shingapermai
and Chingleput. As

explained in my letter of the
17th instant, No 159, this district
has now been placed under the
charge of Mr. Hudson, one
of the Engineers lately employed
on the Trichinopoly-Tuticorin
line. Up to the end of

February 70,000 cubic yards

* A 131635
in circulation

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of earthwork had been executed,
and a test had been made
with the masonry.

5. District IV extends
from the 38th to the 50th mile,
being only 12 miles in length.
No stations were originally
proposed within this district,
but it seems probable that one
will be found necessary at
Katalen, on the south bank
of the Palat, and ^{another} at the large
village of Carangooly. The
bridge over the Palat river, the
largest and most important
on the line, falls within this
district

7
district. It will consist of
eighteen 120 foot girder openings.
There will also be a bridge over
the Carangooly river, consisting of
eleven 40 foot girder openings.
Mr Nicholls, who has also
been lately moved from the
Tachienopol-Tateow line, is
the Engineer in charge. Up to
the end of February 34,000 cubic
yards of earthwork had been
done, and the masonry had
been commenced. Fortunately

excellent brick clay is met with
close to the Palat river, and
brick fields are being opened.

6. District V is 18 miles
in length, extending from the 50th
to

To the 68th mile. It includes the
Madraivickam and Cherawank
stations. Mr. Scott is the
Engineer in charge. He is
young and without much experience,
and has been placed for the present
under the supervision of the Engineer
of district IV. Up to the end
of February 31,000 cubic yards
of earthwork had been executed.
The masonry had not been begun.

District VI extends
to the 86th mile, being 18 miles
in length. It includes the
stations at Wullacoor, Tudevanam,
and Chendoor. The bridges
over the two branches of the Gingee
river

9
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of the Pondicherry or Ariakap
rivers, fall within this district.
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connecting one of four, and the
other of nine, 30 feet across.
Mr. Irvine is the Engineer
in charge. Up to the end of
February 30,000 cubic yards
of earthwork had been done, but
no masonry.

District VII extends
to the 102nd mile, being 16 miles
in length. It includes the
stations at Viceravandy and
Villapooram, the latter being
the point of junction for the
Pondicherry

Pondicherry branch. The Engineer in charge is Mr. Clark, a Native, who is working under the supervision of Mr. Irvine, in District VII. The land in this district had not been made over at the time of my inspection, and work was in consequence not begun. This cause of delay has now been probably removed.

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consisting of seventeen 100 feet girders openings. Mr. Thompson is the Engineer in charge. Up to the end of February 60,000 cubic yards of earthwork had been done, but the masonry was not begun.

District IX is 10. 12 miles in length, and carries the line to Cuddalore, 128 miles from Madras. It includes the stations at Mellicospuram, Tirupalyoot, and Cuddalore. The bridge over the Guddelum river, consisting of nine 100 feet girders

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end of February was 4,52,000 cubic yards, being more than one-fourth of the total quantity of stone suitable for building purposes does not seem to be as plentiful as upon the Trichinopoly-Suticorin line, but it will be used wherever it is to be had. The most important masonry works will be the well foundations for the pier at the Palas, Poonear, and Gaddelum bridges, which will necessarily be formed of brickwork.

I inspected the country to the east, as far as Villanor, along the route of the proposed Pondicherry branch. An excellent line can be obtained for this railway, running along a watershed from Villapooram to the Ariankupp river, which forms what may be said to be the boundary between the British and French territories. The actual boundary is however very irregular, and the line of railway will pass through two narrow strips of French territory before

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*Proceedings of the
12th Feb 1874
No 346.
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24 miles. 1st 2 miles from ...

Madras
20 March 1931

928
Burlingame

Green 11 Call R.E.

to King's College
at Cambridge 4/3/77

5/12/20

Ordered the records. No further
 Governor Bennett is glad to observe that under
 present management a satisfactory commence-
 ment of operations on the line between Alachua
 and Seville has been made.

Ordered the records. No further action.

26. Works 1874-24

RAILWAY DEPARTMENT

1874

From

The Consulting Engineer
for Railways,

$$T_0$$

The Secretary to Government

T. W. Department,

Fort Saint George

Dated 20/11/2019

Recd

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Return Address

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1621
Govt. of 1874 Madras.
PUBLIC WORKS.

To The Commr. Engrs. & Ry. P.

Dated

Recd.

Encl.

G. O. 23 April 1874, No. 1042

Nos. 273-274.

Railway between Madras
and Cuddalore

The report submitted
by the Commr. Engrs. & Ry. P.
the progress of work along
the line of Railway under
construction between Madras
& Cuddalore, recorded -