

Please see the sketch of the station which will be enough

19TH APRIL 1890, No. 551 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Consulting Engineer for Railways, dated Madras, 15th April 1890, No. 260.

Proceedings of the Board of Revenue (Land Revenue), dated 9th February 1889, Mis. No. 796.

THE HON. J. GROSE, M.A.

From W. G. UNDERWOOD, Esq., Acting Collector of Anantapur, to the Secretary to the Commissioners of Land Revenue, dated Anantapur, 29th January 1889, No. 85.

I have the honor to state that the proposed Railway station at Dharmavaram has been allocated on a high, dry and barren ground, where no water is, some $2\frac{1}{2}$ miles away from the town. I therefore request that the Board will be good enough to support my recommendation of placing it on the Anantapuram-Dharmavaram road, some $\frac{1}{2}$ mile from the bazaar.

2. The following sketch will give a rough idea, to Members who have not seen the place, of the inconvenience caused by the present site :—

3. I am aware that the present trace has advantages from an engineering point of view ; but with the lamentable example of the Madras Railway I cannot conceive how the line came to be located where it is. The trains from Hindupur and Vellore will arrive with their heads facing towards Guntakal which will be an advantage when the system is complete. The levels are better and there is less rough ground to cross. The advantages of the proposed alignment are that water will be obtained at the Railway station and the line will cross the ridge on which the Kalyándrúg runs on a lower level. The site of the station is close to the great junction of the roads and the heart of the town. The District Board will be saved making feeders, whilst the present site of the station will necessitate two long ones from the Tadpatri and

20

Anantapur roads, respectively. In the matter of traffic all that of Dharmavaram will be lost. The case of the Coimbatore-Palghat traffic is an instance of what will happen. When the Madras Railway ran through Pódanúr to Olavakód, it took none of the above traffic which was very considerable. There will be a probable break of bulk at Guntakal and when merchants have their goods on bandies they will very likely send them to Tadpatri distant though it be. If the realignment cannot be sanctioned, I humbly submit that the station should be at the point A, where the line crosses the road from Tadpatri. Though the sketch, not being to scale, does not show it, the station would be less than a mile from the heart of the town and the District Board would not be called on to make a road up to it.

Resolution—dated 9th February 1889, Mis. No. 796.

Submitted to Government for orders. The Collector's remarks in favor of his proposal seem worthy of consideration.

(True Extract.)

(Signed) M. HAMMICK,
Secretary.

No. 969, Revenue.

Transferred to the Public Works Department (Railway Branch).

FORT ST. GEORGE,
14th February 1889.

(Signed) C. A. GALTON,
Secretary to Government.

No. 805 C, Public Works.

Referred to the Consulting Engineer for Railways for report.

(Signed) K. A. JOPP, Colonel, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

18th February 1889.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 22nd March 1890, No. 418.

With reference to your letter, No. 240, of the 12th March 1889, I beg to inform you that this Company's Chief Engineer has thus reported to me under date 21st instant:—

“ With reference to my letter, No. 237, of 7th March 1889, and previous correspondence in connection with alterations in the alignment and sites proposed for the Railway station at Dharmavaram, I now forward the results of surveys and further investigations carried out under the immediate direction of Superintending Engineer Colonel Gracey.

“ In the original project the line of railway crosses the Dhadalur nulla at a point where the water of a tank backs up to a depth which, it is alleged, is never less than 8 feet; it is at present 12 feet deep, and I am informed that the bund and calingula of the tank are about to be raised 3 feet higher than at present.

“ The depth of water to be contended with in founding a bridge of eleven 40-feet spans at this crossing of the nulla would largely add to cost of the work and to considerable uncertainty in the amount that would have actually to be expended. By shifting the line so as to skirt the upper limits of the tank and cross the Dhadalur nulla about 1,600 linear yards higher up on or near to the alignment shown on the line A. A. A. on the accompanying tracing a site would be got for the bridge free of backwater from the tank, and the foundations would be on rock at no great depth. Further, by sweeping round in the direction of line A. A. A. the best site, all things considered, is secured for the Dharmavaram station ground, especially with reference (1) to suitability of ground for a Railway station, (2) proximity to the village of Dharmavaram and (3) adaptability to a junction station for the Hindupur Extension which will here leave for the south.

“ The alignment now proposed is about 1,000 yards longer than the line on the original project, and will, it is estimated, cost about Rs. 25,000 more, not in my opinion too high a price to pay for the station site thus obtained and to avoid the great delay that would certainly be entailed in building a bridge in deep water, not to mention the risks of extra expenditure attendant on deep wet foundations which might eventually materially reduce this estimated saving.

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" The undermentioned drawings accompany :—
" (1) Tracing No. 3548/3-90, section along existing (project) alignment from chains 3,150 on district No. 23 to chains 50, district No. 22, showing Dharmavaram station site.
" (2) Tracing No. 1557-3547/3-90, section of proposed deviation, chains 3,150 on district 23 to chains 50, district No. 22.

" (3) Tracing No. 806-3546/3-90, plan showing proposed site for Dharmavaram station and deviation, chains 3,150 on district 23 to chains 50 on district 22.

" In your letter, No. 186, of 24th February last, you conveyed to me the sanction of Government to the bridges proposed (1) for the Palacoontanulla, 3 girder spans of 20 feet and (2) for the Dhadalur nulla, 11 girder spans of 40 feet. It is of the utmost importance to get the foundations of these bridges in before the rains come in June next, and I shall be obliged by an early sanction* to the altered alignment, if approved. The Superintending Engineer suggests, and I approve of his suggestion, that land station for the Hindupur Extension should be required for the first mile out of Dharmavaram station for the Hindupur Extension should be acquired at once in order to prevent its being utilised in any other way, and prevent additional expense to Government in acquiring it later on."

* By wire if possible.

2. I send, herewith, the enclosures to Mr. Logan's letter.

From W. G. UNDERWOOD, Esq., Collector of Anantapur, to the Consulting Engineer for Railways, dated Anantapur, 10th April 1890, M. R. No. 112—60.

I have the honor to state, in reply to your letter, No. 641, dated 28th March 1890, that I was recently at Dharmavaram and come to the conclusion that the new site selected for the station is as convenient a one as can be arranged under the circumstances.

2. If the Hindupur Extension is ever to become a *fait accompli*, I do not understand why it should run to the highest part of the ridge which the Kalyándrug road follows. If it crossed at the toll-gate it would save some 20 feet or 30 feet of ascent. Things have altered since the days of the French monarch, possibly an admirable General, who marched his army up a hill for the pleasure of bringing it down again.

Submitted for the sanction of Government, and with reference to No. 805 C., dated 18th February 1889 (herewith returned).

2. The Agent, South Indian Railway, submits, for sanction, an alteration in the existing alignment of the Villupuram-Guntakal State Railway near Dharmavaram station. The proposal is put forward mainly in order to procure a more suitable site for the bridge over the Dhadalur nullah than is obtainable on the present trace. The revised alignment is about a 1,000 yards longer than the line in the original project, and will be more costly by Rs. 25,000, but, in addition to the improved site for the bridge, it will enable a far better position to be obtained for Dharmavaram station. The new site for this station has been referred to the Collector of Anantapur who considers it as convenient as can be arranged under the circumstances.

3. Early sanction is requested in order to take advantage of the present working season to get in the foundations of the bridge.

ORDER—dated 19th April 1890, No. 551 R., Public Works.

The proposed alteration in the existing alignment of the Villupuram-Guntakal State Railway near Dharmavaram station is approved.

2. This disposes of the reference made by the Collector of Anantapur in his letter, No. 85, dated 29th January 1889, transferred under Revenue Department endorsement No. 969, dated 14th February 1889.

(True Extract.)

Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways,
with three plans.

„ Revenue Department.

RAILWAY.

Alignment of the Villupuram-Guntakal State Railway near Dharmavaram Station

The proposed alteration in the existing —, approved.

Dhadalur

Letter to No 26728/3/90
to - to V. of an antifer No 6410 28/3/90
Replied by L. of an antifer No 41-4-90

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 22nd March 1890.

From

The Agent,

SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

With reference to your letter No 240 of the 12th March 89 I beg to inform you that this Company's Chief Engineer has thus reported to me under date 21st instant:-

"With reference to my letter No 237 of 7th March 1889 and previous correspondence in connection with alterations in the alignment and sites proposed for the Railway Station at Dharmavaram I now forward the results of surveys and further investigations carried out under the immediate direction of Superintending Engineer Colonel Gracey."

"In the original project the line of Railway crosses the Dhada-lur Kulla at a point where the water of a Tank backs up to a depth which, it is alleged, is never less than 8 feet. It is at present 12 feet deep and I am informed that the bund and Calingala of the tank are about to be raised 3 feet higher than at present."

"The depth of water to be contended with in founding a bridge of eleven 40 feet spans at this

" this crossing of the nulla would largely add to cost
 " of the work and to considerable uncertainty in the
 " amount that would have actually to be expended.
 " By shifting the line so as to skirt the upper limits
 " of the tank and cross the Dhadatur Nulla about
 " 1000 lin yards higher up on or near to the align-
 " ment shewn on the line AAA on the accompany-
 " ing tracing a site would be got for the bridge
 " free of backwater from the tank, and the founda-
 " tions would be on rock at no great depth. Further
 " by sweeping round in the direction of line AAA
 " the best site, all things considered, is secured
 " for the Dharmavaram Station ground especially
 " with reference (1) to suitability of ground for
 " a Railway station (2) proximity to the village
 " of Dharmavaram and (3) adaptability to a junc-
 " tion station for the Hindupur Extension which
 " will here leave for the South."

" The alignment now proposed is about
 " 1000 yards longer than the line on the original
 " project and will it is estimated cost about
 " Rs. 25000 more. not in my opinion too high a
 " price to pay for the station site thus obtained
 " and to avoid the great delay that would certainly
 " be entailed in building a bridge in deep water,
 " not to mention the risks of extra expenditure
 " attendant on deep wet foundations which might
 " eventually materially reduce this estimated
 " saving."

The

89
 " The undermentioned drawings accompany:
 " 1. Tracing N^o 3548/90 section along existing
 " (project) alignment from chains 3150
 " on District N^o 23 to chains 50 District
 " N^o 22 shewing Dharmavaram station site."
 " 2. Tracing N^o 1557/90 section of proposed devia-
 " tion chains 3150 on District 23 to chains
 " 50 District N^o 22."
 " 3. Tracing N^o 3546/90 Plan showing proposed site
 " for Dharmavaram Station and deviation
 " chains 3150 on District 23 to chains 50 on
 " District 22."
 " In your letter N^o 186 of 24th Febry last you
 " conveyed to me the sanction of Government to the
 " Bridges proposed (1) for the Palacoonta Nulla, 3 girder
 " spans of 20 feet and (2) for the Dhadatur Nulla 11 girder
 " spans of 40 feet. It is of the utmost importance to
 " get the foundations of these bridges in before the
 " rains come in June next and I shall be obliged
 " by an early sanction to the altered alignment, if
 " approved. The Superintending Engineer suggests
 " and I approve of his suggestion that land required
 " for the first mile out of Dharmavaram station for
 " the Hindupur Extension should be acquired at once
 " in order to prevent its being utilised in any other way,
 " and prevent additional expense to Government in
 " acquiring it later on."

(1)
 by him
 if
 possible

I send herewith the enclosures to Mr. Logan's letter.

(3. Enclrs.)
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I am, Sir,
 Your most obedient servant
 W. J. Hooper
 Civil Engineer

ANANTAPUR COLLECTOR'S OFFICE.

Dated the 12 April 1890.

No. 112

ENCLOSURES.

From

W. G. Musserwood Esqre

COLLECTOR OF

ANANTAPUR.

To

THE

Consulting Engineer for
Railways
Madras.

SIR,

1. I have the honor to state, in reply to your letter, No 641 dated 28th March 1890, that I was recently at Shunmuguram and come to the conclusion that the new site selected for the station is as convenient a one as can be arranged under the circumstances.

2. If the Lingapur Extension is ever to become a fact accomplished, I do not understand why it should run to the highest part of the range which the Kalyandray road follows. If it crosses at the top of the range it would have some 20' or 30' of ascent. Things have altered since the days of the French monarch, possibly an admirable general, who marched his army up a

From

The Agent,

South Indian Railway,

Trichinopoly,

To

The Consulting Engineer for

RAILWAYS,

Madras.

Dated

22nd March

1890.

Received

23rd March

No. 418

ENCLOSURE. 3

A. M. of Shunmuguram

Shunmuguram

a little for the pleasure of bringing
it down again.

I have no objection to the

Yours most obedt Servt

Hyndwood
P.W. Encl
3648/90

Mr. [unclear]

To,
The Consulting Engineer
for Railways
Madras
Dated 11/12
Despatched April 1890
Received 12.4.90 [unclear]

Subject.
Enclosure, 1/11/90
Referring to the [unclear]
letter for the [unclear]
at Chinnarasani is an
enclosure as one as
can be arranged that
the [unclear]

REVENUE DEPARTMENT.

From,
The Collector of
ANANTAPUR.

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 15th April 1890.

Letter from the Agent, South Indian Railway
No. 418 dated 22nd March 1890 and enclosing

Letter from the Collector of Anantapur Encl. No. 112/60
dated 10th April 1890.

No. 260

SUBMITTED ——— for the sanction of ——— Government,

and with reference to S.O. C. dated
18th February 1889. (has with returned)

2. The Agent, South Indian Railway,
Submits for sanction an alteration
in the existing alignment of the
Kilifuram - Guntakal State Railway
near Dharmavaram station. The

proposal is put forward mainly
in order to provide a more
suitable site for the bridge over
the Dodakur Kuttak, than is
obtainable on the present trace.

The revised alignment is about a
1,000 yards longer than the line

in the original project, and will be
more costly by Rs 25,000, but in addition
to the improved site for the bridge, it
will enable a far better position to
be obtained for Tharmavaram station.
The new site for this station has
been referred to the Collector of
Anantapur who considers it ad-
vantageous as can be arranged
under the circumstances.

3. Early sanction is requested in
order to take advantage of the
present working season to get in
the foundations of the bridge.

Sd/-
Sd/-

By: Can: Engr: for: Ld:

Kuro



Proceedings of the Board of Revenue

(Land Revenue).

Dated 9th February 1889

No. 796, Tris.

The Honorable J. Grace, M.A.

READ Letter from the Collector of Anantapur,
dated 29th January 1889, No. 85.

Resolution:-

Submitted to Government
for orders. The Collector's remarks in favor
of his proposal seem worthy of consideration.
(True Extract)

Mammick
Secretary.

To.

The Secy to Govt. of Madras.
With letter in orig. & encd.

Cy to Coll. of Anantapur.

x-
Sd/-

REGISTERED
No. 81
FILE
No. 805 c 4/18 Feb 1889

14th
16 Feb

Referred to the
Consulting Engineer for
Railways for report.

Kayappa Colonel R.E.
Under Secy, to Govt. P.W.D. R.E. Madras

1055
19.2.89

Revenue 1889.
Board of Revenue
(Land Revenue)
MADRAS.

No. 1091

To

The Secretary to Government,
A.D.

Recd 11 Feb. 1915.2.89

Proceedings, dated 9th February 1889.
No. 796. Mis. Routine. Enclosures. 2

Subject: 11 FEB 89
Subj. for the P.D.S. of Govt.
Letter from the C.E. of Anantapur
requesting that the proposed
Railway Station at Tharuna
warum may be placed on
the Anantapur - Tharuna
warum Road some half a
mile from the bazaar.

Endorsement No. 969.

Transferred to the Public
works Department. (Railway
Branch).

Secretary to Government

From the House
14 Feb 1889

Am 15.2.89.
R.B. 11

A
M. 551 R 17 19 April 90
Form No. 3.

was the proposed alteration
in the existing alignment of
the Villupuram - Guntakal
State Railway near Dharmavaram
Station is approved

2. This disposes of the re-
ference made by the Collector
of Anantapur in his letter No. 85
dated 29th January 1889 trans-
ferred under Revenue Department
Endorsement No: 969 of 14 Feb: 1889

Phred
17.4.90 w
CC for R
18/4

P. 805 C of 18 February 1889.

To
The Comptroller for Rys
with 3 plans.
Revenue Department
15/4/90 M. 16 E R with 3 plans dated
from 19.4.90.
H.M. 18.4.90 R 19.4.90 2 11.90

P. W. C. No. 3648

From
THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

No. 260

Dated 15
Received 15 } April 1890

A
No. of ENCLOSURES. 8 (3 plans)
M. 551 R of 19 April 90
Subject.

Submitting correspondence
regarding the proposed
site for the Dharmavaram
Station on
the Villupuram -
Guntakal State Railway

3648.

Govt. of Madras.

PUBLIC WORKS.

Dated

Recd.

Encl.

G.O. No. 19 April 1894 No. 551/R

Alignment of the Villupuram-
Tumbakal State Railway
near Channavaram Station.

The proposed alteration
in the spacing approved

100
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20/4/94