

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. <i>1009</i>	<u>Press</u> <u>Mis.</u>
Dated <i>27. 4-</i>	<i>1866.</i>

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
27th April 1866.*

No. 470. Read the following Proceedings of the Madras Government in the
Public Works Department:—

Passing orders on a Report from the Acting
Consulting Engineer for Railways on the works
in progress on the North-West Line of the
Madras Railway. } (Here enter 19th April 1866, No. 1,220.)

No. 471. ORDER THEREON, 27th April 1866, No. 1,009.

Miscellaneous.

Communicated to the Board of Revenue.

(True Extract.)

(Signed) J. GROSE,

Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 1,220.

Exd. S. T. Augustin.

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Proceedings of the Madras Government, Public Works Department.
19th April 1866.

No. 399. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Department Public Works, dated Madras, 6th April 1866, No. 152 :—

1. Having lately, in company with the Agent and Manager of the Madras Railway, inspected the North-West Line, as far as the site of the proposed bridge across the Toombudra river, I have the honor to submit, for the information of Government, the following report upon the works in progress.

2. The Government are aware that the line is now open for traffic as far as the Cuddapah Station,* situated in the

* Distance from Madras, 16½ miles.

first section of District No. VI., at a distance from the Arcanum Junction of

118 miles. I am glad to be able to say that there is every prospect of the line being opened during the current year

† Distance from Madras, 195 miles 25 chains. as far as the Mootanoor† Station, in the first section of District No. VIII., being a further extension of nearly 35 miles.

3. In District No. VI., all the work is completed, with the exception of a girder bridge across a small stream, over which, owing to a delay in procuring teak sleepers, the rails were not laid at the time of my visit. The permanent way is in excellent order, and the style in which the work has been executed throughout this District reflects great credit on the Engineer in charge, Mr. West.

‡ Distance from Madras, 174 miles 64 chains.

4. In District No. VII., the bridge‡ across the Papugnee river, consisting of twenty 70-foot girder openings, upon screw pile piers, is nearly finished. At the time of my visit one pier only, at the east end of the bridge, remained to be sunk, and several of the girders had been rolled into position.

§ Distance from Madras, 175 miles 64 chains.

5. The Camalapoor§ Station will soon be ready for traffic, the only work in progress being the privy for Europeans.

6. The completion of the bridge across the Yerragoopaud stream, consisting of twenty-eight 16-foot girder openings, has been delayed on account of the difficulty in procuring teak sleepers.

|| Distance from Madras, 185 miles 34 chains.

7. The Yerragoontla|| Station is more backward than those on either side of it, owing to the necessity for a station here not being at first apparent, but the work is making fast progress.

8. With the above exceptions, all the masonry works in District No. VII. are completed. The earth-work and ballasting are also finished, and rails are laid throughout the District, the gaps caused by the unfinished bridges being supplied by temporary lines of rails laid across the beds of the rivers, so as to admit of the running of material and ballast trains without intermission.

9. It is scarcely possible to say too much in praise of the workmanship shown in the masonry works along this part of the line. Making every allowance for the excellence of the materials which are every where available, the Engineers, Messrs. E. and T. Johnston and Mr. West, deserve great credit for the work they

have turned out. Indeed, I much doubt whether it would be possible to produce any where better work than can be shown on Districts Nos. VI., VII., and VIII. of this line.

• Distance from Madras, 195 miles 25 chains. 10. In District No. VIII., the Mootanoor* Station is completed, with the exception of the goods shed, which was still in progress when I visited it. As above stated, the line will probably be opened for traffic to this station during the current year. Along this portion of the line the gradients are remarkably favorable, and the curves are few in number and of large radii. One stretch of perfectly straight-line, nearly 12 miles in length, occurs immediately after leaving Cuddapah.

11. As Mootanoor will probably be the terminal station of the North-West Line for more than a year, it is important that no time should be lost in making a means of access to it from the public road, from which it is distant about one-third of a mile. Some time ago I addressed the Superintending Engineer of the 3rd Division upon this subject, and also with reference to the Yerragoontla and Camla-poor Stations, which are in the same category; but nothing had been done at the time of my visit.

12. The rest of the masonry works in the first section of District No. VIII. are completed, as is also the earth-work; and the ballasting and laying of rails, &c., are making fair progress.

13. The whole of the work in the second section of this District has been given on contract to Mr. Barnett, lately an Engineer in the service of the Company. The work was begun in October last, and has made fair progress, the earth-work being far advanced up to the Chittravutty river, and most of the masonry works being well in hand. I think the line will be open to the Chittravutty, for the conveyance of material, &c., before the end of the year.

14. The bridge† across the Chittravutty consists of forty openings, each of seventy feet from centre to centre. Ten piers at either extremity are to be of masonry; but, owing to the depth of sand in the bed of the river, the remainder are to be formed of screw piles. Materials are now being collected in large quantities, and a quarry, yielding excellent stone, has been opened in the immediate neighbourhood. The opening of the line to Gooty will, in great measure, depend on the completion of this bridge.

15. The site for the Yaitoor Station is fixed, but no work is yet begun.

16. In District No. IX. the first section has also been given upon contract to Mr. Barnett, but little or no work has yet been done. The masonry works in this section are few and small, and the earth-work is very slight.

17. The work on the second section of this District, including the bridge across the Pennair, is now in progress under Rajaruthnum, a young Native Engineer, and the progress made is very satisfactory. The earth-work is well advanced as are all the masonry works, which are executed in capital style.

18. The site for the Tadputri Station is fixed, but no work is yet begun.

• Distance from Madras, 223 miles 14 chains.

19. In the Pennair* bridge, consisting of twenty-three girder openings of seventy feet from centre to centre, the west abutment and one pier are raised to nearly the full height. The east abutment and four piers are well in hand, and with five more piers, will probably be finished before the setting in of the rains.

20. In District No. X. the first section has been given on contract to Mr. Morgan, lately an Inspector in the Company's service, and the work is making fair progress throughout the section. The work is in general light, and the masonry works are few in number and of small dimensions.

† Distance from Madras, 212 miles 31 chains. 21. The site for the station† at Royalcherro has been marked out, but the building has not yet been commenced.

22. The second section of this District has been given on contract to a native, named P. Moonesawmy Chetty, but the work had not been begun at the time of my visit. This section carries the line to the town of Gooty; but, owing to the features of the country, it was found impossible to approach close to the town. At a distance of about seven miles from Gooty, the line leaves the public road to the south, and passes about two miles to the north of the Gooty fort.

23. In District No. XI. the first section has been given upon contract to Mr. Fox, but the work has not yet been begun.

24. The site selected for the Gooty Station is about two miles to the north of the town, near the point where the line crosses the Gooty and Adoni road. In every Railway point of view this site is well adapted for a station, being high exposed to the prevailing winds, as near the town as possible, and fairly supplied with water. In the event, however, of its being thought advisable to make this station defensible, it would be necessary to choose another site, at a greater distance from the town, as a long ridge of gneiss crops out close to the proposed site, running parallel to the line, and high enough to completely command any buildings erected there.

25. District No. XI. extends from Gooty, westwards, to a short distance beyond Goondacul, following a small valley as far as that village, where it crosses the watershed between the Huggry and the Pennair rivers. The line has been marked out, but no work has yet been begun. The gradients are favorable; the steepest being 1 in 150, for a short distance, near Goondacul, where the line mounts the water shed. Comparatively few masonry works will be required in this District, and the earth-work will not be heavy.

26. Districts Nos. XII. and XIII. carry the branch line to Bellary; but beyond marking out the line, nothing has been done.

27. District No. XIV. begins at the Junction Station where the Bellary branch leaves the north-west main line. The station will probably stand about midway between the villages of Goondacul and Timancherla, a site in all respects excellent, and where there is every probability of a good supply of water. The main line here turns northward, at an easy

*Proceedings of the Madras Government, Public Works Department,
19th April 1866.*

gradient, and with a curve of about one mile radius. From this point it will run in an almost unbroken straight line to the town of Adoni, following, the whole way, the water shed of the Huggry and the Hindry rivers, and crossing the Bellary and Kurnool road near the village of Heeraootoor.

28. Districts Nos. XV., XVI., XVII., and XVIII. will carry the line to within five miles of the Toombudra river, but beyond a preliminary survey of the country, nothing has been done in those Districts. This portion of the line promises to be extremely cheap, as it crosses literally no drainage, and the surface of the country is remarkably level. Over a part of the line, however, want of water will be a serious obstacle, as hardly any is met with, in the dry weather, between Timancherla and Heeraootoor, a distance of about 30 miles.

29. District No. XIX. embraces the bridge across the Toombudra river, with about five miles on either side of it. The proposed site of the bridge is near the small village of Cacapoor, about four miles west of Madaveram, the point where the Bellary and Hyderabad road crosses the river. The width of the river near Cacapoor is about 1,000 yards, and the bridge will be composed of 70 feet girder spans, raised from 35 to 40 feet above the bed of the river. The site has been well chosen, a bed of gneissose rock stretching across from bank to bank. For the construction of this bridge, the tender of a native, named Vellore Rungunathum Moodelliar, has been accepted; and he undertakes to complete the work by December 1868. I see no reason why he should not do so, as all the materials, except fuel, are plentiful and close to the site.

30. The position of this bridge across the Toombudra makes it important that uninterrupted communication should be at all times maintained, and I think it is worthy of consideration whether it will not be advisable to construct a small defensive work with this object. For a considerable distance on either side of the proposed site the river cannot be crossed, except on foot during a month or two of the hot weather, and in boats during floods; both modes being attended with difficulty and danger. A defensive work of small dimensions, at the southern end of the bridge, would cost but little, and would, in my opinion, be sufficient to maintain the communication intact.

31. District No. XIX. is the only part of the line beyond Gooty, where work is in progress. The preliminary survey has been carried to Raichoor, where the Great Indian Peninsula and the Madras Railways are to meet; but, north of District No. XIV., no part of the line has been marked out, except District No. XIX.

32. A Tabular Statement is appended, showing the progress made, at the time of my visit, in the masonry and earth-work of the two sections of District No. VIII., the second section of District No. IX., and the first section of District No. X.

33. I also enclose a sketch map, which will show at a glance the general condition and progress of the various portions of the North-West Line.

34. I have only to add that the portions of the line now open for traffic, between Arconum and Cuddapah, was in a most satisfactory condition at the time of my inspection. The few remarks which I had to make were at once communicated to the Agent and Manager, who accompanied me, and I need not now trouble the Government by introducing them into this Report.

*Proceedings of the Madras Government, Public Works Department,
19th April 1866.*

No. 400. ORDER THEREON, 19th April 1866, No. 1,220.

RAILWAY, No. 20.

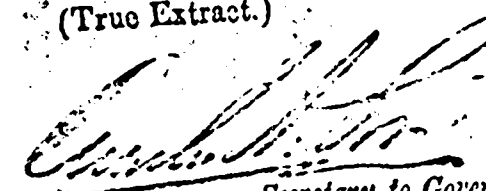
1. The Government have perused with much satisfaction the very favorable report which is submitted by the Acting Consulting Engineer for Railways on the works in progress on the North-West Line of the Madras Railway. A ~~copy~~ Major Stewart's letter and of its enclosures will be forwarded for the information of the Right Honorable the Secretary of State for India.

2. The attention of the Superintending Engineer of the 3rd Division will be called to the remarks in paragraph 11, and he will be requested to expedite the submission of plans and estimates for the feeders which are required to the Mootanoor, Yerragoontla, and Camlapoor Railway Stations.

3. The suggestions which are contained in paragraphs 24 and 30 regarding the construction of defensive works in connection with the station house at Gooty and the bridge across the Toombudra, will be considered on the receipt of the Consulting Engineer's reply to the references noted in the margin.

Docket, dated 7th July 1865, referred to in G. O. No. 2,646, dated 9th September 1865.

(True Extract.)


Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.
.. Superintending Engineer, 3rd Division.
.. Revenue Department.
.. Military Department.

Exd. S. T. Augustin.

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Dated 19th of 2nd 18th

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Dealing with

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on the North-West
side of the Niagara
Railway—

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Address of Reverend -

Communicated to the

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