

RAILWAY.

Govt. of {1890} Madras.  
PUBLIC WORKS.

Dated April, 1st.

Recd.

Encl.

G.O., 1st April 1890, No. 457 R.

APRIL.

**Mayavaram-Mutupet Railway**

Correspondence relative to the construction and working of the — by the South Indian Railway Company, communicated to the Consulting Engineer for Railways.

3152.  
Govt. of 18 Madras.  
PUBLIC WORKS.

Dated

32  
1890

Recd.

Encl.

G.O., 1st April 1890 No. 457 R.

Demarcation of land  
taken up for the Bangalore  
Extension Railway.

Sanction of the G.O. of  
the 18th April 1889  
for the —. Commenced the  
Survey Works.

executed

2/2

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper :—

G.O., dated 4th March 1890, Nos. 328, 329 R., Public Works.

Read the following papers :—

From the Consulting Engineer for Railways, dated Madras, 17th February 1890, No. 117.

From the Agent and Manager, His Highness the Nizam's Guaranteed State Railways Company (Limited), to the Consulting Engineer for Railways, Madras (through the Secretary to the Resident, Public Works Department), dated Secunderabad (Deccan), 7th December 1889, No. 2319 W.

I beg to enclose, herewith, copy of a letter from the 1st Assistant Collector, Kistna district, in which he suggests that the land taken up for the Bezvada Extension Railway should be demarcated so as to prevent the encroachment of ryots on the land for cultivation.

2. The Resident Engineer informs me that it will cost about Rs. 500 to put down boundary stones on the line of railway, and I beg to enquire whether it is the wish of Government that this should be done, and if so, do they sanction the necessary expenditure?

ENCLOSURE.

From L. M. WYNCH, Esq., Acting Head Assistant Collector, Kistna District, to the Resident Engineer, Nizam's Guaranteed State Railways Company, dated Kistna, 26th October 1889, No. 873.

I have the honor to draw your attention to the fact that, with the exception of station yards, the land acquired for the British section of the Nizam's Guaranteed State Railway has not been demarcated.

2. The ryots who cultivate the adjoining fields are almost certain to encroach if boundary marks are not erected at suitable distances. The lines of borrow pits are not of a sufficiently permanent character, as the pits will silt up in time, besides which there is nothing to prevent their being filled up deliberately; and in the event of any more land being required, it will be extremely difficult to determine how much has already been paid for.

Memo. No. 372.

Transferred to the Consulting Engineer for Railways, Madras, for disposal.

9th December 1889.

(Signed) G. K. WATTS,  
for Offg. Secy. to Resident, Hyderabad P.W.D.

From the Agent and Manager, His Highness the Nizam's Guaranteed [State Railways Company (Limited), to the Consulting Engineer for Railways, Madras, dated Secunderabad (Deccan), 13th February 1890, No. 249-A.

As requested in your letter No. 2211 of 13th December last, I have the honor to forward, herewith, an estimate of probable cost of demarcating the land taken up for the Bezvada Extension Railway including the cost of boundary stones.

## ENCLOSURE.

## BEZVADA EXTENSION RAILWAY.

ESTIMATE for demarcating boundary of railway land through British Territory.

| Mileage from Bezvada. | Number of stones required. | Dimensions of stones.             | Rate.     | Per.  | Amount.   | Remarks.                                                           |
|-----------------------|----------------------------|-----------------------------------|-----------|-------|-----------|--------------------------------------------------------------------|
|                       |                            |                                   | RS. A. P. |       | RS. A. P. |                                                                    |
| 1                     | 44                         | 6" x 6" by 2'                     | 0 13 0    | Each. | 35 12 0   | This rate includes cost of delivering at site and fixing complete. |
| 2                     | 36                         | Do.                               | 0 13 0    | "     | 29 4 0    |                                                                    |
| 3                     | 45                         | Do.                               | 0 13 0    | "     | 36 9 0    |                                                                    |
| 4                     | 40                         | Do.                               | 0 13 0    | "     | 32 8 0    |                                                                    |
| 5                     | 32                         | Do.                               | 0 13 0    | "     | 26 0 0    |                                                                    |
| 6                     | 43                         | Do.                               | 0 13 0    | "     | 34 15 0   |                                                                    |
| 7                     | 51                         | Do.                               | 0 13 0    | "     | 41 7 0    |                                                                    |
| 8                     | 40                         | Do.                               | 0 13 0    | "     | 32 8 0    |                                                                    |
| 9                     | 34                         | Do.                               | 0 13 0    | "     | 27 10 0   |                                                                    |
| 10                    | 42                         | Do.                               | 0 13 0    | "     | 34 2 0    |                                                                    |
| 11                    | 42                         | Do.                               | 0 13 0    | "     | 34 2 0    |                                                                    |
| 12                    | 52                         | Do.                               | 0 13 0    | "     | 42 4 0    |                                                                    |
| 13                    | 52                         | Do.                               | 0 13 0    | "     | 42 4 0    |                                                                    |
| 14                    | 52                         | Do.                               | 0 13 0    | "     | 42 4 0    |                                                                    |
| 15                    | 48                         | Do.                               | 0 13 0    | "     | 39 0 0    |                                                                    |
| 16                    | 54                         | Do.                               | 0 13 0    | "     | 43 14 0   |                                                                    |
| 17                    | 52                         | Do.                               | 0 13 0    | "     | 42 4 0    |                                                                    |
| 18                    | 48                         | Do.                               | 0 13 0    | "     | 39 0 0    |                                                                    |
| 19                    | 38                         | Do.                               | 0 13 0    | "     | 30 14 0   |                                                                    |
| 20                    | 48                         | Do.                               | 0 13 0    | "     | 39 0 0    |                                                                    |
| 21                    | 48                         | Do.                               | 0 13 0    | "     | 39 0 0    |                                                                    |
| 22                    | 31                         | Do.                               | 0 13 0    | "     | 25 3 0    |                                                                    |
| Total ...             | 972                        | Do.                               | 0 13 0    | "     | 789 12 0  |                                                                    |
|                       |                            | Contingencies at 10 per cent. ... | ...       | ...   | 79 0 0    |                                                                    |
|                       |                            | Total ...                         |           |       | 868 12 0  |                                                                    |

(Signed) E. D. PUZEY,  
Assistant Engineer, No. III Section.

Submitted to Government for transmission to the Government of India in accordance with para. 4 of its letter, No. 400 A. R., dated 12th September 1889, embodied in G.O., No. 1062 R., dated 2nd October 1889.

2. The estimate is recommended for sanction.

Order—dated 4th March 1890, No. 328 R., Public Works.

Ordered to be forwarded for the sanction of the Government of India.

(Here enter No. 329 R., dated 4th March 1890.)

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,  
Joint Secy. to Govt., P.W.D.,  
Railway Branch.

Endorsement—dated 4th March 1890, No. 329 R., Public Works.

Forwarded.

(Signed) C. J. SMITH, Colonel, R.E.,  
Joint Secy. to Govt., P.W.D.,  
Railway Branch.

Read also the following paper:—

From Major M. C. BRACKENBURY, R.E., Under-Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department (Railway Branch), dated Calcutta, 21st March 1890, No. 269 R.C.

With reference to your No. 329 R., dated 4th March 1890, I am directed to communicate the sanction of the Government of India to the estimate forwarded therewith, amounting to Rs. 869, chargeable to capital, for the demarcation of the land taken up for the Bezvada Extension Railway.

2. This sanction has been registered as No. 2, Bezvada Extension Railway of 1889-90.

ORDER—dated 1st April 1890, No. 458 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to his endorsement, No. 117, dated 17th February 1890.

2. This sanction has been registered as No. 1 R. of 1890-91.

(True Extract.)

Major, R.E.,  
Under-Secy. to Govt., P.W.D.,  
Railway Branch.

To the Consulting Engineer for Railways.  
,, Examiner, Public Works Accounts, Hyderabad, Bolarum.

Exd. A. Aubert.  
Spare Copies

RAILWAY.

Govt. of Madras.

PUBLIC WORKS.

Dated April, 1st.

Recd.

Encl.

G.O., 1st Apr. 1890, No. 458 R.

APRIL.

**Demarcation of land taken up  
for the Bezvada Extension  
Railway**

Sanction of the Government of India to the estimate of Rs. 869 for the —, communicated to the Consulting Engineer for Railways.

N<sup>o</sup> 873  
Kistna H<sup>d</sup> Asstt. Collector's  
Office 26<sup>th</sup> October 1889.

From L. M. Wynne Esq.  
Ag. Head Asstt. Collector Kistna.

To the Resident Engineer  
N. G. S. Ry. Esq. Secund<sup>d</sup>.

Sir,

I have the honor to draw your attention to the fact that with the exception of station yards, the land acquired for the British section of the N. G. S. Ry. has not been demarcated.

The ryots who cultivate the adjoining fields are almost certain to encroach if boundary marks are not erected at suitable distances. The lines of borrow pits are not of a sufficiently permanent character as the pits will silt up in time, besides which there is nothing to prevent their being filled up deliberately; and in the event of any more land being required it will be extremely difficult to determine how much has already been paid for.

I am, Sir,

L. M. Wynne  
Ag. H<sup>d</sup> Asstt. Collector



P.W. Lias  
1633/92



P. No. 236.  
2,000-8-3-89.

No. 2319 W. C. G. No. 4. 100

FROM

THE AGENT AND MANAGER,  
H. H. the Nizam's Guaranteed State Railways Co. "Ld."

To

Colonel C. J. Smith R. E.  
Consulting Engineer for Railways  
Madras  
Thro: the Secretary to Resident  
P. W. D. Bolarum.

Dated Secunderabad, (Deccan), 7<sup>th</sup> December 1889.

REFERENCE.

one Enclosure

Sir,

I beg to enclose herewith, copy of a letter from the 1<sup>st</sup> Assistant Collector Kistna district, in which he suggests that the land taken up for the Bezvada extension Railway should be demarcated so as to prevent the encroachment of Ryots on the land for cultivation.

The Resident Engineer informs me that it will cost about Rs 500/- to put down boundary stones on the line of Railway, and I beg to enquire whether it is the wish of Govt. that this should be done and if so, do they sanction the necessary expenditure?

I have the honor to be  
Sir  
your most obt. servant  
J. J. Selby  
Agent & Manager

REGISTER  
No. 291  
FILE  
No.



REGISTER  
No. 291  
HYDERABAD P. W. DEPARTMENT.  
FILE  
No. 1889

FROM  
The Agent & Manager  
Rly. S. Ry.

No. -  
Dated 7 Dec 1889  
Received 9 Dec 1889

8/12/89 - 9/12/89  
Memo.  
Transferred to the Consult.  
ing Engineer for Railways, Madras,  
for disposal. -

Enc. one  
11/12/89  
For Offg. Secy. to Rly.  
Hyd. P. W. Deptt.

Subject.  
Towards for trans-  
mission to the Comg.  
Engr. Ry. Madras his  
letter No. 2319 W. together  
with copy of one from  
the Collector Krishna Distt.  
regarding land taken up  
for Bezvada Colonisation  
Ry. being demarcated to pre-  
vent encroachment of Ry. etc  
on the land for cultivation some

165-i  
341 Ry

P.W. Secy  
16/12/89

Vide Letter to A.M. Vizian  
Ry No 2211 of 13/12/89

NO III - Section



## Bezawada Extension Railway.

4

Estimate for demarcating Boundary of Railway land &amp; thro' British Territory.

p 10. Inc 3  
1638/90

| Mileage from Bezawada | Number of stones required | Dimensions of stones | Rate |     | Per  | Amount |     | Remarks.                                                   |
|-----------------------|---------------------------|----------------------|------|-----|------|--------|-----|------------------------------------------------------------|
|                       |                           |                      | Rs   | a p |      | Rs     | a p |                                                            |
| 1                     | 44                        | 6" x 6" by 2'        | "    | 13  | each | 35     | 12  | * This rate includes delivering at site & fixing complete. |
| 2                     | 36                        | do                   | "    | 13  | "    | 29     | 4   |                                                            |
| 3                     | 45                        | do                   | "    | 13  | "    | 36     | 9   |                                                            |
| 4                     | 40                        | do                   | "    | 13  | "    | 32     | 8   |                                                            |
| 5                     | 32                        | do                   | "    | 13  | "    | 26     | "   |                                                            |
| 6                     | 43                        | do                   | "    | 13  | "    | 34     | 15  |                                                            |
| 7                     | 51                        | do                   | "    | 13  | "    | 41     | 7   |                                                            |
| 8                     | 40                        | do                   | "    | 13  | "    | 32     | 8   |                                                            |
| 9                     | 34                        | do                   | "    | 13  | "    | 27     | 10  |                                                            |
| 10                    | 42                        | do                   | "    | 13  | "    | 34     | 2   |                                                            |
| 11                    | 42                        | do                   | "    | 13  | "    | 34     | 2   |                                                            |
| 12                    | 52                        | do                   | "    | 13  | "    | 42     | 4   |                                                            |
| 13                    | 52                        | do                   | "    | 13  | "    | 42     | 4   |                                                            |
| 14                    | 52                        | do                   | "    | 13  | "    | 42     | 4   |                                                            |
| 15                    | 48                        | do                   | "    | 13  | "    | 39     | "   |                                                            |
| 16                    | 54                        | do                   | "    | 13  | "    | 43     | 14  |                                                            |
| 17                    | 52                        | do                   | "    | 13  | "    | 42     | 4   |                                                            |
| 18                    | 48                        | do                   | "    | 13  | "    | 39     | "   |                                                            |
| 19                    | 38                        | do                   | "    | 13  | "    | 30     | 14  |                                                            |
| 20                    | 48                        | do                   | "    | 13  | "    | 39     | "   |                                                            |
| 21                    | 48                        | do                   | "    | 13  | "    | 39     | "   |                                                            |
| 22                    | 31                        | do                   | "    | 13  | "    | 25     | 3   |                                                            |
| Total                 | 972                       | do                   | "    | 13  | "    | 789    | 12  |                                                            |
| Contingencies @ 10%   |                           |                      |      |     |      | 79     | "   |                                                            |
| Total Cont Rs         |                           |                      |      |     |      | 868    | 12  |                                                            |

Sd/- C. D. Dunlop  
Resd. Engr.Sd/- E. D. Pufay  
Asst. Engr.  
W. III. Section



P.W. No. 2  
1633/90

P. W. O. No. 173.  
1,000-10-12-89.

C. G. No. 4

No. 249 A.

500

From

THE AGENT AND MANAGER,

L. H. the Nizam's Guaranteed State Railways Co., "Ltd."

The Consulting Engineers  
for Railways  
Madras

Dated Secunderabad, (Deccan) 13<sup>th</sup> February 1890

one  
Enclosure

REFERENCE.

As requested in your letter No. 2211  
of 13<sup>th</sup> December last, I have the honor to  
forward herewith, an estimate of probable  
cost of demarcating the land taken up  
for the Bezawada extension Railway  
including the cost of boundary stones.

I have the honor to be,  
Sir,

Your most obedient,  
Agent

H. S. S. S.

Agent & Manager

PUBLIC WORKS DEPARTMENT.

Co. 117

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 17<sup>th</sup> February 1890.Memo No 372 Ry: dated 9<sup>th</sup> December 1889.

forwarding letter from the Agent and Manager

His Highness the Nizam's Guaranteed State Railway  
Co: (Ltd) No 2319 H dated 7<sup>th</sup> December 1889 (with  
enclosures— do — No 249 A dated 13<sup>th</sup> February 1890 with enclosure  
SUBMITTED — to — Government. for

transmission to the Government

of India in accordance with para

4 of its letter No 400 A R dated

12<sup>th</sup> September 1889, embodied inG. O. No 1062 R dated 2<sup>nd</sup>

October 1889.

2. The estimate is recommended

for sanction.

Sd/-  
Major R. L.

for Cus: Engr: for Rs

P.W. Encl  
1633/90

Form No. 3.

B. N<sup>o</sup> 328 R d 4 March 1890

1100

Ordered to be

forwarded for the sanction  
of the Government of India.

R. C. No. 329 R d 4<sup>March</sup> Feb 1890.

Forwarded.

C.L.S.

20-2-89

D 11/11

R.

No. 1062 R d 2-10-89

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 117

Dated 17<sup>th</sup>

Received 18

February 1890.

No. of ENCLOSURES. 5

B. N<sup>o</sup> 328-9 R d 4.3.90

Subject.

Submitting for the sanction  
of the Government of India,  
an estimate of the cost of  
demarcating the land taken  
up for the Bezvada Extension  
State Railway.

All communications  
should be addressed  
to the Secretary.

No. 269 R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction.

To

The Joint Secretary to the Government of  
Madras, (Railway Branch),  
Public Works Department.

Calcutta, the 21<sup>st</sup> March 1890.

Sir,

With reference to your No. 329 R. dated  
4<sup>th</sup> March 1890, I am directed to communicate  
the sanction of the Government of India to the  
estimate forwarded therewith, amounting to—  
Rs 869/- chargeable to Capital, for the—  
demarcation of the land taken up for the—  
Bezvada Extension Railway.

2. This sanction has been registered as No.  
2 Bezvada Extension Railway of 1889-90.

I have the honour to be,  
Sir,

your most obedient servant,

Mr. Mackenzie Major, R.E.

Under-Secretary.

Documents accompanying.

-Nil-

J.W.S.

Secy 17/3

11/3

Am 20-2-90 R 24-2-90

No. 458 R

PUBLIC WORKS DEPARTMENT,  
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 1<sup>st</sup> April 1890.

<sup>again</sup>  
Read the following

900

Progs. of the Madras } No. 328-29 R of 4<sup>th</sup> March 1890  
Govt. P.W. Deptt. — }

Read also the following:-

Letter from the Govt. } No. 269 R.C., date 21<sup>st</sup> March 1890  
of India P.W. Deptt. — }

<sup>28/3/90</sup> W. S. G. M.

Communicated to  
the Consulting Engineer for Rail-  
ways with reference to his  
endorsement No. 117 dated 17<sup>th</sup>  
February 1890.

2. This sanction has been  
registered as No. 1 R of 1890.

27/4

<sup>28/3/90</sup>  
D. R.

To The Commg. Engr for P.W.  
Examiners P.W. Deptt.  
Hyderabad  
Bolarum

Rd. 27-3-90

P.W. C No. 3152

No. 328-9 R of 4-3-90  
" 1062 R " 2-10-89

28-3-90 R 2-3-90

10

A

No 458 R 3 1<sup>st</sup> April 190.