M.R.O. 1—89,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No.	2758	Press ~~Mis.~~
25-26. Dated	2-11-	19 28.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 2nd November 1868.

No. 25. Read the following Proceedings of the Madras Government in the Public Works Department :—

Passing orders on the letter from the Consulting Engineer, reporting on the progress of the works on the North-West Line of the Madras Railway. (Here enter 7th October 1868, No. 3,163.)

No. 26. ORDER THEREON, 2nd November 1868, No. 2,758.

Miscellaneous.

1. Communicated to the Board of Revenue for report as to what funds are available for the construction of the roads referred to in paragraph 13 of the Acting Consulting Engineer's letter, and for any remarks they may have to offer on paragraph 14.

2. The Board's Proceedings on the subject of providing accommodation for travellers at Gooty, dated 5th October 1868, No. 7,001, will be disposed of in the Public Works Department.

(True Extract.)

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

To the Board of Revenue, with Proceedings Public Works Department, No. 3,163.
,, the Public Works Department.

Exd. F. R. Bantleman.

Govt. of {1868} Madras

REVENUE.

To

THE BOARD OF REVENUE,

&c., &c., &c.

Dated November, 2nd.

Read.

G. O., 2nd November 1868, No. 2,758

NOVEMBER.

Nos. 25-26.

Railway feeders north of Moodanoor.

Board of Revenue to report on the funds available for their construction. The question of providing accommodation for travellers at Gooty to be disposed of in the Public Works Department.

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Proceedings of the Madras Government, Public Works Department, 7th October 1868.

No. 156. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 17th September 1868, No. 338 :—

1. I have the honor to submit the following report upon the progress of the works on the North-West Line of the Madras Railway, which I have lately inspected in company, till he was disabled by fever, with the Chief Engineer, and afterwards with the Deputy Chief Engineer.

2. The line as far as Moodanoor, 195¾ miles, has been available for traffic since the 1st August 1866, and the extension to Tadputri was opened on the 1st September 1868.

3. The way and works between Madras and Moodanoor are in good order, with the exception of the 171st mile, on which a five-arched bridge was destroyed by a flood on the 7th July 1868. Between Moodanoor and Tadputri the line is in most respects complete, but more ballast was required, the pitching of one or two banks was incomplete, and the gates at the level crossings were not set up on the 3rd September. The Tadputri station is finished, but the goods shed and its platform, the salt store, well, and watering arrangements are incomplete.

4. District IX, Section 2.—The chief work in this section is the Pennair bridge. It will consist of twenty-four seventy feet girders, supported on masonry piers and abutments. Of these, three piers were not founded, the wells of one pier were sunk, the masonry of another pier was three feet high, eight piers averaged fifteen feet in height, and ten piers and the two abutments were up to girder stone level; about 1,500 yards of additional masonry is required to complete the bridge. The Contractor is bound, under a penalty of 250 Rupees per day, to complete the masonry by the 31st December 1868. The finished masonry appears to be substantial, but the work in hand at the time of my visit was not good. It was condemned by the District Engineer, and the Contractor's Agent has since then been removed. Of the smaller bridges, one had not been commenced; seven were in progress, and nine-elevenths of the masonry in them had been built; seven-eighths of the earthwork, two-thirds of the ballast, and three-fourths of the aloe fencing is done, but wire fencing will be necessary in addition to the vegetable fence.

5. On District X, Section 1, the earthwork: three-fourths masonry, one-third ballast, one-fourth fencing are finished, and more than four miles of rails are laid. At the Royal Cheroo station the platform has been built, and the goods shed is above ground level. On Section 2 all the earthwork, except on the 15th mile, is finished, most of the bridge piers and abutments are raised to their full height; ballasting has been commenced on the 20th, 21st, 22nd, and 23rd miles, only about two miles of fencing has been planted.

6. On District XI, Section 1, the earthwork is nearly finished; one-third of the masonry has been built; the minor bridges are well advanced, but the larger works are backward; about two miles of ballast has been laid; fencing has been carried nearly throughout, but many renewals will be necessary. At Gooty station the platform is finished except the coping; the swimming bath and tank house are at four feet above ground level; the station buildings are founded; the well has been sunk to a depth of twenty feet; two of the locomotive dwelling houses are finished; the traffic buildings according to the altered designs are not commenced. The Contractor is bound under a penalty of Rupees 500 a day to complete the station works by the 1st April 1869.

7. The following table shows the total quantity of work done up to the 31st August 1868 on the remaining Districts:—

	Earthwork.	Masonry.	Ballast.	Fencing.	Remarks.
District XI, Section 2 ...	$\frac{4}{6}$	$\frac{1}{3}$	$\frac{1}{4\,2}$	$\frac{1}{1\,5}$	On miles 11 to 18 m 55 ch.
Do. do. ...	$\frac{9}{1\,0}$	$\frac{3}{4}$	$\frac{1}{1\,2}$	$\frac{1}{6}$	On branch line 18-55 to 22-47.
District XII, Section 1 ...	$\frac{7}{8}$	$\frac{1}{2}$	...	$\frac{1}{4}$	
Do. XII, do. 2 ...	$\frac{7}{8}$	$\frac{5}{8}$	...	$\frac{1}{2}$	
Do. XIII	$\frac{3}{4}$	$\frac{2}{6}$	...	...	
Huggry Bridge.					
District XIV	nearly done	$\frac{5}{8}$	$\frac{1}{6}$	none	
Do. XV	$\frac{1\,1}{1\,2}$	$\frac{3}{8}$	none	$\frac{1}{8}$	
Do. XVI	$\frac{7}{8}$	$\frac{3}{8}$	none	$\frac{1}{2}$	
Do. XVII	$\frac{7}{8}$	$\frac{1}{2}$	$\frac{1}{3\,1}$	$\frac{5}{5}$	
Do. XVIII	$\frac{7}{8}$	$\frac{1}{2}$	$\frac{1}{1\,6\,0}$	$\frac{2}{5}$	
Do. XIX	$\frac{3}{4}$	$\frac{1}{5}$	...	$\frac{1}{9}$	
Toongabudra Bridge ...	...	$\frac{1}{6}$	...	...	
District XX	$\frac{7}{8}$	very little done	...	very little done	Up to 7 miles only. Land for Section 2 not yet handed over.

8. The work is generally very satisfactory. On District XI, Section 2, attempts had been made to introduce stone of an inferior quality in finishing one or two of the bridges; on District XI the rough stone wall, though superior to that shown in the contract drawings, needs improvement; the vegetable fence on Districts XIV and XV is not good, but that on XVI and XVII is still worse.

9. The materials for the bridge across the river Huggry, nine miles from Bellary, have not yet arrived from England; and the drawings for the Bellary station are not complete, so it is to be feared that a considerable time must elapse before the Bellary extension can be made available for traffic.

10. At the time of my inspection the Toongabudra was in full flood, and but little of the masonry of the piers was visible, but the stone of which it is built is excellent, and the mortar is so strong, that even incomplete courses of masonry were not injured or displaced by the violence of the stream rushing over them.

11. It is considered necessary to increase the waterway on Districts XII and XIV, as the late floods have shown that the bridges are not sufficient to carry off heavy falls of rain. The propositions and plans will be forwarded in due course.

12. I had the advantage of meeting the Superintending Engineer and arranging with him the points at which the feeder-roads should enter the various station grounds in the Bellary and Kurnool Districts.

13. In his Report, No. 50, dated 22nd February 1867, Colonel Anderson recommended the construction of ten feeders to the Railway north of Moodanoor. Of these —

1. Goondaloor to Condipurum is in progress, and will be finished shortly.
2. Anantapoor to Tadputri is in progress, and will be finished during this official year.
3. Yadikee to Royal Cheroo is not commenced.

Proceedings of the Madras Government, Public Works Department, 7th October 1868.

4. The road to Gooty station, between the points where the line of Railway intersects the high road from Gooty to Kurnool and Adoni, is sanctioned, but money has not been allotted, and the work is not commenced.
5. Adoni to Gooty one bridge is in progress, and one road dam is constructed.
6. Jalladrassee to the Railway station. The survey and estimate have been prepared.
7. Muddakerry to Chippagerry, passing through Goondakul Junction station, is in progress.
8. (*a.*) From the Bellary and Kurnool road, near Auspree, to the Railway station, estimate has been ordered by the Superintending Engineer.

   (*b.*) Sirgoopa to Adoni is in progress.
9. Hollwya to Kosgee, the estimate is under preparation, but the Superintending Engineer is now of opinion that it would be better to construct a road from Nundaveram to Kosgee.
10. A feeder will be required to Mootamurru, if it be determined to build a station at that village, in His Highness the Nizam's territory.
14. (*a.*) In addition to the above, I learn from Major Moberly a short feeder, about quarter of a mile in length, is required for the Goondakul station.

    (*b.*) A grant of money is necessary to complete Trunk Road No. 12 from Ooravakonda to Jalladrassee.

    (*c.*) It would appear desirable to have a road from Muktul to Goodibulloor (about 20 miles), or whatever may be the nearest station on the Great Indian Peninsula Railway north of the Kistna, as that would complete the means of communication between Secunderabad and the Madras Presidency.

15. The Collector of Bellary has given instructions regarding improvements to the Tadputri public bungalow, but no rest-house has been provided for travellers at Gooty station. It is probable that passengers from Madras to Bombay will require to sleep at that place, after a run of twelve hours at least in the train. The Railway Company is prepared to build a ladies' waiting room, a general waiting room, a refreshment room and maty's room; and it rests with Government to decide if they will afford sleeping accommodation, by building a public bungalow near the Railway station. The choultries which it was proposed to build at Cuddapah, Yeragoontla, Tadputri, Goondakul, and Adoni are not yet commenced.

No. 157. ORDER THEREON, 7th October 1868, No. 3,163.

RAILWAY, No. 20.

1. The attention of the Agent and Manager of the Madras Railway will be requested to the remarks in paragraph 8.

2. Paragraphs 13, 14, and 15 will be communicated to the Revenue Department.

3. The Superintending Engineer of the 3rd Division will be requested to report separately on the requirements of the road from Ooravakonda to Jalladrassee, and to state, when the estimates called for in G. O., No. 1,692, of the 28th May 1868,

for choultries at Cuddapah, Yerragoontla, Tadputri, Goondakul, and Adoni may be expected.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

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

W. 2758.

1. Cº to the Board of Revenue for report as to what funds are available for the construction of the roads referred to in para 13 of the Ag. Executive Engineer's letter and for any remarks they may have to offer on para 14.

2. The Bd's Proceedings on the subject of funds & accommodation for Travellers at Jowts dated 5 October 1868 No 7001 will be despatched to the P. W. D.

Exd. S. T. Augustin.

2 Nov 68.

13 Copies to Bd of Rev. & 6 Do. 1 Copy to Govt

with Pro 0 2 2 No 363 Dept D

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Rev = 1868 = Sept. 7
Pro of Govt No 3205.

Govt. of {1868} Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER FOR

RAILWAYS.

&c., &c., &c.

Dated October, 7th.

Recd. 9-Oct-68. *Encl.*

G. O., 7th October 1868, No. 3,163.

OCTOBER.

Nos. 156-157

Read order

No 2758. 2 Nov.

Works (Railway).—Passing orders on the letter from the Consulting Engineer, reporting on the progress of the — on the North-West Line of the Madras Railway.

Rec. 25-26.