

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	2168	Press ~~Mis.~~
219-220 Dated	14-8-	1868

Not to be folded or roughly handled

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1 -

Proceedings of the Madras Government, Revenue Department,
14th August 1868.

No. 219. Read the following Proceedings of the Madras Government in the
Public Works Department:—

Authorizing that the extension of the North-
West Line of Railway, between Moodanoor and
Tadputry, be opened for traffic on the 1st Sep-
tember 1868. } (Here enter 6th August 1868, No. 2,524.)

No. 220. ORDER THEREON, 14th August 1868, No. 2,168.

Miscellaneous.

Ordered to be communicated to the
Board of Revenue, with the request that
funds may be provided for the branch
road to the Railway Station at Tadputry.

(True Extract.)

(Signed) H. SEWELL,
Acting Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 2,524.
,, the Public Works Department.

*Proceedings of the Madras Government, Public Works Department,
6th August 1868.*

No. 136. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 21st July 1868, No. 256:—

1. With reference to the Order of Government dated the 9th instant, No. 2,181, I have the honor to report that I inspected the portion of the North-West Line between Moodanoor and Tadputry upon the 17th and 18th instant.

2. The length of the proposed extension is 31 miles 78·59 chains, and the whole runs through a very favorable country. The curves are few, and of large radii; while the gradients also are very easy, the steepest being 1 in 226 for a distance of $1\frac{1}{2}$ miles.

3. Two stations, Kondapuram and Tadputry, are situated within the extension. At Kondapuram, the buildings were finished at the date of my inspection, with the exception of the roof of the goods-shed, which a few days' work will complete. At Tadputry the buildings are in a far more backward state. The station house, with the tank house, and the engine and carriage turn-tables will, I think, be finished by the end of this month; but the goods-shed and the salt store are scarcely

further forward than when I inspected them* in March. The excavation for the well is also unfinished.

* *Vide G. O., 16th April 1868, No. 1,139.*

4. The largest bridge upon the extension is at the Chittravutty river. This was described at length in paragraph 8 of my report, dated the 23rd March last, No. 97; and I have only to report here that the alterations in the piles then found necessary have been most promptly and efficiently carried out by Mr. West, the Engineer in charge.

5. To test its stability, two engines weighing together more than 70 tons were passed over the bridge at a speed of about 20 miles an hour, and the deflection was ·688 of an inch, the vibration being ·875 of an inch. With the engines stationary, the deflection was ·625 of an inch. Between the pile piers the unsupported portion of the girders is 67 feet in length.

6. The extension is carefully fenced in, both with aloes and with iron wire, throughout its whole length, with the exception of a short break in the wire fence near Tadputry, which is being rapidly closed in.

7. The telegraph is in working order between Moodanoor and Tadputry.

8. Were it not for the backward state of the station buildings at Tadputry, there could be no objection to the opening of the extension on the 1st August. I have discussed the matter fully with the Railway authorities, and on traffic considerations it is thought advisable to postpone the opening till the 1st September. The delay is very disappointing, but I think the Railway authorities are right not to wish to open the line until there is at least a fair prospect of the early completion of the accommodation for traffic at Tadputry; and I have the honor to recommend that authority to open the extension on the 1st September may be granted.

P. S.—I met at Tadputry the Superintending Engineer of the 3rd Division, who informed me that the road under construction between Tadputry and Ananta-

3

*Proceedings of the Madras Government, Public Works Department,
6th August 1868.*

poor would not lead quite up to the Railway station, and that a short branch would be necessary to connect the station with the main road.

* *Vide G. O., 11th December 1863, No. 664.* In his despatch to the Government of Bombay,* dated the 8th October 1863, the Secretary of State laid down that Government should itself make all roads leading to Railway stations, and it is very desirable that Major Moberly should be authorized to commence the branch road at once.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Consulting Engineer for Railways.

No. 137. ORDER THEREON, 6th August 1868, No. 2,524.

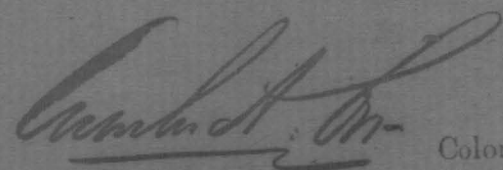
RAILWAY, No. 18.

1. The Government are glad to observe that there is every prospect of the portion of the North-West Line of Railway between Moodanoor and Tadputry being shortly completed, and in accordance with the Consulting Engineer's recommendation, they authorize the extension being opened for traffic on the 1st September 1868.

2. His Excellency the Governor in Council is gratified to observe that the bridge across the Chittravutty river has been placed in a satisfactory condition.

3. Major Moberly will take immediate measures for constructing the branch road to the Railway station at Tadputry from the general Local Funds at his disposal, and these proceedings will be communicated to the Revenue Department with a view to a specific assignment from that source being sanctioned to meet the expenditure which it may be necessary to incur.

(True Extract.)



Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.
.. Superintending Engineer, 3rd Division.
.. Controller of Public Works Accounts.
.. Accountant General.
.. Revenue Department.

