

(1) Number of pages _____

(2) Date of repair _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2920	Press	<i>Original</i>
B.P. No.		Mis.	
Dated	31-10-1876	195	

Not to be folded or roughly handled

No. 516. Read the following letter from W. A. GOODCHAP, Esq., District Engineer, Kurnool, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Camp at Nandial, 16th October 1876, No. 72 :—

As requested in G.O., dated 2nd August, No. 1,963, paragraph 3, I have the honor to report that the trenches cut on the sides of the Rampur Pass road, and referred to by the Collector in paragraph 19 of his letter, No. 248, of the 6th June and embodied in the G.O. above recorded, were in the first four miles of the road from the village Paspalla. This portion of the road has been metalled with six inches of screened gravel, but not consolidated for want of water. As the carts traversed the berms east and west of the road, between the road and side channels provided for depositing gravel for repairs small pits were dug here and there with a view of forcing the carts on the road; its surface was rough, owing to the gravel having been well screened. The course pursued was not at all arbitrary as the Collector appears to think, as cart traffic is supposed to assist the consolidation of metal on a new road, and from my experience it has always been the rule to make carts traverse a new road as soon as practicable.

2. The gravel since the date of the Collector's report has been consolidated, and that portion of the road is now in good order for cart traffic.

3. It is with regret I am obliged to admit that the Collector has good cause of complaint as to the general state of the road, which is owing to the system pursued when the work was first commenced in 1869. Large allotments were made for the first two or three years aggregating about one lakh of Rupees, and the whole line (43 miles in length) was commenced upon simultaneously, but not one mile up to the 10th August 1874 was completed, being deficient either in earthwork, metalling or masonry works. I have used my best endeavours for the last two years* to complete the road

* Expenditure 1875-76, Rupees 12,998 } (introducing certain alterations and
1876-77, " 4,500 } up to improvements reported as necessary in my
date, and work stopped by the Local Fund letter No. 91, dated 23rd September 1874),
Board. commencing from both ends of the road:

but, up to date, I have not succeeded to that extent, I anticipated, owing to the small grants made each year.

4. Mr. Sub-Engineer Vardon has been in charge of the Rampur Pass road since its commencement in 1869; and although he pleads that he performed the work in accordance with instructions issued by his superior officer, I cannot admit that he is blameless for the present unsatisfactory state of the road, as there is nothing on record to show that he brought to notice its incomplete state up to August 1874, and the necessity as the yearly grant became smaller to confine operations to certain miles commencing from one or both ends of the road; but, on the contrary, he continued to do work here and there up to August 1874, with no immediate result in favor of cart traffic.

5. There is an unexpended balance of about Rupees 30,500 on the sanctioned estimate amount for this road, and it is a fact, taking into consideration the unfinished state of the whole line, that, unless that sum is sanctioned in one grant, this department cannot fully open at once the whole length of the road to cart traffic, nor can satisfactory progress towards rapid completion be made with small grants yearly.

6. I enclose a brief report on each mile of the Rampur Pass road for information.
7. I beg respectfully to observe with reference to the Collector's remarks in paragraph 22 of his letter above referred to on those portions of Trunk Road No. XVII between Narnur and Orwakal and Panien to Nandial :--

1st.—That when I assumed charge of the district in 1874, the road between Nurnur and Orwakal, about five miles, was impassable in the wet weather; but is now in fair order, having been greatly improved from the annual maintenance grant during the last two years.

2nd.—That the fact of two costly perforated masonry road dams having been lately built across vagus that were impassable in the wet weather on that portion of the road between Panien and Nandial, about ten miles, has improved it. This portion of the road is formed over black cotton soil of a bad description for road formation, and, as the surface has never been properly metalled, about five or six miles in the wet weather is bad.

8. In conclusion, I have to report that the roads in the district generally have had particular attention paid to them by this department, and that there is a marked improvement on all the principal roads.

9. A report with reference to the Owk and Pallikonda tank sluices has been forwarded to Chief Engineer for Irrigation, in reference to the Collector's remarks in paragraphs 10 and 11.

No. 517.

ORDER THEREON, 31st October 1876, No. 2,920.

CIVIL WORKS, No. 30-B.

COMMUNICATED to the Financial Department.

2. The President of the Local Fund Board appears to have misapprehended the reason why trenches were cut across the sides of the Rampur roads, the practice being a common one to keep carts on the new metal when the sanctioned rates do not allow the use of rollers.

3. But mismanagement has no doubt characterized all operations connected with this line, for which Mr. Sub-Engineer Vardon appears to have been executive responsible from its commencement. Former District Engineers however, viz., Lieutenant-Colonel A. S. Moberly, Mr. W. Fraser and Captain F. C. Taylor must share the blame with him of improper utilization of the large original grants. The present District Engineer is considered to have done his best to introduce a better system of work, and it is recommended that he be encouraged by the grant of as large completion allotments as can be afforded.

(True Extract.)

To the Financial Department.
T. J. District Engineer.

Public Works Department.
District Engineer, Kurumol.

Enl. E. C. Sanchez.
Spara Con.

Extra Copies

Major-General, R.E.
Secretary to Government.

Maj. General, R.E.

to Government.

Report on each mile of the Tampere Pass Road

in August 1896

[illegible]

No. of Description of surface	No. of Masonry of the Road	Present state when opened to cart traffic	Remarks
1 Gravelled	2	Gravelled	Surface requires to be consolidated with gravel. Earth formation 1 yard each side to be made & side channels to be recut in some places
2 " "	1	Do	Do
3 " "	1	Do	Do
4 " "	1	Do	Do
5 " "	1	Do	Do
6 " "	1	Do	Do
7 " "	1	Do	Do
8 " "	1	Do	Do
9 " "	1	Do	Do
10 " "	1	Do	Do
11 " "	1	Do	Do
12 " "	1	Do	Do
13 " "	1	Do	Do
14 " "	1	Do	Do

8 1/2 Gravelled	2 Road dams 1/2 - 60 feet	Do	A portion requires to be consolidated with more gravel. Earth formations 1 yard each side, requires to be done
9 Incomplete	2 Road dams 80 ft. neither metalled nor gravelled	Do	Only 90 yards gravelled, rest incomplete, requires earth formation metalling and gravelling
10 " "	2 Road dams 80 ft. 1 - 40 "	Do	Only 33 yards gravelled rest Do
11 " "	2 Road dams 80 ft. 80 x 60 feet	Do	Requires earth formation gravelling & Do
12 " "	2 Road dams 80 ft. 1 - 40 "	Do	Do
13 " "	2 Road dams 80 ft. 1 - 40 "	Do	Do
14 " "	2 Road dams 80 ft. 1 - 40 "	Do	Do
15 " "	2 Road dams 80 ft. 1 - 40 "	Do	Do

No.	Description	Estimated	Present State	When opened	Remarks
16	Gravelled 4 Road dams 78 Gravelled 1876	3/8 Incomplete	Requires Ramming, not had	Do	Surface to be consolidated with gravel, 3 furlongs earth formation 1 yard on each side required 3 furlongs requires side Channels to be Recut
17	Gravelled 4 Road dams 78 Gravelled 1876	3/8 Incomplete	Requires Ramming, not had	Do	Surface to be consolidated with gravel, 3 furlongs earth formation 1 yard on each side required 3 furlongs requires side Channels to be Recut
18	Gravelled 4 Road dams 78 Gravelled 1876	3/8 Incomplete	Requires Ramming, not had	Do	Surface to be consolidated with gravel, 3 furlongs earth formation 1 yard on each side required 3 furlongs requires side Channels to be Recut

19	Metalled 4 Road dams 3 Gravelled 20 ft @ 20 feet	1 @ 20 feet	Requires Ramming	Do	1 Yard on each side
20	Metalled 4 Road dams 3 Gravelled 20 ft @ 20 feet	1 @ 20 feet	Requires Ramming	Do	Requires to be Consolidated with gravel 7 earth formation 1 Yard each side required
21	Metalled 4 Road dams 3 Gravelled 20 ft @ 20 feet	1 @ 20 feet	Requires Ramming	Do	Now gravel is required to cover the Metalled Earth formation required on both sides 1 Yard, 3 furlongs requires side Channels to be Recut
22	Metalled 4 Road dams 3 Gravelled 20 ft @ 20 feet	1 @ 20 feet	Requires Ramming	Do	Surface to be Consolidated with gravel 7 earth formation 1 Yard each side required 7 side Channels to be Recut

No.	Description of Surface	Present state	when opened for Cart traffic	Remarks
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22. Simply install 3 tunnels of 18 in. Loose
except 83 Cords 1 - Do - of 2 - 2 -
N. Road dam 90 ft.

23 Sample 460 Pgs 3 Journals of McIntosh — Q^c — Q^c — Q^c — Q^c —
Pond near with

24. Installed and 3 } Requires Ram—D.—
 Graced 1 Bent ——— more gravel wanted to
 cover the metal. Earth
 formation 1 yard each
 side is required. Sides
 Chamelle to be recut.
 — D. — D. — D. —

25 630 2420 D. Y. Road dam 266 ft. — D. — 4 loose —

	1895	
26 1/2 Gravelled } metalled	1- Road dam Gravelled portion Dec. —	metalled to be consolidated.
1/4 Simply metalled	450 feet	Earth formation 13 yd
1/4 Incomplete	Good & hard, requires filling with metalled portion	each side required - Sides
do.		Chamels vaulted side to be recut.

27	Metalled with Broken Stones	Incomplete.	Not yet Incomplete, will be Complete when funds are collected, requires widening, including Graveling & Masonry work.
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28. Fully Gravelled	Do. —————	Do. —————	Do. —————
29. bitailed with Broken Stone	Do. —————	Do. —————	Incomplete. requires widening graveling & masonry work.

Q Q Q Q Q

No.	Description of Surface	No. of Masonry Works built	Present State when open	Remarks
31	Gravelled	2	Incomplete End of 1874	Christ 1/2 incomplete, Second half in Good Order.
32	Installed with Broken Stones	2	Requires widening	A portion at the end of this mile is incomplete.
33	Do	1	Ch. Good Order	Requires Re-manning
34	Do	8	Do	Nov. 75 Do.
35	Gravelled	3	Deep Ruts formed by Cars	April 1875 Ruts being filled with gravel from the maintenance ground
36	Metalled with Broken Stone	-	Do	Nov 175 Ruts to be filled and metal consolidated with Gravel

37	Do	2	In Good Order April 75	Ruts being filled from the maintenance Grant of this year		
38	Gravelled	-	Do	Nov. 1875 Gravel in some parts not consolidated		
39	Do	2	Do	April 75 Wants nothing for the present		
40	Metalled with Broken Stone	1	Deep Ruts formed by Cais 1875	Nov. Metalling requires to be Consolidated with Gravel		
41	Do - 1/2 portion Gravelled	1/2	Do	Do	Do	The gravelled portion requires another coating of Gravel
42	Partly Metalled & partly Gravelled	5	Do	Do	Do	The gravelled portion requires another coating of Gravel to bring the Surface into proper Section

No of Description sides of Surfaces	No of Masonry work built	Present state of the Road	When open to Cart traffic	Remarks
43	1	Do	Do	2 nd 3 rd 4 th furlongs require to be consolidated with Gravel At the 5 th 6 th 7 th furlongs are Gravelled, portions requires to be consolidated with Gravel
144	2	Do	Do	Metal requires to be Consolidated with Gravel.

Signed G. H. Parsons
Range Officer
District Engineer

Items
Nature of Soil. Red earth - 10 furlongs
" " " 1st 2nd 3rd
" " " 13 furlongs
Total 44

Camp Staudial
16th October 1876

No 72
District Engineers Office
Camp Staudial
16th October 1876.
From The District Engineer
Hurnool
To The Chief Engineer
D. P. Fortes
Madras

Sir,
As requested in G.O. dated 2nd August No. 1,963 para 3. I have the honor to report that, the trenches cut on the sides of the Rumpurpassi road, and referred to by the Collector in para 19 of his letter No. 248 of the 6th June, and embodied in the G.O. above recorded, were in the first four miles of the road from the Village Paspallea. This portion of the road has been metalled with bunches of screened gravel, but not consolidated for want of water. As the carts traversed the berms, east and west of the road, between the road and side channels; provided for depositing gravel for repairs -

Small pits were dug, here and there, with a view of forcing the carts on the road; - its surface was rough, owing to the gravel having been well screened. The course pursued was not at all arbitrary, as the Collector appears to think, as cart traffic is supposed to assist the consolidation of metal on a new road, and from my experience, it has always been the rule, to make carts traverse a new road, as soon as practicable.

2. The gravel since the date of the Collector's Report, has been consolidated, and that portion of the road is now in good order for cart traffic.

3. It is with regret I am obliged to admit that, the Collector has good cause of complaint, as to the general state of the roads, which is owing to the system pursued when the work was first commenced in 1869. -

Large allotments were made for the first 2 or 3 years aggregating about one lac of rupees, and the whole line (40 miles in length) was commenced upon simultaneously, but not one mile up to the 10th August 1874 was completed, being deficient either in hardwork, metalling or masonry works. I have used my best endeavours for the last 2 years, to complete the roads, introducing certain alterations and improvements reported as necessary in my letter No 91 of 23rd Sept 74, commencing from both ends of the road, but up to date I have not succeeded to that extent I anticipated, owing to the small grants made each year.

4. Mr. Sub Engineer Vardon has been in charge of the Rampur pass roads since its commencement in 1869, and although he pleads that, he performed the work in accordance with instructions issued by his superior officer, I cannot admit that, he is blameless for the present unsatisfactory state of the

penditure
Rs
86 - 12.998
77 - 4.500
to date, and
staffs & by
F. Board.

roads, as there is nothing on records to show that, he brought to notice its incomplete state up to August 1874, and the necessity as the yearly grant became smaller, to confine operations to certain miles; commencing from one or both ends of the road; but on the contrary, he continued to do work here and there up to August 74, with no immediate result in favor of cart traffic.

5. There is an unexpended balance of about Rs. 30,500, on the sanctioned estimate amount for this road, and it is a fact, taking into consideration the unfinished state of the whole line, that unless that sum is sanctioned in one grant, this Department cannot fully open at once, the whole length of the road to cart traffic; nor can satisfactory progress towards rapid completion be made with small grants yearly.

6. I enclose a brief report on each mile of the Rampur pass road for information.

7. I beg respectfully to concur with reference to the Collector's remarks in para 22 of his letter, above referred to, on those portions of Mund Road ^{between} between Karnur and Orwa Kal and Panwar to Sandial.

1. That when I assumed charge of the District in 1874, the road between Karnur and Orwa Kal, about 5 miles, was impassable in the wet weather, but is now in fair order, having been greatly improved, from the Annual maintenance grant, during the last 2 years.

2. That the fact of two costly perforated masonry road-dams, having been lately built across the gorges, that were impassable in the wet weather, on that portion of the road between Panwar and Sandial, about 10 miles, has improved

improved it. This portion of the road
is formed over black cotton soil, of
a bad description for road formation, and as
the surface has never been properly
metalled, about 5 or 6 miles in the
best weather, is bad.

8. In conclusion I have to report, that
the roads in the District generally,
have had particular attention paid
to them by this Department, and that
there is a marked improvement on
all the principal roads.

9. A report with reference to the
Ootk and Pollikonda South Shiris
has been forwarded to Chief Engineer
for Migration, in reference to the
Collectors reports in years 10 & 11.

I have the honor to be
Sir,

Your most Obedient Servant
H. A. Goodchap
District Engineer

Chs 6037/4.
D 2-8-76 No 1963.

P.W.D.
21 OCT 76
No 7597

Patent 16:00
Revised 1876.
1872
Hampden Pass Road
Hampden in the
prognosis.

General District
The District Engineer
The District Engineer
D. J. H.
Madras.

No 576

Chs 28-10-76

Am. Works 5
Public Works Department.
No 2920
PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 31st Oct/76
Read the following:—

From
The District Engineer,
Hammol { (H.C. No 2 of 16th Oct 1876)

Communicated to the
Financial Department.
2. The President of the
Local Fund Board
appears to have misapprehended the reasons
why trenches were cut
across the sides of the
Rains or roads; the
practice being a common
one to keep carts on the
new metal, when the
sanctioned rates don't
allow the use of rollers.
3. But one management
has no doubt characterizing
all operations connected
with this line; for which

Mr. Sub Engineer Vardon
appears to have been
exclusively responsible
from its commencement.
Former District Engineers
however, viz. Lieut. Col.
A. S. Meade, Mr. W. S.
Spencer and Captain
J. C. Taylor must share
the blame with him
of improper utilization
of the large original grants.
The present District
Engineer is considered to
have done his best
to introduce a better
system of work, and
it is recommended that
he be encouraged by the
grant of as large completion
allowments as can be
afforded.

576/17 MMW

in 28-10-76

For Sept. 5
D. E. Richards Sept 9. 11. 76
~~XXXXXXXXXX~~
Strike out by the Secy. 11. 76

7597

Govt. of Madras.

PUBLIC WORKS.

To

Mr. Hindooiah Dept.

Dated

Issued

Recd.

Encl.

G. O. *27 October* 1876, No. *2929*

Nos. *57/17*

Pambur. Pass Road

Thiruvol Gt.

*The report on the progress
of the — communication
the Encl. left with
remarks.*

*Not to be
11-11-76*