M.R.O. 14-5,450--22-10-25.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 641 Press Mis.

28 281

Dated 18 — 3 — 1867.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
18th March 1867.

No. 280. Read the following Proceedings of the Madras Government in the Public Works Department :—

Referring, for consideration in the Revenue Department, paragraph 11 of letter from Consulting Engineer for Railways, recommending the construction or improvement of certain Railway feeders, with certain observation regarding the funds for the purpose. } (Here enter 13th March 1867, No. 753.)

No. 281. ORDER THEREON, 18th March 1867, No. 641.

Miscellaneous.

The Board of Revenue will call on the Collectors concerned to submit as speedily as possible their proposals for carrying out the necessary works on the Railway feeders.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 753.

Ext. S. T. Augustin.

No. 256. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 22nd February 1867, No. 50:—

1. Having lately inspected the North-West Line of Railway in company with the Chief Engineer, I have the honor to report the state of progress of the works.

2. Ballast trains are now running for a distance of sixteen miles beyond Moodanoor, the present terminus of the open line, and rails are laid to within a mile of the river Chittravutty, or to the 212th mile from Madras.

3. The large bridge across that river has just been commenced. It is to have forty bays of sixty-four feet clear. For about half the distance across a clayey bottom is found at the depth of ten or twelve feet, and so disposed as to allow of ten piers on each side of the channel being built of masonry on well foundations. In the central portion of the channel sand extends to a much greater depth, and screw piles have been adopted in preference to wells for the remaining nineteen piers.

4. From the Chittravutty to Ghooty, at the 257th mile from Madras, the earth-work is well advanced. Considerable progress has also been made with the masonry works. None of the latter are of a very important character, with the exception of the bridge across the Pennair, at the 233rd mile and it is little more than half the size of the bridge [illegible] foundations of the abutments and of twelve out of the twenty-three piers are already laid. The earth-work is heavy near the Pennair, and there are a considerable number of bridges for disposing of the spill water of the river, and for irrigation channels. There is also a high embankment ten miles from Ghooty, but with these exceptions the works are of a simple and comparatively inexpensive character.

5. As was remarked by Major Shaw Stewart in his report, dated 6th April last, the opening to Ghooty will, in a great measure, depend on the rate of progress at the Chittravutty bridge. All the other works will probably be finished before the close of the current year, and in the event of the girders not being placed in position by that time, traffic might be carried on by means of a temporary roadway in the bed of the river; but in the event of sickness breaking out among the work-people, or of a heavy monsoon retarding the conveyance of permanent way and other materials beyond the Chittravutty and Pennair, the opening of the line may be delayed till some time after the commencement of the year 1868. I am confident, however, that no efforts will be spared by the Contracting Engineer, Mr. Barnett, to push on the works with the greatest possible rapidity.

6. From Ghooty onwards, the work is in progress to within sixteen miles of Bellary. The earth-work is well advanced along a considerable portion of the distance, but the masonry works have only just been commenced. Projects for the formation of two tanks by means of the Railway embankment, at the 281st and 285th mile near Goonmoor, are now being drawn up in detail, and will shortly be ready for submission to Government.

7. The design for the bridge across the river Huggry, nine miles from Bellary, has not yet been drawn up. Borings have to be made before the nature of

the foundations can be decided on. Should iron piles be adopted for the piers, considerable delay must occur in obtaining them from England, and it may be anticipated that the rest of the works on the line to Bellary will be ready before the bridge can be completed.

With a temporary rail across the river, engines will probably be running to Bellary within six months after the opening of the line to Ghooty.

8. No work has been done along the main line from Goondacul junction to Raichoor, a distance of seventy-five miles. The Contractor is, however, about to commence, and rapid progress may be expected. A large portion of the line (thirty miles) passes through black cotton soil, very favorable for excavation. None of the bridges are large, excepting the one for the Toongabuddra, and as a rock foundation has been obtained, its construction will not be a very formidable undertaking.

9. Having proceeded beyond Raichoor as far as the Kistna, I may mention that the earth-work along that portion of the Great Indian Peninsula line has made considerable progress. The bridge across the Kistna is not, however, yet commenced, and the contract for the completion of the masonry only extends to December 1868. There are deep pools at the sites of most of the piers, and even if they are completed within the time specified, the fixing of the roadway girders must occupy a long period in addition. It would appear highly improbable that the bridge can be ready for traffic for at least four years from this date, and as the other works both on the [redacted] Madras lines are likely to be completed in the year 1869, it may be expected that there will be a break in the through traffic between Madras and Bombay for at least one year.

10. The ground for the station at Raichoor has been selected by the Engineers of the Great Indian Railway, and I would beg to suggest that Government should communicate with the Government of Bombay, with a view to ascertain whether or not the Great Indian Peninsula Railway Company contemplate defraying the whole cost of the station. In the event of their proposing to debit the moiety of the outlay to the Madras Railway Company, it would appear desirable that the station arrangements should be subject to the approval both of the Agent of the Madras Railway and of the Madras Government. I may add that the proposed site is at the distance of about 300 yards from the Fort of Raichoor, and that the line runs nearly parallel to the ramparts. The fort is somewhat dilapidated, but if it were in possession of a hostile force, the railway as at present aligned would hardly be at a sufficiently safe distance from it.

11. After conferring with the Superintending Engineer, 3rd Division, and the Chief Engineer of the Madras Railway, I would beg to recommend the construction or improvement of the following lines of road as feeders to the Railway between the present terminus and the Toongabuddra:—

1. From Gundaloor to Condipooram, proposed station near south bank of the river Cuttravutty, one mile. The existing bandy-track requires improvement.

2. Anantapoor, thirty-two miles. The head-quarters of a talook to Tadapatree station. This road is already partly opened out.

3. Yadikee to Royal Cheroo station, three miles.

Proceedings of the Madras Government, Public Works Department,
13*th March* 1867.

4. Road to Ghooty station, between the points where the line of Railway intersects the high road from Ghooty to Kurnool and Adoni, about two miles.

5. On the road from Adoni and Ghooty several bridges and tunnels are required. The road is otherwise in very good order, and as there will be a considerable traffic along it for the next two years, it would appear desirable that the passage of the streams should be facilitated.

6. Bellary branch. From Jaladrassee to the Railway station (not yet finally fixed, but will be within a distance of three miles). This feeder is required to turn the traffic from the south to the nearest point on the Railway, instead of allowing it to pass on to Bellary.

7. Main line of Railway. From Muddakeree to Chippagerry, passing through the first station beyond Goondacul junction, a distance of six or seven miles. Muddakeree is a large and important place.

8. From the Bellary and Kurnool road near Auspree to Railway station, half mile. Sirgoopa, on the Toongabuddra to Adoni, twenty-seven miles. Sirgoopa is a centre of traffic for a rich part of country partly irrigated by channels from the Toongabaddra, and partly cotton growing. Adoni contains about 20,000 inhabitants.

9. From Hollwy on the west of the line, and from the trunk road to Raichoor near Rachamurry on the east to Kosgee station, 17 miles.

10. At Mootomurree, in the Nizam's country, feeders will be required, but will be specially brought forward on a future occasion.

RAILWAY, No. 19.

1. The Bombay Government will be addressed on the subject of paragraphs 9 and 10 of this letter.

2. The proposals in paragraph 11 will be considered in the Revenue Department, and if a sufficient sum cannot be provided for the proposed Railway feeders from Local Funds, the question of supplementing it from the Imperial grant will be considered in this department.

Ordered that the following letter be sent:—

(Here enter No. 754, dated 13th March 1867.)

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.
Revenue Department.
Ind. S. T. Augustin.

Revenue 1867 - Post
Bo of Govt for Mexico
No. 680.

Proceedings in the
H. M. Ds part.

Dated 13th March
Received 14th 1867.

No. 758

From B. of Rud 12 July/67
Cy 206.

Referring for consideration in the Rec'd H.M.
para 11 of letter from Com
Supt for Railways recom-
mending the construction
or improvement of certain
Railway Feeders, with cer-
tain alternatives regarding
the funds for the purpose

No 680 18th March
With order of

No. 280. 281