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CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.
Railway

G.O. No. 1832-33

Press
Mis. ✓

Dated 19-11-1890.

Not to be folded or roughly handled

Madras Railway Company
Madras-Gudur Survey,
4th November 1890.

Camp: Gummadiundi.

Monthly Fortnightly Progress Report
for the month of October 1890.

1. Staff employed.

Mr. H. J. Parsons - Engineer in charge of the Survey.
Mr. J. C. Dalgarino - Engineering Assistant.
Mr. H. P. C. Morton - Surveyor.
B. Deva Raya Pillai - do -

2. The location survey of the Madras-Gudur Railway has reached the south shore of the Pulicat Lake, 53 miles from Madras this point is coincident with the southern limit of the Chingleput District.

3. The route taken passes through the following towns and villages:-

Tiruvattur, Erumangudi, Kattivakampur (Ennadai)
Athipettai, Tenneri, Kavayipatti (junction
of road to Sattivedu with grand trunk road),
Gummadiundi, Turapallam (junction of
road

road to Sannambukulam with grand trunk
road), Ramapuram, Chembakam &c.

4. The above approximately represent pro-
posed station sites; leaving out, say, Gummudi-
pandi and Ramapuram, and adding a station
midway, between Chittipettu and Tonnasi to
serve the cluster of small villages thereabouts.

5. An alternative route for that portion of the
line between Tonnasi and Gummudipandi is
the direct route between these two places. In
this case Gummudipandi would have a station.
Both these routes have been pegged out and levelled
over. This gives an extra distance of work done
during the month of 5 miles, or 38 miles in all
a daily average per working day of 1.4 miles.
The only important drainages met with south
of Pulicat Lake are the Kottilayar and Channi
Rivers.

For Channi River 60 feet waterway, with a
headway of 20 feet above lowest part of river bed.

7. Centre line pegs have been built in at an
average of half a mile intervals as far as the
30 miles. These also serve as Benchmarks for levels.

8. The levels which started from G. J. S. Bench mark at the Central station Chaddar were closed on another G. J. S. Bench mark at Gummudipundi (distance 28 miles) show an error of 0.06 only.

9. The plotting of plan and section are completed to the 25th mile.

10. The progress of the work, as might have been anticipated, has been considerably retarded by the monsoon weather.

The absence of any means of communication between Chittipetta and Ponnani, except vill age cart tracks, delayed a shift of camp somewhat, as it was found impracticable to pass laden carts until the water ran off and a days Sunshine had somewhat dried the track.

11. The country is thickly dotted with villages and outlying hamlets, groves of Casuarina, palmyra, coconut and betel gardens, the balance being mostly rice fields. Under these circumstances ambitious attempts at long straight lines have not been attempted. The line however closely follows what would be the course of a finished survey and sufficient

detail is shown in plan to enable the permanent location of the line to be laid down on paper.

12. The soil, which at Madras is a sandy clay, gradually becomes poorer until at Ennore it consists of almost pure sand. At Ettipet it is a sandy clay highly charged with alkaline salts.

Within a mile or two the alkaline constituent disappears and until the Pulicat lake is approached the country is admirably suited for the growth of rice and other crops requiring a rich soil. Towards the Pulicat Lake the soil becomes poorer and the first outcrop of laterite rock is met with, also an impure kunkur rock.

By H. J. Parsons,
Engineer in charge of
Madras Water Survey.

1 True copy
By H. R. P. Carter,
Chief Engineer.
11-11-90.

True copy

For Custodian
of the Government Engineer.

Madras, 14th November 1890.

Narrative Progress Report of the
Madras Gy. & S. Survey for the
Month of October 1890.

No. 801

SUBMITTED for the information of Government, with
reference to G.O. No. 1327 R
dated 6th September 1890, for
transmission to the
Government of India.

J. J. Le Col. R.
Offg. Engr. for Ry.

Form No. 3.

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FOR RAILWAYS,

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Subject.

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