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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

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should be addressed to
the Secretary.

No. 3722/R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY.

Fort William, Calcutta
21st October 1875.

Feeder roads and roads of access to Railway Stations.

Read again—

Public Works Department Resolution No. 1514-37 S—R of 21st October 1873 to Departments of the Government of India, Local Governments and Administrations, and Engineers in charge of State Railways.

To Government of Bombay, No. 556 G—R, dated 13th March 1874.

To Chief Commissioner, Central Provinces, No. 557 G—R, dated 13th March 1874.

To Director of State Railways, No. 1415 R, dated 23rd June 1874.

To Governments of Madras and Bombay and the Consulting Engineers at Calcutta, Lahore and Lucknow, Nos. 3242-46 R, dated 22nd December 1874.

Public Works Department Resolution Nos. 357-8 R, dated 9th February 1875, to the Government of the North-Western Provinces and the Chief Commissioner of Oudh.

Read also—

From Government of Bombay No. 1721 and No. 10, dated 17th December 1874 and 4th January 1875, respectively.

From Government, North-Western Provinces, No. 518 B—R, dated 15th March 1875.

From Director of State Railways, No. 468 W, dated 16th March 1875.

From Government, North-Western Provinces, No. 93 R, dated 17th March 1875.

From Chief Commissioner, Central Provinces, No. 2434, dated 1st April 1875.

From Consulting Engineer at Lahore, No. 629, dated 7th June 1875.

From ditto at Calcutta, No. 1620, dated 18th June 1875.

From ditto at Lucknow, No. 1536, dated 2nd July 1875.

From ditto at Calcutta, No. 2515, dated 18th September 1875.

OBSERVATIONS.—In 1873 the principle was laid down, that, while the Supreme Government would take on itself the responsibility for the provision of trunk systems of railway throughout India, the provision of feeder roads was left to Local Governments and Administrations. It was added that "it will no doubt be recognised by the Local Governments that their funds available for expenditure on the construction of roads cannot, in parts of the country bordering on lines of railway, be better applied than by the formation of railway feeders. The completion of these minor works will bring the advantage of Railway communication close to the homes of the people, and as no share of the cost of the Railway itself will be borne provincially, His Excellency in Council believes that expenditure on such roads will afford a more effective and economical result than outlay in any other direction."

It was added that the Governor General in Council trusted that the Rulers of Native States would follow the same course, and Political Officers were desired to draw the attention of the Native Princes to the subject.

2. Of late, representations have been made, both in England and in India, that the railways in this country are not sufficiently supplied with feeder roads. The Government of India therefore called for reports from Local Governments and Administrations and Officers concerned of the progress which is being made in meeting the alleged deficiency of roads communicating with railway stations.

3. The Government of Bombay promises a detailed report on the subject of feeder roads in that Presidency, when doubtless the matter will be fully considered.

4. As regards the Oudh and Rohilkhand Railway, the North-Western Provinces Government has replied that this important question will not be overlooked, and that orders have been given to construct a feeder road between Budaon and Aonlah. The Chief Commissioner of Oudh has submitted a statement showing that 49 roads are asked for by the Oudh and Rohilkhand Railway Company, or are otherwise considered necessary. These roads aggregate 261.75 miles, and the estimated total cost is Rs. 6,74,094. In the statement submitted it is pointed out that no less a sum than Rs. 3,82,331 is included for metalling existing roads, and this in many instances when the necessity is open to doubt. Rupees 80,650 for improvements to existing roads and Rs. 2,11,113 only for new roads are required.

It is added that the estimate is probably within the amount still required for roads, and is therefore allowed to stand as given by the Railway authorities; but that in several instances the lines proposed require re-consideration, and on detailed enquiry others of greater importance may have to be substituted, but that this enquiry will be a work of time. The Government of India trust that the Oudh Administration will give the earliest possible effect to the improvement and construction of the roads enumerated with the local funds at its disposal.

5. The Director of State Railways has forwarded correspondence, together with maps, relating to feeder roads proposed to the Holkar and Neemuch State Railways. To the south of the River Nerbudda, the Deputy Commissioner of Nimar has indicated a few likely roads which may be required as feeders to the Holkar State Railway; but it is said that the country in that direction is so sparsely cultivated, that it would seem probable that any local or provincial development of feeder roads can be permitted to wait until the traffic to the different stations is more declared than at present. This conclusion is sound provided that ordinary tracks fit for the wheeled traffic of the country are already in existence. But obviously some means of communication must be available in order to give the traffic to stations a chance of developing.

6. North of the Nerbudda the Holkar and Neemuch State Railways pass almost entirely through Native States. Speaking generally of these lines, it is stated that railway accommodation is afforded to all large towns and centres of trade in Western Malwa. A good road from Mhow is being made to Dhar, the only place of importance to the west of Mhow. The Agra and Bombay Road passes through Indore and Mhow, and there is also a fair road from Indore to Sehore and Bhopal. His Highness the Maharajah Holkar is also now making a fair weather road from Indore westwards to Dypalpur. A road from Oojein to Augur is also going to be made, and a branch from this to the cantonment of Mahidpur, the Director says, may also be found advisable.

7. The Director adds that some roads leading to Rutlam, Jowra, Mundisore and Neemuch, all in Native States, will doubtless be required, and that the Agent to the Governor General for Central India is about to make some definite proposals.

8. The Chief Commissioner, Central Provinces, hopes to arrange gradually for the construction of the following feeder roads in connection with the Wardha Valley and Holkar State Railways, commencing from 1876-77. Should it, however, be possible, Mr. Morris says, a supplementary grant for some of the roads will be made during the current year :—

List of proposed feeder roads to the Wardha Valley State Railway.

- (1) Road to Sonagaon from the Wardha Valley road.
- (2) „ to Kawarghat.
- (3) „ from Edulabad to Warrora.
- (4) „ from Mul to Chanda.
- (5) „ from Dhaba to Chanda.
- (6) „ from Warnaira to Sonagaon.
- (7) „ from Simoor to Hingunghat or Warrora.

List of proposed feeder roads to the Holkar State Railway.

- (1) Road from Sanawad to Mandhata.
- (2) „ „ „ to Khanapore.
- (3) „ „ „ to Sulgaum.
- (4) „ „ „ to Kheri.
- (5) „ „ Kheri to Suktapore.
- (6) „ „ „ to Atud.
- (7) „ „ „ to Dhangaon.
- (8) „ „ Atar to Dharwar.
- (9) „ „ Sulgaum to Onkar Mandhata.

The Government of India are gratified to hear of these good prospects of the provision of feeder roads both as regards the northern portion of the Holkar State Railway, of the extension to Neemuch, and of the State Railways in the Central Provinces, and they trust that an early commencement will be made of some of the roads mentioned.

9. The Consulting Engineer at Lahore reports that the existing means of access to the stations on the Scinde, Punjab and Delhi Railway from the nearest public roads are sufficient for all purposes. In regard to feeder roads, the following remarks are made in connection with three railway stations in the North-Western Provinces, to which the Government of India invite the attention of that Government :—

(1).—*Sirsawah*.—

“The only road leading to this station which in the opinion of the Civil Officers requires improvement is the one between Sirsawah and Chilkana. It is a kutcha road like the others, but the Collector recommends that it be metalled.”

(2).—*Saharanpore*.—

“The road to Dehra is metalled, but the others are unmetalled. The Collector considers that the road to Kurrlee *via* Gungoh, which is an important one, should be metalled throughout. A portion of it has recently been metalled on the recommendation of the district authorities. The roads of access are deemed sufficient for the purpose.”

(3).—*Deobund*.—

“The existing roads are from Munglour, Bijnaour, and Saharanpore. These are good district roads and are considered sufficient for the traffic. The station is connected to the Grand Trunk Road by a metalled approach, and the district roads all lead across this Grand Trunk Road. Should the branch line from Rohilkhand to Roorkee not be constructed, the Collector recommends that the road leading across the Kallee Nuddee to Roorkee be raised and bridged, and the road connecting Roorkee and Nujeeabad in the Bijnaour district be completed. At present this latter road exists only as far as Looksir, 13 miles from Roorkee.”

In addition however to these, there is little doubt that very much remains to be done to improve the feeder roads in connection with the railway stations on the Scinde, Punjab and Delhi Railway, and this subject is commended to the continued and earnest attention of the Government of the Punjab and of the authorities in Scinde under the orders of the Government of Bombay.

10. The information obtained with regard to feeder roads to the East Indian Railway has been tabulated and will be found attached to this Resolution. The attention of the Governments of Bengal and of the North-Western Provinces is invited to the remarks made by the Railway Company's officers.

11. With reference to the Eastern Bengal Railway a report is being prepared, which will form the subject of a subsequent resolution.

12. The Government of Madras has submitted a list of the feeder roads required for the Madras Railway, and adds that the list has been transmitted to the Local Fund Boards, in whom is vested the responsibility for the construction and maintenance of such roads. A similar list is promised for the South Indian Railway.

13. In conclusion, the Government of India would urge on the Local Governments and Administrations, and upon the Rulers of Native States, the utmost possible efforts in respect to feeder roads. It is known that throughout India, except on certain great highways, the means of communication are of the rudest and most primitive kind, suited in a certain degree to the wants of an agricultural and pastoral community, but very inadequate to assist materially in giving a full impulse to traffic and the exchange of commodities, which it is a main object of railways to foster. It is also known that throughout the vast area of country through which the trunk lines of railway pass it is impossible at once, or even within a moderately short space of time, to complete a perfect system of metalled and bridged roads. But a commencement should be made from railway stations as nuclei by devoting the funds at disposal in laying out roads which shall be fairly traversable in all weathers to the nearest large villages and small towns, not attempting too much in the first instance. It is suggested that in appropriating Provincial funds more should be devoted to roads and less to civil buildings.

In cases where water communication can be made available or extended, that important means of transport should be also carefully considered in connection with railways and feeder roads.

ORDER.—Ordered, that this Resolution be communicated to the Governments of Madras and Bombay, to the Chief Commissioners of Oudh and the Central Provinces, and the Agent to the Governor General for Central India, and to the Consulting Engineers at Calcutta and Lucknow, for information and such action as seems required; also to the Governments of Bengal and the North-Western Provinces for the same purpose, with copies of the tabulated statement referred to in para. 10.

Also to the Government of the Punjab, the Chief Commissioner, British Burmah, the Resident at Hyderabad, the Agent to the Governor General for Rajpootana, the Consulting Engineer at Lahore, and the Director of State Railways, for information.

Also to the Home Department for publication in the Supplement to the Gazette of India.

(Diction) Colonel, R. A.,
Secy. to the Govt. of India.

No. 2722 R
To The Secy. to the Govt. of Madras
Public Works Dept. (Railway)

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY.

To

No. 2722 R.

Dated SIMLA, 12, 1875.

Received

Communicated to the Provincial Department and the Consulting Engineers for Railways with reference to the statement referred to in para. 10. It is also ordered that the information called for in these orders from Local and Provincial Governments through the Provincial Department is still wanted as well as the statement of roads required by the Local Administrations and Railways.

24 Nov 75

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Feeder roads and roads of access to
Railway Stations.

G. H. S. D. S.

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GOVT. OF INDIA
PUBLIC WORKS

Fin. Dept

27/Nov 3385

602/4

Further roads & roads of access
to Railway Stations
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