

INDEXED *MR*
Local & Munl. (1897) Department.

MISCELLANEOUS.

G.O., No. 616M.

DATED 18-3-97-

DESPATCHED

[Despatch Abstract.]

East Coast Ry

Comd^r to the Mil. Comd^r, Rajahmundry Co
P. W. D.: During the Engr^s-insp^y, Gadavari
bridge, appears to have done all that was in his
power to meet the wishes of the Mil. Off. and
the alignment of the ——— through Rajahmundry
selected by Mr. Walton is the best.

BACK PAPERS.

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

FURTHER PAPERS.

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Cur	2086	dyg	97				

Local & Munl. (1897) Department.

CURRENT No. 1000m

From The Public Works Dept
 SECRETARY TO GOVERNMENT
 LOCAL & MUNICIPAL DEPARTMENT
 No. 1000m

Misc
 Order. No. 616 mms. 18/3/97

Communicated to the
 Chairman Municipal Council,
 Rajahmundry.
 P.R.
 16/3/97

Dated 4th March 1897
 Despatched 8th do
 Received 9-3-1897
 Registered 9-3-1897
 Enclosures (One Walton's plan)
 Spare copies

SUBJECT.

Alignment through
 Rajahmundry of the
 E. C. Railway.

Stating that Engineer-in-
 Chief, Godavari Bridge, appears
 to have done all that was in his
 power to meet the wishes of the
 Rajahmundry Municipality that
 Govt. considers the — selected
 Mr. Walton is the best

To the Chairman, M.C. Rajahmundry
 with a plan.
 Supd. 27/3/97

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

(R.) Form No. 3.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

LOCAL & MUNICIPAL DEPT.
COMPTROLLER TO GOVT. *W. M.*
Read the following

Telegram from Khaja Mohamed Amin Khan Kajee No. - dated 5th December 1896.

People not approved railway through Rajamundry proposed by Mr: Walton it is detrimental to comfort and safety streeps away several houses passes through two mohomedan cemeteries pray dont --- sanction submitting memorial.

Letter from the Chairman, Municipal Council, Rajahmundry, to the --- Chief Secretary to Government, Local and Municipal Department, Madras Ref:No.1552/M, dated 1st January 1897.

I have the honour to state that the Engineer-in-Chief of the Godavari Bridge proposes to run the railway line in continuation of the bridge to be constructed on the Godavari, either in the line marked 1 or 2 as per plan enclosed. These two lines pass through a large part of the town and as the level of that portion is such that a deep cutting will have to be made, it will be very inconvenient to the public, and it is highly undesirable that the town should be cut in the way proposed. The Council therefore considers as the least objectionable course, that the line originally surveyed from the Sha Sahebs Metta No.4 should be adopted, failing which line No.3 as per plan is the next best, as in this case the line would not pass through a large part of the town or necessitate removal of many houses. Lines No.1 and 2 pass through more houses than line 3, and the houses that lie in Nos: 1 and 2 are more substantial than those in line 3. Besides line No.1 passes through 2 wells, and line No.2 through 1 well, and it is not advisable to pass the line through wells as that portion of the town depends for a large part of its water

water supply on wells. The line originally surveyed from the Sha Sahebs Metta No.4 is the best of all, and the Council requests that Government will be pleased not to sanction the alignment by No.1 or No.2. The Council is also of opinion that as far as possible a station be constructed near the river. I therefore request that you will be pleased to move the Government to issue orders to adopt the original line from Sha Sahebs Metta No.4, or line No.3 as the next best, so that the town may not be cut through by the railway line, thus causing much inconvenience to the public, and hardship to several house owners.

2. A copy of the Councils resolution on the subject is enclosed.

Extract from the proceedings of the Municipal Council, Rajahmundry dated 26th December 1896.

X X X X X X

Read Memo by the Councillors requesting to address the railway authorities as well as the Government to fix the bridge line in a different place from that proposed by the Railway Engineer.

Resolution No.1200 dated 26th December 1896. The Council is of opinion that the Bridge line as originally surveyed from Sha Sahebs Metta be adopted, as that is the most convenient line, very few houses being in the way, and if for any reason that line cannot be adopted, the Council prays that line No.3 as per plan be adopted as the next best, the other lines proposed (Nos:1 and 2) being very undesirable, as they cut through a large portion of the town, and as they pass through substantial houses. The Council at the same time desires that as far as possible a station be erected near the river.

Endorsement from the Local and Municipal Department No.84, dated 28th January 1897.

Transferred to the Public Works Department.

(Signed) C.S.Forbes.

Secretary to Government.

Letter.

Letter to the Engineer -in -Chief, Godavari Bridge, No.509, dated 10th February 1897.

I have the honour to forward copy of a letter from the Chairman Municipal Council, Rajahmundry together with a plan original which please return.

I understood from our conversation that the matter of the alignment through the town had been settled by you to the satisfaction of the Municipal Council I shall be glad if you will inform me if this is the case and which of the different lines you propose to adopt.

Letter from the Engineer -in-Chief, Godavari Bridge, No.270, dated 15th February 1897.

In reply to your letter No.509, dated 10th instant, I have the honour to forward a plan showing in full red line the alignment selected through the town of Rajahmundry.

2. The line shown in dotted red is that first proposed but it was abandoned at the instance of the Municipal Council who objected to interfere with 2 burial grounds and 2 wells. At that time the survey was not completed for the new alignment but I went over the ground with the Sub Collector and the Municipal Council and approximately located the line and they expressed their approval of it.

3. I afterwards received a letter from the Sub Collector on the subject a copy of which I enclose.

4. In setting out this new line every care was taken to avoid wells and also to keep the line in sufficiently deep cutting that roads and drainage could be passed over the line and thus avoid objectionable level crossings and blocking of drainage.

5. A line shown as No.3 in Municipal plan has an impossible curve of 1700 feet Radius and Roads and drainage being on lower ground cannot be easily passed over the line itself must join the bridge with a reverse curve if a workable curve is used through the town.

There

There is practically no difference in the number of houses on alignments 2 and 3.

6. With regard to line No. 4 which is Mr. Sprin's former alignment it cannot be followed unless the Government of India adopts the position selected by him for the Bridge. The alignment from the bridge to the present Rajahmundry station would have these objectionable features.

1st It would pass on a high embankment close to the judges and the Subordinate Kutcheries and would separate them.

2nd. It would pass close to the church and cut up the parade ground.

3rd. It would be impossible to satisfactorily deal with the numerous roads crossed by it.

4th. It would do more damage to house property than the alignment selected.

5. It would be 1200 feet longer.

7. The plan sent by the Municipal Council is so hopelessly incorrect that the lines cannot be properly considered from it.

8. Those of the Municipal Council who were present when the Sub Collector went over alignments 1 and 2 expressed themselves at the time so strongly in favour of No. 2 that I am at a loss to understand now their altered views. It is evident also from the Sub Collector's letter that the majority present voted for it, but whether they were on the Council or not I am unable to say. They were in any case considered by the Sub Collector as representing the public.

9. I am of opinion that the line selected interferes least with private or public interests, though of course there will always be some to object to every alignment.

10. You will note from the plan that it is proposed as desired by the Municipal Council to place a station near the river bank. This station will serve for the Civil lines and a larger population to the north and

East

East of them as well as the north end of the town itself while the existing Rajahmundry station will meet the wants of the other end of the town.

Enclosure

Copy of a letter No. 9557/Rev. of 96 from M.W. Elphinstone Esq. to the Sub Collector Godavari Division to the Engineer in Chief, Godavari Bridge.

I have the honour to inform you that on the evening of the 5th instant, a public meeting was held to discuss the proposed alignment of the railway between the bridge and the existing railway. Owing to the shortness of the notice it was impossible to obtain the presence of as many as might have been wished, but twenty five gentlemen representing all classes were present, and the matter was fully discussed.

On my taking a vote on the question 6 voted in favour of the line originally proposed by you with a station near the present Police buildings and 11 in favour of the alternative line to the north. The gentlemen voting in favour of the latter were --- however mainly Mohamedans who objected to the line passing through a burial ground. Their objection to this is not however serious, and they will be perfectly satisfied if they are consulted regarding the removal of any remains that may be found. It may therefore be considered that either route will meet the wishes of the public

Order thereon No. 138 R dated 4th March 1897.

The

The Chairman of the Municipal Council Rajah-

muntry will be informed that the Engineer -in-Chief of the
Codavari Bridge appears to have done all that was in his
power to meet the wishes of the Municipality, and that the
Government considers the alignment selected, viz No. 2 on Mr:
Walton's plan, is the best. A station near the river will be
provided.

(True Extract)

J. H. Fowler

Offr: Joint Secretary.

To.

The Engineer -in-Chief, Codavari Bridge.

" Local and Municipal Department,

with copy of Mr: Walton's plan.

When given for copying
When copied *21/3* 1897
When examined *21/3*
When signed *21/3*

READ AGAIN G.O. No.
189

DATED

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT

A A A A A A A

LETTER OF GOVERNMENT

STATEMENT WITH DITTO

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL

N.B.

A = Copy in full.
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