

RAILWAY.

Govt. of 1890 Madras.

PUBLIC WORKS.

Dated May, 26th.

Recd.

Encl.

G.O., 26th May 1890, Nos. 721 R.,
721 R.
A

MAY.

Erratum

In G.O., No. 1385 R., dated 12th December 1889, sanctioning the opening of a trial station between Nagari and Puttur on the North-West Line, Madras Railway.

46 kg.

Govt. of 18 Madras.

PUBLIC WORKS.

26 kg

Dated

Recd.

Encl.

G.O., 26th May 1890 No. 722 R.

Railway line from
Madras to Mollau.

With proposals
for the survey of a direct

70
3

22/5/90

21/5/90

In G.O., No.
1889, sanction
station between
North-West Li

Form No. 3.

Memo no 18529 of 15.4.90
fr. Agent 17512 of 15.2.90

No 722 R of 26 May 90.

The letter from the
The letter from the
Agent and Manager, Madras
Railway, will be communicated
to the Chairman, Chamber of
Commerce with the remark
that the Government consent at present
with the Agent's views expressed
therein; but the prospects of the
whole project are as yet so in-
definite that it is considered in-
expedient to spend money on the
survey of the direct line from Madras.

PHEON
23.5.90

W for R.

To the Conference for Ryo.
Chairman Chamber of Commerce.

27/5
Hm. 19/5 R 21.5.90

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 352

Dated 16th
Received 17 } May 1890

No. of ENCLOSURES. 3 (1 trans)

Subject.

Report from the Agent
and Manager, Madras Ry.,
on suggestion by the Chamber
of Commerce - Madras, for
the survey of a direct line
on the broad gauge from
Madras to Bellary.

A
No 722 R of 26 May 90.

27/5
1890

For orders.

Frederick. Buchanan

Col. R.

Ag. J. Secy. to Govt. P. N. Dept.

The agent letter which should
given in full should be sent to
the Chamber of Commerce with the
remark that the Govt are at present
disposed to agree with him, but
that the prospects of the whole project
are as yet so indefinite that it
is not worth while to spend money
on the survey of the direct line from
Madras.

Dec
21 May.

cost of the project with
no apparent advantage
and is of opinion that
the best course would
be unquestionably to
utilize the existing line
from Renigunta to
Bellary by converting
it into broad gauge.

The remarks of the
Agent and Manager
deserve consideration.

Sidney Smith

Major R.

Dy. Comm. Engrs. for Dy.

Madras, 16th May

1890.

PUBLIC WORKS DEPARTMENT.

Letter from the Agent and Manager, Madras Railway, No. 6630/530, dated 12th May 1890, with enclosure.

No. 352

Submitted to Government with reference to G. O. No. 1852 C, dated 15th April 1890, herewith returned.

SUBMITTED.

2. The Agent and Manager, Madras Railway, states that the suggestion by the Chamber of Commerce, Madras, for a survey of a direct line on the broad gauge from Madras to Bellary would add very seriously to the cost



MADRAS RAILWAY.

The Agent and Manager

The Consulting Engineer

for Railways.

Dated

12th May 1890

Recd.

No.

5-30

Regarding the

proposed survey of a direct line from Madras to Bellary.

W. More.

3.00

The conversion of the
Tirupatty Vellore line from narrow
to broad gauge could be carried
out at a small fraction of the
cost of a direct line and must
it is thought eventually be included
in the new line.

Your most obed^t Servant,

7
Heathfield.

Ag. Agents Manager.

From

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

Dated

Recd.

No.

188

T Km. 9.4.90 R 10.4.90

(No. 1.)
No. 6630
530

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 12th May 1890.

From

The Ag. Agent and Manager,
M.R. Coy.

To

The Consulting Engineer for Railways.

SIR,

Your No. 340 of 17th April ultimo.

Adverting to the suggestion by the Chamber of Commerce of Madras that a survey should be ordered for a direct line broad gauge from Madras to Nellore in connection with the already authorized survey and proposed broad gauge line from Nellore to Guntur. I have the honour while agreeing fully in the expediency of completing the connection between Madras and Bezwada on the broad gauge, to point out that the nature of the country to be traversed is such that the proposed direct line from

Madras including

Just. C. No. 1236

From

The Chairman,
Chamber of Commerce
Madras.

Rs. 25: }
Recd 25: } March 1890
Repts 26: }
Cncls - 1.S.C.

Subject

Requesting that a survey may be ordered for a direct line from Madras to Nellore, and then via Guntur, Bapatla, to Bezwada on the broad gauge.

4/31st March 1890

Transferred to the Public
Works Dept. Railway Branch.

A. G. Cardew
29/3 Under Secy.

232

Rs. 1750 7 4 - 2-90.

No. 1852.Cd/15

Referred to the
Consulting Engineer for
Railways for report.

Sidney Smith
Major R.E.

Under Secy, to Govt. P. & R. Dept.

5/4. H.M. 9.4.90 R 10.4.90

Just C. no 1236
4200
The Chamber of Commerce,

MADRAS, 25th March, 1890.

FROM

THE HON'BLE J. A. BOYSON,

CHAIRMAN, CHAMBER OF COMMERCE,

MADRAS.

TO

THE CHIEF SECRETARY,

THE GOVERNMENT OF MADRAS,

FORT ST. GEORGE.

SIR,

The employment of Mr. West, Deputy Chief Engineer of the Madras Railway, on a survey of the country between Nellore and Guntur leads the Chamber to suppose that it is in contemplation either to continue to Guntur the existing metre gauge Railway from Renigunta to Nellore, or to convert the present link to the broad gauge, and continue on the latter gauge to Bezwada. The subject is one of great interest to the mercantile community, and as both of these schemes seem in some respects to be undesirable, the Chamber considers it expedient to lay its ideas before H. E. the Governor in Council in the hope that its views may meet with the support of the local Government.

The junction of Nellore with the famine zone by the metre gauge commends itself to the Chamber, having in view the fact that this gauge is identical with that of the extensions south of Tirupati, now in course of construction. It seems desirable to preserve a system that will permit of the products of the Nellore District being available to the metre gauge system of the south of India without a break of bulk, and the Chamber therefore deprecates any change of the existing gauge between Renigunta and Nellore.

Now that there exists a reasonable probability that the construction of the East Coast Railway, including the bridging of the Kistna River, will shortly be taken in hand, the question of direct communication between Madras and Bezwada on the broad gauge seems to the Chamber to be of pressing importance in the interest of the port of Madras. It is to be apprehended that if a break of gauge existed such as would occur should the section between Bezwada and Nellore be of the metre system, much of the benefit likely to accrue from the connection of the Singareni Coal fields with this Presidency by means of the Kistna Bridge would be lost, not to speak of the difficulties that would be placed in the way of developing the trade in Oil Seeds, of which it is believed large quantities would be available for export from the Districts in the neighbourhood of

RAILWAY.

Govt. of 1890 Madras.

PUBLIC WORKS.

Dated May, 26th.

Recd.

Encl.

G.O., 26th May 1890, No. 722 R.

MAY.

**Railway Line from Madras
to Nellore**

Orders on proposals for the survey of a direct—.

at present with the Agent's views expressed therein; but the prospects of the whole project are as yet so indefinite that it is considered inexpedient to spend money on the survey of the direct line from Madras.

(True Extract.)

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

To the Consulting Engineer for Railways.
Chairman, Chamber of Commerce.

Exd. J. Moses.
Spac Copies

permit of the products of the Nellore district being available to the metre gauge system of the South of India without a break of bulk, and the Chamber therefore deprecates any change of the existing gauge between Rénigunta and Nellore.

Now that there exists a reasonable probability that the construction of the East Coast Railway, including the bridging of the Kistna river, will shortly be taken in hand, the question of direct communication between Madras and Bezvada on the broad gauge seems to the Chamber to be of pressing importance in the interest of the port of Madras. It is to be apprehended that if a break of gauge existed such as would occur should the section between Bezvada and Nellore be of the metre system, much of the benefit likely to accrue from the connection of the Singareni coal-fields with this Presidency by means of the Kistna bridge would be lost, not to speak of the difficulties that would be placed in the way of developing the trade in oil-seeds, of which it is believed large quantities would be available for export from the districts in the neighbourhood of Bezvada if convenient and direct means of transport existed to a port such as Madras. A line such as is now advocated would also place Madras in direct communication with important salt centres, and it is obvious that the trade of this port must be benefited in various ways if direct communication on a uniform gauge existed with the Nizam's State Railway and East Coast Railway systems at Bezvada. Failing a direct line from Madras to Bezvada the Chamber would be disposed to modify the opinion expressed in an earlier portion of this letter regarding the advisability of retaining the metre gauge between Rénigunta and Nellore, for, unless this were converted, there would be no communication at all between the Madras Railway and Bezvada without a break of gauge. The metre gauge system of the South of India would of course still be in through communication with the Kistna bridge via Guntur and Guntakal.

On public and on military grounds direct through communication with Calcutta on the broad gauge seems so desirable that the Chamber feels no diffidence in urging that a survey may be ordered for a direct line from Madras to Nellore, and then via Guntur, or Bapatla, to Bezvada on the broad gauge. It is believed that no particular engineering difficulties exist, and that the line would not be an expensive one. The question as to whether such a line could be constructed and worked by the Madras Railway Company is one on which the Chamber hardly likes to interfere, but the points in favor of employing the existing machinery of that Company would doubtless not be overlooked by His Excellency the Governor in Council.

Transferred to the Public Works Department (Railway Branch).

31st March 1890.

(Signed) A. G. CARDEW,
Under Secretary

No. 1852 C.

Referred to the Consulting Engineer for Railways for report.

15th April 1890.

(Signed) SIDNEY SMITH, Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

Submitted to Government with reference to G.O., No. 1852 C., dated 15th April 1890, herewith returned.

2. The Agent and Manager, Madras Railway, states that the suggestion by the Chamber of Commerce, Madras, for a survey of a direct line on the broad gauge from Madras to Nellore would add very seriously to the cost of the project with no apparent advantage, and is of opinion that the best course would be unquestionably to utilize the existing line from Rénigunta to Nellore by converting it into broad gauge.

3. The remarks of the Agent and Manager deserve consideration.

ORDER—dated 26th May 1890, No. 722 R., Public Works.

The letter from the Agent and Manager, Madras Railway, will be communicated to the Chairman, Chamber of Commerce, with the remark that the Government concur

26TH MAY 1890, No. 722 R., PUBLIC WORKS.

67

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 16th May 1890, No. 352.
From the Agent and Manager, Madras Railway Company, to the Consulting Engineer
for Railways, dated Madras, 12th May 1890, No. 6630/530.

[Your No. 340 of 17th April ultimo.]

Adverting to the suggestion by the Chamber of Commerce of Madras that a survey should be ordered for a direct line broad gauge from Madras to Nellore in connection with the already authorised survey and proposed broad gauge line from Nellore to Guntūr, I have the honor, while agreeing fully in the expediency of completing the connection between Madras and Bezvāda on the broad gauge, to point out that the nature of the country to be traversed is such that the proposed direct line from Madras would add very seriously to the cost of the project with no apparent advantage and that the best course would be unquestionably to utilise the existing line from Rénigunta to Nellore and to convert that piece of line from narrow to broad gauge.

2. Reference to the annexed tracing taken from the Ordnance survey will show that the direct line from Madras would run for about 40 miles parallel to the Madras Railway at a distance of only about 30 to 35 miles from it, it would run through a strip of country that could yield no local traffic and would require a large bridge over the Swarnamukhi river which is already bridged by the Madras Railway.

3. On reaching Gúdūr the line would almost coincide with the existing narrow gauge line, and from this point to Nellore the works required would be of so heavy a character including another large bridge at Gúdūr that a second line is not to be thought of.

4. The conversion of the Tirupati-Nellore line from narrow to broad gauge could be carried out at a small fraction of the cost of a direct line, and must, it is thought, eventually be included in the new line.

ENCLOSURE.

From the Hon'ble J. A. BOYSON, Chairman, Chamber of Commerce, to the Chief Secretary to the Government of Madras, dated Madras, 25th March 1890.

The employment of Mr. West, Deputy Chief Engineer of the Madras Railway, on a survey of the country between Nellore and Guntūr leads the Chamber to suppose that it is in contemplation either to continue to Guntūr the existing metre gauge railway from Rénigunta to Nellore, or to convert the present link to the broad gauge, and continue on the latter gauge to Bezvāda. The subject is one of great interest to the mercantile community, and as both of these schemes seem in some respects to be undesirable, the Chamber considers it expedient to lay its ideas before His Excellency the Governor in Council in the hope that its views may meet with the support of the local Government.

The junction of Nellore with the famine zone by the metre gauge commends itself to the Chamber, having in view the fact that this gauge is identical with that of the extensions south of Tirupati, now in course of construction. It seems desirable to preserve a system that will

7227
03/6927
For a list of the
S.Ry with their
distances from the
terminus.

N/2 8/2

22/6/90