GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Consulting Engineer for Railways, dated Madras, 20th August 1890, No. 567-B.

From the Acting Agent and Manager, Madras Railway Company, to the Officiating Consulting Engineer for Railways, dated Madras, 6th August 1890, No. 6630/839.

When the survey of the Nellore-Guntúr line now in progress was commenced, it was in contemplation to ask for sanction to extend it later on to Madras, so as to join the Madras Railway at or near Tiruvallúr station.* This project alone was considered in the correspondence relating to a recent suggestion by the Madras Chamber of Commerce for a direct line to Madras and it was disapproved for the reasons then given.

* *Vide* memorandum of instruction to the Engineer-in-charge of the Survey with this office docket, No. 6630/215, dated 22nd February 1890.

2. In company with the Chief Engineer I have since made a rough reconnoissance with a view to ascertain whether a line direct from Madras city *viâ* Ennore would be practicable. The result is favorable and I have the honor to ask the sanction of Government to survey this route.

3. The proposal is to survey a line from the Central Station, Madras, direct to Ennore and thence through the principal villages, as indicated on the enclosed sketch-map, to join the existing Rénigunta-Nellore line at Gúdúr, and the advantages this route would have over that by the existing Rénigunta-Nellore line are that by it the distance from Madras to Nellore would be shortened by about 50 miles, an important consideration in competing for traffic with the road and the canal; that it would yield some 3 miles of excellent local traffic to Ennore; and that it would again place the Government salt depôt within reach of railway communication.

4. The distances are—

		MILES.
Madras to Nellore *viâ*	Rénigunta	160
	Tiruvallúr-Gúdúr	124 (about)
	Ennore-Gúdúr	108 (do.)

5. From the point of view of the merchants of the port of Madras, probably the shortest and most direct route is much to be preferred, but whether the construction of a line on the route now proposed or the utilisation of the existing Rénigunta-Nellore line, including the cost of converting it from narrow to broad gauge, would eventually afford the best return on the necessary expenditure of capital can only be determined by carefully investigating and examining both, and it is thought that, for the reasons stated, the survey now in progress should be completed through to Madras.

6. The Chief Engineer estimates the cost of the work to be 85 miles at Rs. 143 per mile equal to Rs. 12,155 and I request that the sanction of Government may be conveyed to me for this expenditure.

7. It is expected that the survey of the Nellore-Bezváda section will be completed about the middle of September proximo, and if Government approves of the project it is desirable that the same staff should proceed with this extension of their work without stopping.

Submitted to Government.

2. The Agent and Manager, Madras Railway, asks for sanction to extend the Nellore-Guntúr survey so as to embrace a direct line to Madras at a further cost of Rs. 12,155 in addition to the Rs. 20,000 already granted and I think the work should be done if the funds can be provided.

3. The first proposal was to bring in the line from Nellore to Madras *viâ* Tiruvallúr, but the Agent and Manager now reports that he believes that a better line can be obtained *viâ* Ennore.

The distances would be—

		MILES.
Nellore to Madras *viâ*	Arkónam	160
	Tiruvallúr	124
	Ennore	108

so that there would be a saving of 52 miles in the through distance if the Ennore route were adopted. The map shows clearly what is proposed.

4. If the Agent and Manager's proposal to continue the survey to Madras *viâ* Ennore are entertained, a further allotment of Rs. 12,155 from Provincial funds will be required and the sanction of the Government of India to the grant will be necessary.

5. I think it would be very desirable to have this survey done even if it is not proposed to carry out the work at once; the cost is not great and as soon as the East Coast Railway is completed the demand for the construction of a chord line, which will save 52 miles in the through route, will become irresistible.

Telegram from the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated 22nd August 1890.

Sanction Government India solicited to continue Bezváda-Nellore survey from Nellore direct to Madras at additional estimated cost Rs. 12,155 from Provincial funds. Staff now in the field can do the work in 3 months and survey of chord line which will save upwards 50 miles in through distance certain to be soon called for. Early orders solicited.

Telegram from the Secretary to the Government of India, Public Works Department, to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 28th August 1890, No. C. 105.

Your telegram of 22nd. Regarding Nellore-Madras railway survey. The survey is within your powers of sanction as in case of Nellore-Bezváda survey.

ORDER—dated 6th September 1890, No. 1327 R., Public Works.

His Excellency the Governor in Council approves the proposal of the Agent and Manager, Madras Railway, to extend the Nellore-Guntúr survey direct to Madras as recommended by the Consulting Engineer.

2. The Financial Department will arrange to place the sum of Rs. 12,155 at the disposal of the Agent for this purpose in addition to the Rs. 20,000 already granted in Financial G.O., No. 48, dated 28th January 1890.

3. The Consulting Engineer for Railways will obtain from the Collectors concerned the usual draft notifications for publication in the Fort St. George and District Gazettes, empowering the Survey Party to enter upon land for the purpose of surveying, &c., in accordance with section 4, Act X of 1870.

4. A copy of these Proceedings will be forwarded for the information of the Government of India in continuation of Public Works Department docket, No. 176-R., dated 4th February 1890.

(Here enter No. 1328 R., dated 6th September 1890.)

(True Extract.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.
" Financial Department.
" Revenue Department.
" Examiner, Public Works Accounts.

ENDORSEMENT—dated 6th September 1890, No. 1328 R., Public Works.

Forwarded.

(By Order.)

Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated September, 6th.

Recd. *Encl.*

G.O., 6th Sept. 1890, Nos. 1327 R., 1328 R.

SEPTEMBER.

Nellore-Guntur Survey

Forwarding copy of Proceedings, approving, with remarks, the extension of the — direct to Madras.

one Facing encls:

(No. 1.)

No. 1630 / 839

5,000—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 6th August 1890

From

The Agt Agent and Manager.

To

The Offg Consulting Engineer for Railways.

SIR,

When the survey of the Nellore Guntur line now in progress was commenced, it was in contemplation to ask for sanction to extend it later on to Madras, so as to join the Madras Railway at or near Tiruvallur station.* This project alone was considered in the correspondence relating to a recent suggestion by the Madras Chamber

* Vide memorandum of instruction to the Engineer in Charge of the survey with this office docket 1630/215 dated 22 February 1890.

of Commerce for a direct line to Madras and it was disapproved for the reasons then given.

2. In company with the Chief Engineer I have since made a rough reconnoisance with a view to ascertain whether a line direct from Madras City via Ennore would be practicable. The result is favourable and I have the honour to ask the sanction of Government to survey this route.

3. The proposal is to survey a line from the Central Station Madras, direct to Ennore and thence through the principal villages as indicated on the enclosed sketch map to join the existing Renigunta Nellore line at Gudur, and the advantages this route would have over that by the existing Renigunta Nellore line are

3 P

that by it the distance from Madras to Nellore would be shortened by about 50 miles, an important consideration in competing for traffic with the road and the canal; that it would yield some 8 miles of excellent local traffic to Ennore and that it would again place the Government Salt depot within reach of railway communication.

4. The distances are:-

Madras to Nellore via Renigunta - - - - - 160 miles
——— do ——— " Tirruvallur Gudur 124 - - about
——— do ——— " Ennore Gudur 108 - - about

5. From the point of view of the merchants of the port of Madras, probably the shortest and most direct route is much to be preferred but whether the construction of a line on the route now proposed or the utilisation of the existing Renigunta Nellore line, including the cost of converting it

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 188

Read.

No.

4 P

from narrow to broad gauge would eventually afford the best return on the necessary expenditure of capital, can only be determined by carefully investigating and examining both and it is thought that for the reasons stated the survey now in progress should be completed through to Madras.

6. The Chief Engineer estimates the cost of the work to be 85 miles at Rs. 143 per mile equal to Rs. 12,155 and I request that the sanction of Government may be conveyed to me for this expenditure.

7. It is expected that the survey of the Nellore Bezwada section will be completed about the middle of September proximo, and if Government approves of the project it is desirable that the same staff should proceed with

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 188

Recd.

No.

this extension of their work without stopping.

I have the honour to be
Sir,
Your most Obedient Sert.

W. Smithett

Ag Agent & Manager

REGISTERED
No. 1049
FILE
No.

Enl 1.

P.W. Encl 8435/90.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 6th August 1890.

Rcvd. 9.8.90

Nos.

No. 6630/839

on the subject-
of the survey
from Madras
to Gudur.

P.W.R. inward
Engineering
No. 89
7/8.

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras. 20th August 1890.

Letter from the Agent and Manager, Madras Railway, No 6630/839, dated 6th August 1890, with tracing

No. 567 B

SUBMITTED _____ to _____ Government.

2. The Agent and Manager, Madras Railway, asks for sanction to extend the Nellore-Gudur survey so as to embrace a direct line to Madras at a further cost of Rs 12,155 in addition to the Rs 20,000 already granted and I think the work should be done if the funds can be provided.

3. The first proposal was to bring in the line from Nellore to Madras via

via Tirnvallur, but the
agent and manager now
reports that he believes
that a better line can be
obtained via Ennore.

The distances would be

Nellore to Madras via Arkonam - 160 miles
" " " via Tirnvallur 124 — " —
" " " " Ennore 108 — " —

so that there would be a
saving of 52 miles in the
through distance if the
Ennore route were adopted.
The map shows clearly
what is proposed.

4. If the Agent and Manager's
proposal to continue the
survey to Madras via Ennore
are entertained a further
allotment of Rs 12,155 from
provincial funds will be
required and the sanction
of the Government of India
to the grant will be necessary.

I think it would be
very desirable to have
this survey done even if
it is not proposed to
carry out the work at
once the cost is not great
and as soon as the East
Coast Railway is completed
the demand for the
construction of a chord
line which will save 52
miles in the through route
will become irresistable.

Spurey Lt Col R.E.
offg. Cons Engineer for Rys.

PW. Cdc. 8435.

Form No. 3.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras,

No. 567 B

Dated 20 } August 1890.
Received 8-9-90 }

No. OF ENCLOSURES. 4 2 4/4 Maps

Subject.

Submitting an application from the Agent & Chief Engr Madras Railway for sanction to extend the Kellore Gundlacamma Survey direct to Madras at a further cost of Rs 12,155 in addition to the Rs 20,000 already granted -

64 Word Form.

INDIAN TELEGRAPHS. Monthly Number. 1010

Code Class. D.P. From (Office) Simla

To (Office) Gotacamund Defd

Words. 32 Day. 28 Hour. 18 Minute. 25 Official Instructions.

To (Person) Madras Works Ry.

From (Person) Works.

105 Your telegram of 22d regarding Nellore Madras railway survey the survey is within powers of Sanction as in case of Nellore Beyvada survey -

paper
Ch
29/8
Secretariat

Mr Connell

Recd. from LN. At Hrs. Hts. by

Sent to LN. At Hrs. Hts. by GOTACAMUND 29-8-90 Telegraph Master.

F.C.2.

G. W. Allen and Co.—No. 109 T.—20-11-89—18,00,000.

T.W.C. No 8434

Rec. 29-VIII-90

8-29-90

Dis 18 VIII

TELEGRAM ~~URGENT~~ ~~ORDINARY~~ DEFERRED

FROM R.

To Wuhi Indeia

10

~~It is postponed to Optd~~

Sanction Govt India solicited to Continue Bezwada, Nellore Survey from Nellore direct to Madras at additional Estimated Cost Rs 12155 from provincial funds - Staff now in the field can do the work in 3 months and Survey of Chord line which will save upwards 50 miles on through distance Contain 6 the sum called for Early issue solicited

22/8/90

Telegram dispd 22-8-90

14

14 C
R.

A Copy of Rec. Dt. 2nd
1328 R is herewith
sent for Rs. signature
& issue to India.
Please intimate
the date of despatch
of the sign Copy —

Despo. Sett:
1328 R was des-
patched to India today 16.9.90
16. H

A

No. 1327 R 96 Sept 1890.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Endorsement from the Comy: Engr: for Rys — } M.G. No. 567 B dy 20 Augt 1890

Telegram to the Govt. of India P. W. Depte: } — " — " ——— dy 22 do —

Telegram from do — " — " C 105 dy 28 do —

His Excellency the Governor in Council approves the proposal of the Agent & Manager, Madras Railway, ~~and which the Commissioner Engineer for Railways considers~~, to extend the Sailors-Gunters survey direct to Madras, as recommended by the Consulting Engineer.

2. The Financial Department will arrange to place the sum of Rs 12,155 at the disposal of the Agent for this purpose, in addition to the Rs: 20,000 already granted in Financial G.O.

11 & P. C
4/9/90

G. O. No. 48 dated 28th January 1890.-

3. The Consulting Engineer for Railways will obtain from the Collectors concerned the usual draft notifications for publication in the Fort St. George and District Gazettes, empowering the survey party to enter upon land for the purpose pursuing &c. in accordance with Section 4, Act II of 1870.-

4.- A copy of these Proceedings will be forwarded for the information of the Govt. of India in continuation of G. O. No. 1762 R 7/4th Sept 1890

Ry. No 1328 R 7/6th Sept 1890

Forwarded.

A

No. 1324-28 R 7/6 Sept 1890

To The Consulting Engineer for Rys
- Govt Gr. Relations
- Financial Dept
- Revenue do -
- Exams P. W. Accts.

SKETCH MAP
TO SHEW SURVEY FROM
MADRAS TO GUDUR VIA ENNORE

SCALE 8 MILES TO 1 INCH

10 5 0 10 20MS:

AG: AGENT AND MANAGER

PENNER RIVER
GUNGAPATNAM
NELLORE
KODUR
SURVAPALLI
KRISHNAPATNAM
IPURU
TAMMANAPATNAM
GUDUR
TIKAVARAM
KODIVADU
ATTIVARAM
SWARNAMUKHI RIVER
NELLORE STATE RAILWAY
NELLORE TO GUDUR
MELABALLI
NORAVARI CHUTTRUM
MAMANDUR R.S
KALAHASTI
RENIGUNTA R.S
CHANDRAGIRI
PUDI R.S
SULURPET
SRIHARIKOTA
PULICAT LAKE
GUDUR TO SURVAPALLI
GUDUR TO TIRUVALLUR
KARVETNAGAR
PUTTUR R.S
N.W. RAILWAY
MADRAS
NAGARI R.S
NAGARI RIVER
TIRUTANI R.S
CHINNAMAPET R.S
KADAMBATUR R.S
TIRUVALLUR R.S
SEVVAPET R.S
TINNANUR R.S
AVADI R.S
AMBATUR R.S
KONNUR R.S
PERAMBUR R.S
ARKONAM JUNC:
MUNNAL R.S.
SHOLINGHUR R.
TIRUVALLUR TO PONNERI
GOOMERAPUNDI
PONNERI
VYALOOR
ENNORE
MADRAS
BAY OF BENGAL

8434.

Govt. of 18 Madras.

PUBLIC WORKS.

Dated

Rec'd. Encl.

G.O., 6th Sept. 1890, No. 1327 R.
1378 R.

Tellore frontier Survey

The Extension of the — district to Madras approved with remarks.

do do do.

Forty copies of Despatch approving with remarks, the extension of the — district to Madras.