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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	2502-04	Press	Original
E.P. No.		Mis.	
Dated	18.9.	195	1876

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
18th September 1876. No 2,502.*

No 311 Read the following Proceedings of the Madras Government in the
Financial Department, dated 23rd August 1876, No. 1,516 —
Proceedings of the Board of Revenue, dated 2nd August 1876, No. 1,958.
Read again G O, dated 21st September 1875, No. 1,869.

Read also the following replies —

From the President, Local Fund Boards, Chingleput, dated	4th Nov 1875, No	155
" " " North Arcot, " 20th Dec " "	682	
" " " Salem, " 20th Oct. " "	1,264	
" " " Coimbatore, " 23rd " " "	54	
" " " Malabar, " 8th Jan 1876, " "	651	
" " " Cuddapah, " 9th Mar " "	140	
" " " Bellary, " 22nd Dec 1875, " "	523	
" " " Kurnool, " 2nd Nov. " "	50	

With the Government Order read above a statement showing the roads required to afford means of access to the stations on the Madras Railway was circulated for the remarks of the several Local Fund Boards concerned. The letters above recorded are the replies, from which it appears that the subject has engaged the attention of the Boards, and that provision has been made for improved communication so far as funds admit, and the supply of feeders is generally considered sufficient. Some of the roads entered in the statement have already been constructed or are under construction, whilst many others are considered unnecessary.

2 The remarks of the Local Fund Boards on the several roads enumerated in the statement have been entered in an additional column for facility of reference.

(A true Extract.)

(Signed) C A GALTON,
Acting Secretary.

LIST of Roads required to afford means of access to the STATIONS on the MADRAS RAILWAY

No.	Locality	Proposed	Remarks	Estimated cost	Remarks
10	Do	To connect station with Periyannur towards the south-west	Do	2	
11	Do	To connect station with Cooroorathupatty and Vardumpatty towards the south-west	Do	14	
12	Do	Cart road from Vurumpatty to Kistnagiri to be repaired and metalled	Do	8	
13	Do	An approach road much required to join the station with the Chittoor public road at Nadem towards the north-west	Do	6	
14	Do	Existing road eastward to Nagalepuram to be metalled	Do	15	
15	Do	From the 48th mile of the northern road (near Sooloorpet) to the road that runs through Calasary to the Turupetty Station	District Engineer of Nellore	23	3,000 per mile
1	Salem	To connect station with Cullaney towards the south-west	Railway authorities	10	10,000
2	Do	To connect station with Coona thoor towards the east	Do	6	5,000
3	Do	To connect station with the following villages, viz., Tholampatty, Vagothooppatty, Kandatoor, Chentlepaudy, Karaooppatty, Thirunagupatty, Basaparam, Rana yerupatty, Karathatoor, and Ingarcothah	Do	10	
4	Do	To connect station with the following villages—Vadiyampattanam, Vagumpatty, Jammampatty, Chennavaderampatty, Valumpatty, Appabampatty, and Keelmavapore	Do	8	
5	Do	To connect station with Panporedyppatty via Bannattam towards the south-east	Do	10	5,000
6	Do	To connect station with Cadelatoor via Badrampatty towards the north	Do	10	12,000
7	Do	To connect station with Vedunagumpatty to the north-west	Do	2	
1	Colombatore	To metel and repair the road between Tirupoor and Mangalam	Do		
2	Do	From Annor and Chockapalliem to station	District Engineer of Coimbatore and Railway authorities	10	

The traffic existing on the lines mentioned is not of sufficient importance to justify the expenditure proposed (at least in the present state of the Local Fund Board's finances) with the exception of No. 3 from Coonnathoor to Samulputty, which has already been taken in hand and commenced.

The object of repairing a piece of road between Tirupoor and Mangalam parallel to the line of rail, half way between Somnoor and Tirupoor, is not apparent.

Annor is connected already with the rail at Mettupalillem, Coimbatore, and Avensashy, a fourth line of connection is not required.

LIST of Roads required to afford means of access to the STATIONS on the MADRAS RAILWAY—(Continued).

District.	Railway Station	Particulars of Feeder Roads required	By whom recommended	Grounds of Recommendation.	Length of Road in Miles	Approximate Cost	Local Fund Boards' Remarks
3	Combatoore	To connect station with Carapady, Karumary, Thuyalur, and Panoo ruppam on the north.	Railway authorities	No means of communication.	6	Rs	These insignificant villages are not on the map, and the Local Fund Board cannot recommend that a railway feeder is to be made from every hamlet to the line of rail.
4	Do	To connect station with Akeappa- than, Vadiavankapollim, Puthur, and Sumundepallem on the south.	Do	Do	6	..	Do do do.
5	Do	To connect station with Vellan- coorchi ex Velaketur and She- vaumpetty situated east.	Do	Required for traffic	4	..	The Local Fund Board consider the road unnecessary.
6	Do	From Thaddapollim in the direc- tion of Gopeneray to station.	District Engineer of Com- batore and Rail- way authori- ties	For bringing in firewood and other commodities.	15	..	Already under repair.
7	Do	From Veerankandoo to Kara- mady.	Railway authori- ties	No road for carts	10	..	Vide remark to No. 3
8	Do	To connect station with Combatoore and Pollachy Road at Oxy- kalmudappum.	Do	No means of approach to station	6	..	Quite unnecessary. Goods for the coast will not come so far north from Pollachy.
1	Malabar	To connect station with main road at Venthapollim towards the south.	Do	No means of communication.	8	..	The main road (Great Western) is distant less than half a mile and the approach recently put in good order. Venthapollim is connected with the main line already, and no new road is necessary. Sinlymuddy is on the main road (Great Western), and Conjeevode is connected by a feeder with the main line; the road recommended is therefore not required, but a road carried to the south of Sholi- mada to top the Ellapalli, Chittoor, &c., country, would be useful.
3	Do	To connect Shalymuddy about four miles east with main road by a short feeder.	Do	Near the station the road is too narrow. Approach required.	3	..	The approach has been recently widened.
3	Do	Approach to station requires widening.	Do	Much required. Road at present quite impassable.	13	20,000	The line suggested would be useful to a certain extent.
4	Do	To connect station with Tylum Gramam and Muthoor Gramam towards the south.	Do	No cart road at present. This is much needed, and should be carried out at once. It is understood that the Cochin State would willingly pay for it.	13	20,000	There is an old line of road which will be repaired when funds are available.
5	Do	Reconstructing an old road from Alattor to the south east.	District Engineer of Malabar				The Resident in Travancore and Cochin should be addressed regarding this line.
6	Do	Road from Wootapollim into the Cochin Territory on the south.	Do				

Proceedings of the Madras Government, Public Works Department,
18th September 1876 No. 2,502

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No.	District	Railway Station	Particulars of Feeder Roads required	By whom recommended	Grounds of Recommendation.	Length of Road in Miles	Approximate Cost	Local Fund Boards' Remarks
7	Do	Shoranore	Road requires repair.	Railway authorities	In bad order.	10	36,700	There is a maintenance grant of Rupees 330 for three miles, and the District Engineer reports that only 100 yards of it recently made over by the Railway authorities are in bad order.
8	Do	Cottipuram	Road from Cottipuram to Kola- thoore. Estimate has been submitted.	District Engineer of Malabar	Much required. No road at present on the north.	5	3,000	The Kolathoor road will be commenced very shortly.
9	Do	Do.	To connect station with Yeddapal- lem in the direction of Pounny- sampaya River to station.	Railway authori- ties	Do do do.	6	..	The road recommended was constructed in 1872-73 at a cost of Rupees 7,800.
10	Do	Perpangady	Repairing the road from the Pan- sampaya River to station.	District Engineer of Malabar	The road surface is rough and ill formed in places with projection of laterite rock.	6	..	The maintenance grant is very small (27½ Rupees per mile); it will be increased.
1	Cuddapah	Codoor	From Yerragoontla Cottah to station.	Railway authori- ties	Road much in need of repair. It passes through several villages which would send produce by rail if the road were placed in good order.	..	..	The Local Fund Board adhere to their opinion that the improvement of this line at the expense of the Local Fund Board is uncalled for.
2	Do	Do.	From Gungarasapadoo to station.	Do	Road greatly required.	3½	..	Gungarasapadoo is a hamlet about 3½ miles from Codoor. No feeders to Codoor are needed. Recommends that a Railway station might be opened between Shetha- kunta and Bolapalli.
3	Do	Rayampett	Completion of Rapur Ghat.	District Engineer of Nellore	This will enable traffic from Nal- lore to reach the railway at Ray- ampett. At present the greater part of the Nellore District is cut off from the railway.	..	50,000	The Local Fund Board will be glad to see this piece opened, but consider that other roads have prior claims on its funds when they are available.
4	Do	Yerragoontla	Some means of communication across the Pennar River to the north of the station.	Railway authori- ties	At present during floods in the river the important town of Yerragoontla is entirely cut off from the railway. This inconvenience and loss of traffic due to this are great and might be obviated by the building of a bridge, or by the establishment of a service able ferry.	..	..	The Board cannot estimate the cost of a bridge over a mile of sand and its approaches. It does not consider that a ferry would pay. The Board are therefore unable to start one.
5	Do	Moodanoor	Completion of road to Poolavendla.	Do	Much required.	23	..	This road is under construction.
6	Do	Do	A metalled road to connect station with Jammalamadugoo to the north.	Do	Communication with this impor- tant town is frequently impos- sible. The want of a ferry across the Pennar is much felt.	12	..	This road is entered in the budget of 1876-77.
1	Bellary	Royalcherry	To connect station with Nazaroor and Lickaloor to the south.	Do	No road for carts.	10	..	With the exception of the proposed route between the Royalcherry Railway Station and Linnam- thilla (Kurnool District) and between Nann- thilla and Madhukira (Kurnool District) Nos. 2 and 7 respectively the Local Fund Board, Overy (Cuddapah) are not in favor of regular made roads. They are in favor of the roads recommended by the Com- mittee. They observe that on some of the lines described, roads are already provided or contemplated, and think that for the most part the existing tracks will suffice. They think that most existing tracks would be rendered fully passable even in the rains by bridging water-courses and providing for drain- age, and that trucks so impassable already exist wherever there is any considerable traffic.
2	Do	Royalcheroo	To connect station with Tima- nampettah via Yeddakey, Nittoo, Hages madrum, and Abdoolapoor to the east.	Do	Through want of this road a large traffic in turnkeys goes now in carts from Tinnamunpettah to Bellary.	27	..	
3	Do	Do	To connect station with Kistapand, Lechumpally, and Padanadogoo to the west.	Do	No means of communication.	1	..	
4	Do	Ghoety	To connect station with Basna- purty, Batiapatty, Ooperlapally, and Kungapur on the north.	Do	Do.	..	..	

* This road, No 7, is reported by the Kool L Cal Fund Board to be in progress, and will be completed by the end of the current year.

LIST of Roads required to afford means of access to the STATIONS on the MADRAS RAILWAY—(Continued)

Proceedings of the Madras Government, Public Works Department,
18th September 1876. No. 2,502

District	Railway Station	Particulars of Feeder Roads required	By whom recommended	Grounds of Recommendation	Length of Road	Approximate Cost	Local Fund Boards' Remarks
5 Bellary	Ghootty	To connect station with Yerragondy to the south west	Railway authorities	No means of communication	MILES 7	Rs	With the exception of the proposed road between the Royalcheroo Railway Station and Thimmasai Patti (Kurnool District) and between Nuncherla* and Madikerla (Kurnool District), Nos 2 and 7, respectively, the Local Fund Board, (Ghootty Circle), are not in favor of regular made roads in any of the lines indicated by the Consulting Engineer. They observe that on some of the lines described roads are already either provided or contemplated, and think that for the best improvements of existing tracks will suffice. They think that most existing tracks would be rendered fairly passable even in the rains by bridging water courses and providing for drainage, and that tracks so impassable already exist wherever there is any considerable traffic.
6 Do	Goondacul	To connect station with Conacunda and Woudjar Caroor to the south	Do.	Do	9		
7 Do	Nuncherla	To connect station with Muddikara to the east	Do	Do	4		
8 Do	Do	To connect station with Beldony to the west	Do	Do	6		
9 Do	Auspre	Improvement of causeway on feeder road which in rains is covered with water and stops traffic	Do	In rains the traffic is entirely stopped on the feeder road a little way further to the station	5		
10 Do	Do	To connect station with Kotoor to the west	Do	Existing track impassable in wet weather	10		
11 Do	Do	To connect station with Auspre and Khyrapilly to the north-west	Do	Do	10		
12 Do	Adoni	To connect station with the villages of Dodankera, Sultanpore, Magadum, and Kulkuma to the north to the east.	Do	Do	5		
13 Do	Do	To connect station with Irangul about four miles north	Do	No means of communication for carts	5		
14 Do	Kosgee	To connect station with Kawtal via Chertapilly about eight miles south west	Do	Do	4		
15 Do	Do	To connect station with Boda Bilagal five miles north east	Do	Do	8		Unnecessary Karakull is an insignificant village, and the rest of the track on which it lies all the way from Karigudi to Donakull is within easy access of the railway by various tracks and two main roads. Unnecessary The main road on which Donakull lies is already within easy access of the railway by the one existing feeder which connects the station with the junction of the two main roads to the south. A fair weather road already exists through Sidangudde, Kirilagundi, and Tolar, along which a Cavalry Regiment marched a few years ago.
16 Do	Do	To connect station with Boda Bilagal five miles north east	Do	Do	5		
17 Do	Toongabudra	To connect station with Muddavarum to the east	Do	Do	4		
18 Do	Do	To connect station with Luchman about five miles west	Do	Do	5		
19 Do	Veerapoor	To connect station with Karakull on the north	Do	Do	3		
20 Do	Do	To connect station with Donakull on the south	Do	Do	6		
21 Do	Bellary	To connect station with Bulloor via Kupgul to the north-east.	Do	Existing tracks impassable in rainy weather	20		

Proceedings of the Madras Government, Public Works Department,
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22 Do	Do	Road from Bellary to Somasamoodra and thence to Koongode to the north to be metalled	Do.	Do.	15		Years ago The traffic to Bellary is light, and that towards the north all goes to Adoni. The present track is sufficient. The traffic is very light, and the villages to which it would lead are not of sufficient commercial importance to call for a made road. Towards the north west the country is marked by few villages, and what traffic there is would go to Bellary by the Kurnool road and other lines. Unnecessary Yerra Ingary is itself insignificant, and the existing traffic along the track is small. With the existing main lines leading to Bellary and the one feeder connecting Veerapur with the main roads to the south the Local Fund Board are of opinion that there is an ample supply of feeders to the railway as far as the Bellary Circle is concerned.
23 Do	Do	To connect station with Yerra Ingary to the north-west	Do.	Do	9		
Mysore Territory	Colar Road	To connect the villages of Sooloo goonia and Mathrumungalam with the station	Do.	Much required. The want of this is a great hindrance to traffic.	6		
Do.	Do	The Bodokoru Road to be continued to Firtam in the Salem District	Deputy Commissioner of Colar	This road is at present of little use to the Railway. Firtam is a large mart, and the proposed road is much required.	12	6,000	
Do.	Malloor	To connect Chintamanpett via Veugal and Narapoor with station	Deputy Commissioner of Colar and Railway authorities	This road will be of much use.	23	7,000	
Do	Cadgoody	Road from Cadgoody Station in a north easterly direction	Railway authorities	The villages in these directions are at present cut off from direct communication with the station by the Ooscotah Tank and swamp.	6		
Do.	Do	Means of crossing the Penankeny River near Cadgoody Station	Do	It will be convenient to the villages east of the Penankeny River if they had some means of crossing the river at Cadgoody Station. At present they have either to go to Malloor or round by Ooscotah.	9		
Nizam's Domains	Mutmurra	To connect station with Goorookul to the south west.	Do	Present track impassable in wet weather.	5		
Do	Do	To connect station with Badoor and Alookoor to the east.	Do	Do	5		

* This road, No. 7, is reported by the Kurnool Local Fund Board to be in progress, and will be completed by the end of the current official year

*Proceedings of the Madras Government, Public Works Department,
18th September 1876 No 2,502.*

COMMUNICATED to the Public Works Department.

(True Extract.)

(Signed) W. HUDLESTON,
Chief Secretary

Nos 312 & 313. ORDER THEREON, 18th September 1876, No 2,502.

RAILWAY, No 26 A.

ORDERED to be forwarded for the
information of the Government of India,
and communicated to the Resident in
Cochin, the Chief Commissioner of Mysore, and the Resident at Hyderabad.
(Here enter Nos. 2,503 and 2,504, dated 18th September 1876)
(True Extract.)

To the Consulting Engineer for Railways.
To District Engineers concerned.
To the Resident in Cochin
" " in Hyderabad.

PUBLIC WORKS DEPARTMENT,
FORT ST GEORGE, 18th September 1876.

No 314.

No. 2,503

FROM

MAJOR-GENERAL G. W. WALKER, R E,
*Secretary to the Government of Madras,
Public Works Department,*

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

RAILWAY, No. 26-B

SIR,—In continuation of my letter,
No 2,941, dated 14th October 1875, I
am directed to forward herewith the
remarks of the Local Fund Boards concerned on the detailed proposals for feeder
roads in connection with the Madras Railway.

I have the honor to be,

SIR,

Your most obedient servant,

Colonel,
*Offg Under Secy to Govt, P W D,
for Secretary to Government*

Exd A. Grubert
Spare Copies

Govt. of Madras.
PUBLIC WORKS.

To
THE SECRETARY TO THE GOVERNMENT
OF INDIA

Dated September 18th.

Issued

Recd

Encl.

G O, 18th September 1876, No 2,503

SEPTEMBER.

No. 314.

FORWARDING the remarks of the Local
Fund Boards concerned on the detailed
proposals for feeder roads in connection
with the Madras Railway.

PUBLIC WORKS DEPARTMENT,
FORT ST GEORGE, 18th September 1876.

No. 315.

No 2,504

FROM

MAJOR-GENERAL G W WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department,

To

THE CHIEF COMMISSIONER OF MYSORE

RAILWAY, No 26-C

SIR,—In continuation of my letter,
No 2,602, dated 10th September 1875,
I am directed to forward, for your inform-
ation and such action as may be considered necessary, the remarks of the Local
Fund Boards on the detailed proposals for feeder roads in connection with stations
on the Madras Railway.

I have the honor to be,

Sir,

Your most obedient servant,

Colonel,
Offg Under Secy to Govt, P.W.D.,
for Secretary to Government.

Bxd. A. Grubert.
Spare Copies

Dated 18/10/76

Govt. of 1876 Madras.
PUBLIC WORKS.

To
THE CHIEF COMMISSIONER
OF MYSORE

Dated September 18th

Issued

Recd

Encl.

G O., 18th September 1876, No 2,504

SEPTEMBER.

No. 315.

FORWARDING the remarks of the Local
Fund Boards on the detailed proposals for
feeder roads in connection with stations on
the Madras Railway.

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the

18 Sept 76

Read the following

Pres. in the Encl. Sept (H.E. No 1576 of 23 Aug 76)

Ordered to be for-
warded for the informa-
tion of the Government
of India, and communicated
to the Resident in Cochin, the
Chief Commissioner of Mysore
and the Resident at Hyderabad
(H.E. No 2503 & 2504 of 18 Sept 76)
The Secy to the
Govt of India

In continuation of
my letter No 2941 dated
14th October 1875, I am
directed to forward here-
with the remarks of
the Local Fund Boards
concerned in the detailed
proposals for feeder

C. G. for Rys.
D. G. confirmed
Resident in Cochin
Byderabad
Dated 18/10/76

Roads in connection
with the Madras Railway.
I am to say that His
Grace the Governor in
Council, while recogniz-
ing the great impor-
tance of intimate
communication be-
tween Railway Stations
and the surrounding
towns and centres of
trade, is of opinion
that it would not be
equitable to sacrifice
the interests of a district
generally to those of
Railway Stations. And
that if extraordinary
measures are needed
for opening up com-
munication with Rail-
way Stations neither
Provincial nor Local

Sept 18/10/76

Funds can be properly
called upon to bear the
cost. The roads of this
Presidency are under
the control of Local
Fund Boards, the
Constitutions of which
is a guarantee that
proposals for new roads
are brought forward
with a due regard to
and an intimate know-
ledge of their relative
claims. And as the
means at the disposal
of the Government
are restricted in amount
it is necessary to confine
expenditure to those
roads which are shown
to be of primary im-
portance to the Dis-
trict generally.

H. A. S.

P. W. Dept.
No 25047 18 Sep/76

To The Chief Commissioner of Mysore.

Sir,

In continuation of
my letter No. 2602 dated
10th September 1875 I am
directed to forward, for
your information and
such action as may be
considered necessary, the
remarks of the Local Fund
Boards on the detailed
proposals for feeder
Roads in connection with
Stations on the Madras
Railway.

Decd 18/10/76

No 311-314

6131

~~1874~~

Govt. of 1876 Madras.

PUBLIC WORKS.

To

The Com^r Eng^r for 1876

Dated

Issued

Recd

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2502
2503

G. O. 18th Sept 1876, No.

2504

Nos. 311-315

also required to afford

means of access to the

stations on the Madras Ry

Passing orders on Pro in

Final Report coming Pro

in 3^d of Rev: submitting

list of —

19-11-76