

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 659^B

DATED 6th April

[Despatch Abstract.]

Dharmavaram - Hindupur Extension. — Correspondence relating to the postponement of the opening of the —, and Completion of unfinished works thereon by the South Indian Railway Company, Communicated to the Consulting Engineer for Railways.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	568	R	17-3-93				5

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

4. I may add that in consequence of having to provide men for the two sections recently opened, the Traffic Manager has given me notice that he is doubtful about being in a position to provide competent staff for the Dharmavaram-Hindupur section by 1st April.

From the Chief Engineer, Southern Mahratta Railway, to the Agent, Southern Mahratta Railway Company, dated 11th March 1893, No. 587.

Dharmararam-Hindupur Section.

[Your No. 2957 of 2nd March 1893.]

As requested in your above, I have the honour to inform you that I accompanied Major Constable, R.E., Consulting Engineer for Railways, Madras, and Mr. Bennett, Executive Engineer, over the above section on the 9th and 10th instant.

2. It is needless for me to go into a full report on the line as I have already done so in my No. 387 of 10th February 1893. I will proceed to report on the works still left unfinished.

Nagasamudram, mile 9.—Latrines nearly completed; as regards iron work masonry foundations and paving still required. Palisade fencing nearly completed. Goods platform requires levelling off and curb rail on top of masonry and coping course. Posts for platform lamps not received. Buffer stop to be erected.

Guttur, mile 18.—Pipes to water column incomplete. Two columns to be erected. Goods shed requires C.I. sides and completing. Tank-house requires plastering. Stand pipe requires some piping to complete it. Latrine wants concrete foundations. The iron work is almost completed. Wire fencing requires straining and putting in order. Gate for approach road wanted.

Penukonda, mile 23½.—Goods platform wall requires curb rail to be completed, and upper course of masonry siding to goods platform has to be laid in. Goods platform to be levelled off. Piping is almost completed. Columns partially completed. Stand pipe not completed. Approach at rear of station requires to be cleared of ballasting material and other débris.

Chakarpalli, mile 34½.—Columns to be erected; they are at site. Piping complete but requires to be connected up with water columns. Stand pipe not yet begun; iron work at site. Latrines not ready; foundations are partially completed. Goods loading bank not completed. Goods platform not up to full height. Permanent-way Inspector's bungalow up to roofing level. Permanent-way Inspector's office not begun. Barrier at ticket office wanted. Passenger platform wants finishing off. Palisade fencing at rear of latrine to be erected.

Mullugur, mile 42½.—Booking office incomplete. Palisade fencing not erected, but is being rivetted up. Staff quarters nearly completed. Latrines just started. Goods shed wall and loading platform not commenced. Well in hand.

Hindupur, mile 48½.—Piping to water columns incomplete. Two columns to be erected (they are at site). Booking office half roofed in. Tank-house, arch turned, nearly completed. Goods shed roof half complete and sides not erected. Goods platform wall wants rail curb. Latrine wants lamps and pointing. Catch siding not put in yet. Earthwork in progress. Buffer stop to be erected. Approach gates on west to be erected. Clearing up of station compound generally.

The above represents pretty nearly what requires to be done at the stations.

Pitching and bridge.—Pitching and in some cases flooring is required at the following bridges, also footways:—

Mile 36/13, mile 37/24, mile 38/16, 39/18; a great deal to be done at the bridge 40/4, 40/20, 41/10, 43/10; timbering to bridge 47/12, footway, painting and tarring. There are at present two diversions, one at mile 43/10 and the other at 46/10, both of which the Executive Engineer stated he was prepared to certify would be lifted by the 1st April.

If it is decided to open the line, a triangle will require to be put in; there is a favorable site opposite the Hindupur south distant signal on the west side.

Ballast.—The Penukonda sub-division is well on.

As regards ballast, a great deal of the temporary ballast has been and is still being removed and good stone ballast of excellent quality is being put in. On the head-quarters sub-division the work is not so forward, especially between Chakarpalli and Mullugur there is very considerable length of temporary ballast to be removed. Permanent ballast is being collected at several depôts. I was unable to get at the actual figures of ballast collected and paid for. Between Hindupur and the frontier there is a considerable amount of ballasting to do and there are also some culverts requiring coping and pitching. I could not get the mileage as the telegraph posts were not numbered.

The road is, as I reported before, in very good order up to Hindupur, but from Hindupur to the frontier much is required in lifting, packing and straightening; the fish-bolts are also deficient.

Level crossings.—Gates are required in some places and guard rails south of Hindupur have to be fixed. Some of the gate lodges require completion.

At mile 45/12 there is a siding with set of points off main line; a telegraph instrument is provided; the siding would come in my hands for the stone and ballast trains. The Consulting Engineer suggested that temporary signal should be run up.

Pitching Cotnoor tank.—This work has made very great progress and I should say it is one-third completed. There is still a great deal to be done; the siding above referred to would be very useful for this work and save considerable running.

Mile and gradient posts.—Mile posts require to be fixed from Hindupur to frontier: ½, ¼, and ⅓ mile marks are not fixed anywhere. The Executive Engineer promised to start the mileage on telegraph posts at once.

In conclusion, I may remark that the line can be opened, but whether we are to do so with all these incomplete works (some will doubtless be finished off by the 1st) it is not for me to decide. My opinion is that it would be better to wait. Experience gained in taking over the section Guntakal to Dharmavaram proves that there is great difficulty in getting such small works finished off after the line is opened and that they can best be finished off by the present agency. The Consulting Engineer for Railways informed me that he was going to recommend that the line be opened up to Hindupur on 1st April 1893.

ORDER—dated 6th April 1893, No. 659 R., Public Works.

Communicated to the Consulting Engineer for Railways in continuation of Proceedings, No. 568 R., dated 17th March 1893.

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Govt. of {1893} Madras
PUBLIC WORKS.

Dated April, 6th.

Recd.

Encl.

G.O., 6th April 1893, No. 659 R.

APRIL.

**Dharmavaram-Hindupur
Extension**

Correspondence relating to the postponement of the opening of the — and completion of unfinished works thereon by the South Indian Railway Company, communicated to the Consulting Engineer for Railways.

12:11 PM

217
No. 528 dated the 13th March 1893.
From - The Secretary to the Government
of Bombay, Public Works Department,
Railway Branch.
To - The Secretary to the Government
of India, Public Works Department.

In continuation of my telegram No. 35 of this date, I am directed to forward, for information, a copy of a letter from the Agent, Southern Mahratta Railway Company, No. 3398, dated the 11th March 1893, with enclosure. The Chief Engineer's report gives details of a mass of items which cannot — possibly be finished on the Dharmavaram-Hindupur Section by the 1st April next, but most of which ought to be — finished by the 1st June next.

Mini

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copy of a letter No. 3398 dated 11th March 1893 from the Agent ^{Southern Mahratta} South India Railway Company, to the Consulting Engineer for Railways, Bombay.

The official inspection of the Dharma-varam Hindupur section of the Buntakul Hindupur line was made on the 9th and 10th Instant, and the Agent of the South India Railway having courteously requested me to send an officer of this Company to accompany the inspection party, I deputed the Chief Engineer to this duty.

I now enclose a copy of the report submitted today by Mr. Hallam immediately on his return, from which you will see that at the present time a lot of work remains to be done before the line can be pronounced to be completed. It will no doubt be possible to open for traffic on 1st April so far as the road and stations are concerned, but

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2761/53

but Mr. Hallam strongly urges that another month should be allowed before we take over the section and that the works now in hand should be carried forward to completion by the agency now employed. By the close of April so much progress should be made that no objection is likely to be raised to our taking over such works as may then be unfinished. It is very undesirable that we should take over a large number of incomplete works. Even if we were to begin working the line I see no reason why the Capital works should not be finished by the staff now employed.

The Government Inspector is, I understand, to recommend that the section be opened for traffic on 1st April, but agreeing, as I do, with the views of the Company's Chief Engineer, I propose that it be not opened before 1st May.

I may add that in consequence
of

of having to provide men for the two sections recently opened, the Traffic Manager has given me notice that he is doubtful about being in a position to provide competent staff for the Dharmavaram Hindupur section by 1st April.

5-12
Copy of letter No. 587 dated 11th March 1893.
from the Chief Engineer, S. M. Railway,
to the Agent, S. M. Railway Company.

Dharmavaram Hindupur Section.

Your No. 2957 of 2nd March 1893.

As requested in your
above, I have the honour to
inform you that I accompanied
Major Constable R. E., Consulting
Engineer for Railways, Madras,
and Mr. Bennett, Executive En-
gineer over the above section
on the 9th and 10th Instant.

2. It is needless for me
to go into a full report on the
line as I have already done so
in my No. 387 of 10th February
1893, I will proceed to report on
the works still left unfinished.
Nagasaundra mile 9.

Latrines nearly completed
as

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04 2761/53

as regards iron work masonry
found^{ations} and paving still re-
quired. Palisade fencing nearly
completed. Goods platform
requires levelling off and curb
rail on top of masonry and
coping course. Posts for plat-
form lamps not received.
Buffer stop to be erected.

Gutter Mile 18

Pipes to water column incomplete.
2 Columns to be erected.

Goods shed requires C.I. sides
and completing, Tank House requires
plastering.

Stand pipe requires some piping
to complete it.

Latrine wants concrete ~~foundations~~
the iron work is almost completed
Wire fencing requires straining
and putting in order.

Gate for approach road wanted.

Pennkonda Mile 23 $\frac{3}{4}$

Goods platform wall requires
Curb

Curb rail to be completed and
upper course of masonry siding
to goods platform has to be
laid in.

Goods platform to be levelled
off. Piping is almost completed,
Columns partially completed. -

Stand pipe not completed.

Approach at rear of station
requires to be cleared of ballasting
material and other debris.

Chakarapalli Mile 34 $\frac{1}{2}$

Columns to be erected, they are
at site. Piping complete but re-
quires to be connected up with
water columns. Stand pipe not
yet begun iron work at site. -

Latrines not ready, found^{ations} are
partially completed.

Goods loading bank not completed
Goods platform not up to full height.

P.W. Inspector's bungalow up to
roofing level. P.W. Inspector's office
not begun. Barrier at ticket office
wanted. Passenger platform wants
finishing off. Palisade fence at
rear

rem of Latrine to be erected.

Mulligan Mile 42 1/2

Booking office incomplete.
Patriade fencing not erected, but
is being renetted up.

Staff quarters nearly Completed
Latrines just started.

Goods shed wall and loading
platform not Commenced.
Well in hand.

Hindupur Mile 48 3/4

Piping to water Columns incomplete
2 Columns to be erected (they are
at site) Booking Office half roofed
in Tank House, Arch turned, nearly
Completed.

Goods shed roof half complete
and sides not erected.

Goods platform wall wants rail
curb.

Latrine wants lamps and painting
Catch siding not put in yet,
earth work in progress.

Buffer stop to be erected.
Approach gates on west to be erected.
Clearing up of station Compound
generally.

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The above represents pretty
nearly what requires to be done at the
stations.

Pitching and Bridge

Pitching and in some cases flooring
is required at the following bridges
also footways:-

Mile $\frac{36}{13}$ mile $\frac{37}{24}$ mile $\frac{38}{16}$, $\frac{39}{18}$; a
great deal to be done at the bridge $\frac{40}{24}$
 $\frac{40}{20}$ - $\frac{41}{10}$ - $\frac{43}{10}$; timbering to bridge $\frac{47}{12}$,
footway painting and tarring. There
are at present two diversions one
at mile $\frac{43}{10}$ and the other at $\frac{46}{10}$ both
of which the Executive Engineer
stated he was prepared to certify
would be lifted by the 1st April.

If it is decided to open the
line a triangle will require to be put
in; there is a favourable site opposite
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on the west side.

Ballast.

The Runkanda Sub-Division

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As regards ballast, a great deal of the temporary ballast has been used and is still being removed and good stone ballast of excellent quality is being put in. On the Head quarters Sub-Division the work is not so forward especially between Ghakoralli and Mullur there is very considerable length of temporary ballast to be removed. Permanent ballast is being collected at several depôts. I was unable to get at the actual figures of ballast collected and paid for. Between Hindupur and the Frontier there is a considerable amount of ballasting to do and there are also some Culverts requiring coping and pitching. I could not get the mileage as the telegraph posts were not numbered.

The road is as I reported before in very good order up to Hindupur but from Hindupur to the

Frontier

Frontier much is required in lifting packing and straightening, the fish bolts are also deficient.

Level crossings

Gates are required in some places and guard rails south of Hindupur have to be fixed. Some of the gateposts require completion.

At mile $\frac{45}{12}$ there is a siding with set of points off main line, a Telegraph Instrument is provided, the siding would come in my hands for the stone and ballast trains. The Consulting Engineer suggested that temporary signal should be run up.

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This work has made very great progress and I should say it is $\frac{1}{3}$ completed, there is still a great deal to be done, the siding above referred to would be very useful for this work and save considerable running.

Mile

Mile and gradient posts

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it is not for me to decide. My opinion is that it would be better to wait. Experience gained in taking over the section Guntakal to Pharna-
-varan proves that there is great difficulty in getting such small works finished off after the line is opened and that they can best be finished off by the present Agency.

The

G. P.

The Consulting Engineer for Railways
informed me that he was going to
recommend that the line be opened
upto Hindupur on 1st April 1893.

All communications
should be addressed to
the Secretary.

No. 270 R. C.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY Construction. / P

Calcutta, the 18th March 1893.

The under-mentioned papers are forwarded to the

Joint Secretary to the Government of Madras (Railway
Branch) Public Works Department for information,
in continuation of the Government of India's
telegram No. 263 R.L. dated 15th March 1893.

By order,

J. A. Herbert

Under-Secretary.

Documents referred to.

Copy of letter from the Government of Bombay,
No. 528 dated 15th March 1893, and enclosures.

Postponement of the opening of the Dharmavaram
Hindupur extension, and completion of unfinished
works thereon by the South Indian Railway Company.

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276/1893

A

No 659 R 27 6 April 1893.

Recd
24 Mar

Communicated

to the Consulting Engineer
for Railways in continuation
of Prop. No. 568 R. dated
17th March 1893.

Recd 22.3.93

A

No 659 R 27 6 April 1893.

Recd

22
3 R

Put into case
Mar 27/3

Do the Comptroller for R.R.
- E. G. R. Accts.