Public Works (1896) Department.

G.O., No. 439

DATED 16-1-96

[Despatch Abstract.]

Railway siding — The construction by the Southern Mahratta Railway Company of the proposed — from Tadepalli to Buckingham Canal, sanctioned.

P. W. 25
1,000—23-10-[illegible]

BACK PAPERS.

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

FURTHER PAPERS.

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

IRRIGATION.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated January, 16*th*.

Recd. *Encl.*

G.O. No. 43 I., 16th Jan. 1896.

JANUARY.

Railway Siding

The construction by the Southern Mahratta Railway Company of the proposed — from Tadepalli to Buckingham canal, sanctioned.

No. 43 I., 16th January 1896.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.

Read—the following papers :—

From the Consulting Engineer for Railways, Madras, to the Chief Engineer for Irrigation, dated Ootacamund, 19th September 1895, No. 149 O.

I have the honour to forward a letter * from the Manager, East Coast Railway, relating to a proposal made by the Agent, Southern Mahratta Railway, to lay a siding from Tadepalli to Buckingham canal bank near the head works. So many conflicting interests, both canal and railway, centre at Tadepalli and Bezwada, that it appears advisable to withhold permission to lay the siding until the different parties interested have had an opportunity of expressing their views.

* No. 7116, dated 30th August 1895.

Enclosure.

From the Manager, East Coast Railway, to the Consulting Engineer for Railways, dated 30th August 1895, No. 7116.

Sidings to the Canal.—It has come to my knowledge that the Agent of the Southern Mahratta Railway Company at his last inspection applied to the canal authorities at Bezwada for permission to lay a siding on to the Buckingham canal bank from Tadepalli, and that the Superintending Engineer at Bezwada has promised to get the matter settled at an early date. As the three railways which met at Bezwada are very closely concerned in all that may be done in the direction of canal sidings, it is advisable that no such permission should be granted without, in the first instance, obtaining the views of the other railways concerned.

2. The canals being Government property, it is all the more necessary that the Irrigation Department should consider the vested interests of all parties equally, and under the circumstances, I have the honour to request you will be so good as to move the irrigation authorities not to settle matter without hearing the representations of the other railways.

No. 46 B.C.

Copy forwarded to the Superintending Engineer, II Circle, for attention.

(Signed) R. R. E. DRAKE-BROCKMAN, Col., R.E.,
Chief Engineer for Irrigation.

23rd Sept. 1895.

From the Agent, Southern Mahratta Railway Company (Limited), to the Superintending Engineer, II Circle, dated 19th October 1895, No. 6738 A/13796.

I have to thank you for your letter No. 1478 K.S. of 9th (despatched 15th) October 1895, forwarding a copy of endorsement No. II/46 B.C. of 23rd September 1895, by the Chief Engineer for Irrigation, on letters from the Manager, East Coast Railway, and the Consulting Engineer for Railways.

I am, of course, referring the whole of the correspondence to the Consulting Engineer for Railways, Bombay, and doubtless the question of whether our siding to the canal bank should or should not be relaid will receive consideration in the light of the representations made by the Manager of the East Coast Railway. I will, of course, urge that it seems utterly out of order that he should be allowed to interfere with our relaying—for this is practically what it is—an old siding to the south bank of the canal, as it would be for the to have interfered with his laying his coal siding to the north bank near the canal bridge. I confess I do not quite understand the action of the Consulting Engineer, Madras, in sending on the question to your Chief Engineer, as the point at issue is purely one of railway policy, which must be decided by the Railway Departments of the Government of Bombay and Madras. I take it as a matter that neither you nor I can do more than represent each of us our own interests.

But you will remember that in your letter No. 360, dated 10th May 1895, you said that "no objection on the part of the canal authorities will be raised to any proposals for connecting any railway with any of the canals, provided it is certain that the arrangements proposed will in no way interfere with the utility of the canals both as regards irrigation and navigation." This being so, I again have to enquire whether the arrangements, as detailed in my letter No. 13148 of the 3rd October, are suitable or not. As you are aware, they were discussed and settled on the spot with the Collector and Mr. Mallet, your Executive Engineer.

Kindly let me have a very early reply, as I want to get out the detailed estimates and plans as soon as possible.

No. 1579 K.S.

Forwarded to the Chief Engineer for Irrigation for orders with reference to his endorsement No. II/46 B.C., dated 23rd September 1895, together with copy of this office No. 1478 K.S., dated 9th instant.

2. The Agent, Southern Mahratta Railway, was promised this siding months back, and the whole arrangements in connection with it have been thoroughly thrashed out, and are unobjectionable so far as regards canal interests. At the last moment the Manager, East Coast Railway, steps in and protests against the siding being given, though his railway have already one on the opposite bank. Though his views, as well as those of the Manager, Nizam's Railway, have been called for, no reply has yet been received.

(Signed) A. S. RUSSELL,
25th October 1895. Offg. Suptg. Engineer, II Circle.

From the Officiating Superintending Engineer, II Circle, to the Agent, Southern Mahratta Railway, dated 9th October 1895, No. 1478 K.S.

With reference to your letter No. 6738 A., dated 3rd instant, I have the honour to forward to you, for information, copy of the marginally-noted correspondence, embodying a protest against the siding being given to the Southern Mahratta Railway until the views of the other two railways concerned have been obtained.

Endorsement No. II/46 B.C., dated 23rd September 1895, by Chief Engineer for Irrigation on letters from the Manager, East Coast Railway, and Consulting Engineer for Railways.

2. I have called for their views at an early date, and regret that, until they have been obtained, I am precluded from entertaining your proposals.

3. A good deal of time and correspondence might be saved if you could arrange to meet the managers of the two railways concerned, and endeavour to reconcile conflicting interests as far as possible.

No. 544 M.

Forwarded in original to the Consulting Engineer for Railways with reference to letter No. 149 O, dated 19th September 1895, with a request that the Manager of the East Coast Railway may be asked to inform this office, at an early date, whether he has any representations to make regarding the proposed siding from Tadepalli. The matter has now been lying over for some time and an early settlement is advisable. The return of the enclosures is requested.

(Signed) F. W. ASHPITEL,
6th November 1895. *for* Chief Engineer for Irrigation.

Telegram from the Agent, Southern Mahratta Railway Company, to the Superintending Engineer, II Circle, dated 11th November 1895, No. 478.

My letter 15796 of 19th October 1895. Manager, East Coast Railway, wires that he has withdrawn his letter to Consulting Engineer, Madras, about our siding to Western canal. Please reply my letter. Matter pressing.

No. 1727 K.S.

Forwarded to the Chief Engineer for Irrigation for favour of early orders in continuation of this office letter No. 1579 K.S., dated 25th October 1895.

(Signed) A. S. RUSSELL,
14th November 1895. Offg. Suptg. Engineer, II Circle.

No. 603 M.

Forwarded in original (to be returned) to the Consulting Engineer for Railways in continuation of this office No. 544 M., dated 6th November 1895, with a request that the papers forwarded therewith may be returned at an early date.

CHEPÂK, (Signed) F. W. ASHPITEL,
21st November 1895. *for* Chief Engineer for Irrigation.

No. 3811.

Returned to the Chief Engineer for Irrigation with reference to his endorsement No. 603 M., dated 21st November 1895.

(Signed) F. D. FOWLER,
28th November 1895. *for* Consulting Engineer for Railways.

From Major W. L. C. BADDELEY, R.E., Superintending Engineer, II Circle, to the Chief Engineer for Irrigation, dated 18th December 1895, No. 108 C.

In reference to your No. II/206 K.S. of 9th December 1895, I have the honour to forward, in original, letter No. 6738 A. of 3rd October 1895, together with the tracing of the arrangements proposed. I beg to be favoured with early orders, as the matter has been long pending.

2. The arrangements proposed are unobjectionale, and it will be observed that the approval of the Collector has been obtained.

3. I shall be obliged by the return of the documents now forwarded.

ENCLOSURE.

From the Agent, Southern Mahratta Railway Company (Limited), to the Superintending Engineer, II Circle, dated Dharwar, 3rd October 1895, No. 6738 A/13148.

In reply to your letter No 925 K.S., dated 23rd July 1895, I have the honour to request that you will give your confirmation to the general arrangements (so far as they affect your canal works) as discussed and settled by the Collector, Mr. Mallet and myself on the spot on the 20th September last. The arrangements then settled are as follows: (please see tracing attached).

The siding will take off at Tadepalli station and run north along the west side of the G.N. road, leaving a minimum width of 15 feet for the road. Where the siding crosses road culverts these will be suitably strengthened and lengthened by the railway and a stout post and rails erected between the siding and the road. On nearing the canal, the siding will cross the road by a level crossing somewhere near the police chouki, thence it will run down the east side of the road between it and the small bund on the top of the canal bank which will not be interfered with, *i.e.*, the siding will here follow the old alignment of the G.N. road, the trees being interfered with as little as possible. This brings the rail road to the point A shown in the sketch which shows the general arrangements of the siding leading down to the canal and the jetty. From C there will be a back shunt running down at about 1–35 or 1–40 to the canal berm where a siding will be put, but a space of at least 12 feet must be reserved for the tow-path. The present road C.F. will be diverted as shown in the sketch and settled on the spot. The laying out of C.E.F. may necessitate knocking down a bit of compound wall at E., but if so, the compound can easily be added to the south side of the quarters; from B. a siding B.K. with a double dead ends will run down to the wharf H.K.

The canal authorities will undertake to keep the wharf wall L.M. in good order and allow boats to unload into the railway trucks standing there. The siding will be used as a goods siding only, the speed being restricted to a maximum of 12 miles per hour.

I should be glad to have a reply to this reference as soon as possible, so as to admit of the detailed plans and estimates being got out as soon as may be; as arranged, the detailed plans will be sent to you for further approval.

No. 1 I.

Submitted to Government.

6th Jan. 1896. (Signed) R. R. E. DRAKE-BROCKMAN, Colonel, R.E.,
Chief Engineer for Irrigation.

Order—No. 43 I., dated 16th January 1896.

The construction by the Southern Mahratta Railway Company of the proposed siding from Tadepalli is sanctioned.

(True Extract.)

Under Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Chief Engineer for Irrigation.
" Superintending Engineer, II Circle, with one enclosure.
" Consulting Engineer for Railways.

Exd. Shaik Karim.
Spare Copies

X

PROCEEDINGS O

Print with enclos:

From Consg. Eng for Rys N
To Supg Eng II No. 4
From do - 15
To. Consg Eng for Rys. N.
From Supg Eng II No.
To Consg. Eng. for Rys
From do.
From the Supg Engr II Circle

W
11 Jan

To
The Chief Eng for I.
Supg Eng II ~~with encl~~
Consg Eng fr

P. W. CURRENT No. 161

62

Construction of a siding from Tadipalli by the Southern Mahratta Ry Co

Enclos 10 (1 plan)

Recd: 8.1.96

Issue

Wh
1571

D.I

1371
15.1.96

Copy of letter from the Manager, East Coast Railway, to the Consulting Engineer for Railways No. 7116 dated 30th August 1895.

Sidings to the Canal

It has come to my knowledge that the Agent of the Southern Mahratta Railway Company at his last inspection applied to the Canal authorities at Bezwada for permission to lay a siding on to the Buckingham Canal bank from Tadapalli, and that the Superintending Engineer at Bezwada has promised to get the matter settled at an early date. As the three Railways which met at Bezwada are very closely concerned in all that may be done in the direction of canal sidings, it is advisable that no such permission should be granted without, in the first instance, obtaining the views of the other railways concerned.

2. The canals being Government property it is all the more necessary

that

that the Irrigation Department should consider the vested interests of all parties equally, and under the circumstances, I have the honor to request you will be so good as to move the Irrigation Authorities not to settle matter without hearing the representations of the other railways.

CHIEF ENGINEER FOR IRRIGATION
4-NOV 95
H 548 M
1

Ch. E. S.
[illegible]

Form No. 11

~~Madras,~~ Ootacamund 19th September 1895.

No. 149/8

From

THE CONSULTING ENGINEER FOR RAILWAYS,
MADRAS

To

The Chief Engineer
for Irrigation

1 Re

SIR,

I have the honor to forward a letter[×] from the Manager, East Coast Railway, relating to a proposal made by the Agent, Southern Ma[illegible]atta Railway to lay a siding from Tadepalli to Buckingham Canal bank near the head works. So many conflicting interests, both canal and railway, centre at Tadepalli and Bezwada, that it appears advisable to withhold permission to lay the siding until the different parties interested have had an opportunity

of

[×] No 7116 d/ 30th Augt 95

From
The Consulting Engineer for Railways, Madras.
To
No.
189
Dated
Received
Enclosures.

CHIEF ENGINEER FOR IRRIGATION.
25 SEP 95
No. R548M

of expressing their views.—

I have the honor to be
Sir
Your most obedient Servant
F. R. Upcott
Consulting Engineer for Railways

Recd
3/1/96

Later cases
I No. 46 BC d/ 23-9-95
R No. 213 K.S. d/ 25/10/95
I. 524 M d/ 6-11-95
R. 237 K.S. d/ 14-11-95
O. 735 M d/ 28-11-95
R. 755 K.S. d/ 10/12/95
I 206 K.S. d/ 9-12-95
R 263 K.S. d/ 18-12-95

II
No. 46 BC

3 P

Copy forwarded to the Supg. Engr 2d Circle for attention.

Office Copy

Rueddy
23.9.95 Col. R.E.
Chief Engr for Irrign

To
The Supg Engineer
2d Circle

Letter from the Agent, Southern Mahratta Railway Company (Limited) to the Superintending Engineer, II Circle, No. $\frac{6738A}{13796}$, dated 19th October, 1895.

—

4 P

I have to thank you for your letter No. 1478 K.S., of 9th (despatched 15th) October 1895, forwarding a copy of endorsement No. $\frac{II}{46}$ B.C., of 23rd September, 1895, by the Chief Engineer for Irrigation, on letters from the Manager, East Coast Railway, and the Consulting Engineer for Railways.

I am, of course, referring the whole of the correspondence to the Consulting Engineer for Railways, Bombay, and doubtless the question of whether our Siding to the Canal Bank should or should not be relaid will receive consideration in the light of the representations made by the Manager of the East Coast Railway. I will, of course, urge that it seems utterly out of order that

that he should be allowed to interfere with our relaying — for this is practically what it is — an old siding to the South bank of the canal, as it would be for me to have interfered with his laying his coal siding to the north bank near the canal bridge. I confess I do not quite understand the action of the Consulting Engineer, Madras, in sending on the question to your Chief Engineer, as the point at issue is purely one of Railway policy, which must be decided by the Railway Departments of the Government of Bombay and Madras. I take it as a matter that neither you nor I can do more than represent each of us our own interests.

But you will remember that in your letter No. 360, dated 10th May, 1895, you said that "No objection "on the part of the canal authorities will "be raised to any proposals for connecting "any Railway with any of the canals, "provided it is certain that the arrangements proposed "proposed will in no way interfere with "the utility of the canals both as regards irrigation and navigation". This being so, I again have to enquire whether the arrangements, as detailed in my letter No. 13,148 of the 3rd October, are suitable or not. As you are aware, they were discussed and settled on the spot with the Collector and Mr. Malet, your Exec. Engineer.

Kindly let me have a very early reply, as I want to get out the detailed Estimates and plans as soon as possible.

Enclosure: 1

No. 1579 K.S. Dated ~~26~~ 25th Octr/95
Despd. 30th

Forwarded to the Chief Engineer for Irrigation for orders, with reference to his endorsement No. $\frac{II}{46}$ B.C. dated 23rd September, 1895, together with copy of this office No. 1,478 K.S., dated 9th instant.

2. The Agent, Southern Maharatta Railway was promised this siding months back, and the whole arrangements in connection with it have been thoroughly thrashed out, and are unobjectionable so far as regards canal interests.

interests. At the last moment the Manager, East Coast Railway, steps in and protests against the siding being given, though his Railway have already one on the opposite bank. Though his views, as well as those of the Manager, Nizams Railway, have been called for, no reply has yet been received.

A. S. Russell
Offg Supdg Engr,
II Circle.

CHIEF ENGINEER
FOR IRRIGATION.
4 NOV. 95
No. P 243 Ks

CHIEF ENGINEER
FOR IRRIGATION.
29 NOV. 95
No.

P.W.S. 7
161/56

Letter from the Superintending Engineer, 2nd Circle, to the Agent, Southern Mahratta Railway, No. 1478 Ks, dated 9th October, 1895

With reference to your Letter No. 6738 A. dated 3rd instant, I have the honor to forward to you for information copy of the marginally noted correspondence, embodying a protest against the siding being given to the S. M. Railway until the views of the other two Railways concerned have been obtained.

Endt No. II/46 B.C. of 23-9-95 by Chief Engr for Irrigation on Letters from the Manager East Coast Rly & Consulting Engrs for Railways.

2. I have called for their views at an early date, and ~~regrets~~ regret that, until they have been obtained, I am precluded from entertaining your proposals.

3. A good deal of time & correspondence might be saved if you could arrange to meet the managers of the two Railways concerned and endeavour to reconcile conflicting interests as far as possible.

(True Copy)

A. S. Russell
Offg Supdg Engr
II Circle

CHIEF ENGINEER
FOR IRRIGATION.
29 NOV. 95
No. ....

G. No. 4839
Recd. 11/11/95

7 P

From

The Supg Engineer
Second Circle

CHIEF ENGINEER
FOR IRRIGATION.
4 NOV. 95
No. R 213 K

To

The Chief Engineer
For Irrigation

Dated 25 } October 1895
Despd 30 }

Encl 1.

No. 1579 K.S.

Railway siding on the South or right bank of Western Delta Main Canal - Forwards for orders copy of letter from the Agent S.M.R. enquiring whether the arrangements proposed by him already are suitable for the — with remarks.

No: 544.M. dated 6th November/95

Forwarded in original to the Consulting Engineer for Railways with reference to letter No:149-0 dated 19th Septr 1895, with a request that the Manager of the East Coast Railway may be asked to inform this office, at an early date whether he has any representations to make regarding the proposed siding from Tadapalli. The matter has now been lying over for sometime and an early settlement is advisable. The return of the enclosures is requested.

For Chief Engineer for Irrigation.

ER 9/11 & to be returned

Plans!

ER The plan was sent to Mr Moore. Shall we call first? Yes 11/11

---

8 P

Telegram from the Agent, Southern Maharatta Railway Company, to the Superintending Engineer, II Circle, dated 11th November, 1895.

478 my letter 13,796, of 19th October 1895. Manager East Coast Railway wires that he has withdrawn his letter to Consulting Engineer, Madras, about our siding to Western Canal. Please reply my letter. Matter pressing.

—

No. 1727 K.S. 14/18 11.95

Forwarded to the Chief Engineer for Irrigation for favour of early orders in continuation of this office letter No. 1579 K.S. dated 25th October 1895.

A. Russell
Offg Supdg Engineer,
II Circle

LO
18/11/95

CHIEF ENGINEER
FOR IRRIGATION.
29 NOV. 95
Fl 735 M
1
pom.

CHIEF
FOR IRRIGATION.
NOV. 95
No. 237 K

C. No. 6007
Recd. 26/11/95

JH 26/11

The Supg Engineer
Second Circle

To
The Chief Engineer
for Irrigation

Dated 14 } November 1895
Despd 18 }

No 1727 K.S.

Railway siding on right bank of Western Delta Main Canal at Tadapalli — Forwards for favour of early orders copy of telegram from the Agent S. M. Ry. requesting early orders regi—

P.W. S.A.
161/56

No. 603 M.

9 P

Forwarded in original (to be returned) to the Consulting Engineer for Railways in confirmation of this Office No. 544 M dated 6th November 1895, with a request that the papers forwarded therewith may be returned at an early date.

For Chief Engineer for Irrign

Chepauk }
21st Nov/95 }

No. 3811 dated 28th November 1895.

10 P

Returned to the Chief Engineer for Irrigation with reference to his Endorsement No. 603 M, dated 21st November 1895.

for Consulting Engineer for Railways

To
The Chief Engineer
for Irrigation.

CHIEF ENGINEER
FOR IRRIGATION.
29 NOV. 95
No. 735 M

OW 9.3
161/96

Southern Mahratta Railway Company, (Ld.,)

No. 6738. A.
13148

AGENT'S OFFICE

DHARWAR, 3rd October, 1895.

12

To

The Superintending Engineer,
Irrigation, II Circle,
Bezwada.

Sir,

In reply to your letter No. 925. K. S., dated 23rd July 1895, I have the honour to request that you will give your confirmation to the general arrangements (so far as they affect your Canal works) as discussed and settled by the Collector, Mr. Mallet and myself on the spot on the 20th Sepr: last. The arrangements then settled are as follows:- (please see tracing attached)

The siding will take off at Tadepalli Station and run north along the west side of the G. N. road, leaving a minimum width of 15 feet for the road. Where the siding crosses road culverts, these will be suitably strengthened and lengthened by the Railway and a stout post and rails erected between the siding and the road. On nearing the canal, the siding will cross the road by a Level Crossing somewhere near the (Police Chouki) Toll Keepers hut thence it will run down the east side of the road between it and the small bund on the top of the canal bank which will not be interfered with, i. e-, the siding will here follow the old alignment of the G. N. road, the trees being interfered with as little as possible. This brings the rail road to the point A. shown in the sketch which

CHIEF ENGINEER
FOR IRRIGATION.
19 DEC.95
No.

CHIEF ENGINEER
FOR IRRIGATION.
19 DEC.95
No.

which shows the general arrangements of the siding leading down to the canal and the Jetty. From C. there will be a back shunt running down at about 1-35 or 1-40 to the canal Berm where a siding will be put, but a space of at least 12 ft must be reserved for the Tow path. The present road C.F. will be diverted as shown in the sketch and settled on the spot. The laying out of C.E.F. may necessitate knocking down a bit of compound wall at E., but if so, the compound can easily be added to the south side of the quarters; from B. a siding B.K. with a double dead ends will run down to the wharf H.K.

The canal authorities will undertake to keep the wharf wall L.M. in good order and allow boats to unload into the Railway trucks standing there. The siding will be used as a goods siding only, the speed being restricted to a maximum of 12 miles per hour.

I should be glad to have a reply to this reference as soon as possible, so as to admit of the detailed plans and estimates being got out as soon as may be; as arranged, the detailed plans will be sent to you for further approval.

I have the honour to be,
Sir,
Your most obedient servant,

J Morn Murdoch
Major, R.E.
AGENT.

Enclo:

T.K. By Bookpost

SUPERINTENDING ENGINEER'S OFFICE
No. 1506 KS
7 OCT. 95
P. W. D.
SECOND CIRCLE

EXECUTIVE ENGINEER'S OFFICE
Regr. No. 594
1 OCT. 95
KISTNA WESTERN DIVISION

CHIEF ENGINEER
FOR IRRIGATION.
19 DEC. 95
263

Encl 1 Tracing

CHIEF ENGINEER
FOR IRRIGATION.
19 DEC. 95

With a tracing

From

The Agent
S. M. R. Company Ld.

To. The Supdg Engineer
Second Circle

SUPERINTENDING ENGINEER'S OFFICE
No. 2170
11 NOV.
P. W. D.
SECOND CIRCLE

Dated 3d October 1895

No. 6738 A
13,148.

Encl 1

Railway siding at Tadapalli —

Forwards for confirmation the general arrangements settled by certain officers regarding —

[illegible] or dirs of C E

PWE 2
161

With an [illegible] on the reverse to 1475 KS

No. 1475 KS
15. 10. 95.

Forwarded to the Ex Engr Kistna Western Divn for favor of report whether he has any objections to offer to the arrangements herein proposed by the Agent, S. M. Railway.

2. With reference to this Office endorsement No 1406 K.S. dated 7th instant, the Agent S. M. R has been informed that the views of the Managers of the other two Railways concerned have been asked for at an early date

A S Russell
Offg. Supdg. Engr.
9. 10. 95

(to be returned.)

Reply No 3[illegible] dated 17/10

Southern Mahratta Railway Company, (Ld.)
AGENT'S OFFICE
DHARWAR, 9/15 10. 95 189
No.

Superintending Engineer Office.

No. 108 C.

II CIRCLE,
Dated 18th December 1895.

From,
Major W. C. Baddeley ~~Esquire~~, R.E.
Superintending Engineer,
II Circle.

To,
The Chief Engineer,
for Irrigation,
Madras.

Enclosures 2.

Sir

In reference to your No. II/206 K.S. of 9-12-'95, I have the honour to forward the original letter No. 6738 A of 3rd October, 1895 together with the tracing of the arrangements proposed. I beg to be favoured with early orders, as the matter has been long pending.

2. The arrangements proposed are unobjectionable, & it will be observed that the approval of the Collector has been obtained.

3. I shall be obliged by the return of the documents now forwarded.

I have the honour to be
Sir,
Your most obedt. Servt.
W C Baddeley
Major
Superintending Engr.

118

CHIEF ENGINEER
FOR IRRIGATION.
19 DEC. 95
No.

From

The Supdg Engineer,
II Circle.

To

The Chief Engr.,
For Irrigation.

No. 108-C

Dated 18th Decr '95.

Enclos: 2

—

Railway Siding at Tadapally by S.M.R. Forward plans &c of the — with remarks

PWS.1
161/56

CHIEF ENGINEER
FOR IRRIGATION.
19 DEC. 95
9636
No.

From,

The Superintending Engineer,

II Circle.

To,

The

Dated
Received
} 18

Enclosures.

NO.

SUBJECT.