

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From W. A. WILLOCK, Esq., Collector of the Vizagapatam District, to the Joint Secretary to Government, Public Works Department, Railway Branch, dated Vizagapatam, 7th September 1890, No. 2908.

I have the honor to acknowledge the receipt of your telegram, dated 4th instant, regarding the East Coast Railway plans, in which I am instructed to state whether I see any objections to the alignment proposed on receipt of the index plans. There is one very important point which requires consideration urgently, and as it appears hardly necessary to await the index plans before bringing it to the notice of Government, I have the honor to do so now.

2. The line sweeps through the town of Vizagapatam from the swamp to the sea front, and near the north corner of the entrance to the backwater it curves inland and runs along that side of the inlet up to the Pontoon bridge. In doing so it first encroaches considerably on the spit of sand now used for shipping and landing cargo, and passing outside the commercial shed follows an embankment to be constructed in the waterspread of the backwater itself up to the bridge. It necessarily follows that in addition to curtailing largely the area now used for loading and unloading boats it will render any extension of the length of beach available for boat work impossible in the future. Of course much of the shipping and landing will in future probably be done direct from the wagons higher up the backwater, but it is hard to say whether this will compensate for the greatly decreased areas available for shipment from carts. It must be remembered that in addition to the natural increase in trade which the railway will bring, all the business of Bimlipatam must find its way to Vizagapatam in a few years' time, and double or treble the shipping work will have to be dealt with for this reason alone. The line will be between the boats and the road, but as it will be on a 16-feet embankment this will not matter as subways can be provided for the coolies.

3. These objections only came to my knowledge a few days ago on my return from a tour, and I have had no opportunity of discussing them with Mr. Walker as he had already left for Simla. I have no doubt but that he would see their force and take measures to obviate them, and were this all that is required I would not trouble Government about the matter at present. The question of how a line of railway should approach a beach used for landing and shipping cargo in such a confined space as is available at Vizagapatam is, however, a matter which requires the professional consideration of at least the head of the Marine Department, and if an embankment is to be constructed confining the area swept by the tidal water it is very desirable that its effect on the harbour mouth should be considered by the best engineering authority available also. A very trifling oversight might seriously affect the bar, while on the other hand a slight alteration in the alignment might render enormous service in diverting the current in the most advantageous direction.

4. I addressed Captain Street on the subject demi-officially a few days back, and from a telegram which the Port Officer has received from him I believe that he is contemplating visiting Vizagapatam. If he does, it would perhaps be as well that his inspection should be undertaken by the orders of Government. I would also suggest the importance of the question of how the proposed embankment would affect the bar

and how it could be most advantageously utilized to improve the harbour mouth should be considered by competent authority. I may mention in connection with this that I have just addressed the Board regarding the reclamation work in the Vizagapatam swamp. The grant to the Right Reverend Dr. Tissot will have to be cancelled next year or be allowed to become absolute, and there is no doubt but that the greater part of it is voidable and that it is expedient that it should be revoked. If this be done the tidal waterspread will be largely increased and the opportunity of improving the bar by training walls become considerably greater than at present. Should Government see fit to send any officer up to report on Railway questions I would suggest that he should also be directed to give his opinion as to whether Dr. Tissot has reclaimed the swamp which by the terms of his grant he should have completed in twenty-one years (ending 1891).

5. I enclose a plan showing how the line approaches the beach. I have roughly sketched in the southern shore of the backwater from the Marine Survey map. The railway encroaches even more seriously on the beach than this map indicates as it will run on an embankment 16 feet high carrying three lines of rails and the toe will consequently extend a long way on each side of the centre which is what is marked.

ORDER—dated 18th September 1890, No. $\frac{1400}{A}$ R., Public Works.

Ordered that the following telegrams be despatched:—

To the Engineer-in-Chief, East Coast Railway, Simla.

"Collector objects to alignment along beach at Vizagapatam. No work depending upon alignment near Vizagapatam should be commenced till further orders."

To the Presidency Port Officer, Madras.

"If you are going to Vizagapatam Government wishes you to inspect the proposed line of railway along beach and to report your opinion whether as aligned by Mr. Walker it will interfere with the sea traffic of the place or is obnoxious to the objections put forward by the Collector."

2. The Consulting Engineer for Railways will arrange to visit Vizagapatam at an early date and report on the best alignment for the line near the town and along the beach. He will also examine Bishop Tissot's concession and state his opinion whether it should not be held to have lapsed in whole or in part.

3. The Revenue Department will be requested to furnish the Consulting Engineer with the correspondence regarding the reclamation work by Dr. Tissot in the Vizagapatam swamp.

(True Extract.)

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

To the Consulting Engineer for Railways.
" Examiner, Public Works Accounts.
" Revenue Department.
" Marine
" Collector of Vizagapatam.

Exd. J. Moses.
Spare Copies

Map of the S' portion of
 Veyyathalam
 showing how the E C Railway
 approaches the landing place
 Scale — 16 inches = 1 Mile

Beach used
 for shipping
 and landing



Topographical Survey
 1886

Surveyed & Mapped under the Supervision of A. Maltby, Esq.
 A.G. Deputy Superintendent, Madras Survey, Completed in 1886.

to show work
 of col
 7-9

Dolphins Nose

RAILWAY.
Govt. of (1890) Madras.
PUBLIC WORKS.

Dated September, 18th.

Recd.

Encl.

G.O., 18th Sept. 1890, No. 1400
A R.

SEPTEMBER.

Alignment of the East Coast
Railway near Vizagapatam

The Engineer-in-Chief informed that no work depending upon — should be commenced till further order, and the Presidency Port Officer and the Consulting Engineer for Railways directed to visit Vizagapatam and report on the alignment objected to by the Collector.

no 2908

VIZAGAPATAM, Collectors Office
Dated 7th September 1890.

From

W. A. WILLOCK Esq.
Collector

Vizagapatam District.

To

The SECRETARY TO GOVERNMENT,
Railway DEPARTMENT, Branch
MADRAS.

SIR.

I have the honor to acknowledge the receipt of your telegram dated 4th instant regarding the East Coast Railway plans, in which I am instructed to state whether I see any objections to the alignment proposed on receipt of the index plans. There is one very important point which requires consideration urgently and as it appears hardly necessary to await the index plans before bringing it to the notice of Government I have the honor to do so now.

2 The line sweeps through the town of Vizagapatam from the Swamp to the sea front and near the North corner of the entrance to the Back-waters it curves inland and runs

runs along that side of the inlet up to the Pontoon bridge. In doing so it first encroaches considerably on the spit of sand now used for shipping and landing cargo, and passing outside the Commercial Shed follows an embankment to be constructed in the water spread of the Backwaters itself up to the bridge. It necessarily follows that in addition to curtailing largely the area now used for loading and unloading boats it will render any extension of the length of beach available for boat work impossible in the future. Of course much of the shipping and landing will in future probably be done direct from the waggons higher up the back water, but it is hard to say whether this will compensate for the greatly decreased areas available for shipment from Carts. It must be remembered that in addition to the natural increase in trade which the railway will bring all the business of Bimlipatam must find its way to Visagapatam in a few years' time, and double or treble the shipping work will have to be dealt with for this reason alone. The line will be between
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the boats and the road but as it will be on a 16 ft embankment this will not matter as subways can be provided for the coolies.

3. These objections only came to my knowledge a few days ago on my return from a tour and I have had no opportunity of discussing them with Mr. Walker as he had already left for Simla. I have no doubt but that he would see their force and take measures to obviate them and were this all that is required I would not trouble Government about the matter at present. The question of how a line of railway should approach a beach used for landing and shipping cargo in such a confined space as is available at Visagapatam is however a matter which requires the professional consideration of at least the head of the Marine department, and if an embankment is to be constructed confining the area swept by the tidal water it is very desirable that its effect on the harbour mouth should

Should be considered by the best Engineering authority available also. A very trifling oversight might seriously affect the bar while on the other hand a slight alteration in the alignment might render enormous service in diverting the current in the most advantageous direction.

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I would also suggest the importance of the question of how the proposed embankment would affect the bar and how it could be most advantageously utilized to improve the harbour mouth should be considered by competent authority. I may mention in connection with this that I have just addressed the Board regarding the reclamation work in the Visagapatam Swamp. The grant to the
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30
Right Revd. Dr. Tissot will have to be cancelled next year or be allowed to become absolute and there is no doubt but that the greater part of it is void and that it is expedient that it should be revoked. If this be done the tidal water spread will be largely increased and the opportunity of improving the bar by ^{training} ~~training~~ walls become considerably greater than at present. Should Government see fit to send any officer up to report on Railway questions I would suggest that he should also be directed to give his opinion as to whether Dr. Tissot has reclaimed the swamp which by the terms of his grant he should have completed in 21 years (ending 1891)

5 I enclose a plan showing how the line approaches the beach. I have roughly sketched in the Southern Shore of the back water from the ^{Marine} ~~Madras~~ Survey map. The railway approaches even more seriously on the beach than this map indicates
as

as it will run on an embankment 16 ft
high carrying 3 lines of rails and the
toss will consequently extend a long way
on each side of the centre which is what
is marked.

I have the honor to be,

Sir

Your most obedient servant

Wm. W. W.
Collector.

M

P.W. Civil 86191

1890

Department

From

The Collector

Vizagapatam

To

The Secretary to
Government

Railway Branch

Madras

Dated 7th September 1890

Rd 12-9-90

2905

Enclose me
Sketch

Forwarding certain objections
and suggestions to the
East Coast Railway
line land plans near
Vizagapatam

no 1323 R. 5-9-90
1329 R. 6-9-90

++ concern to the line plan
whether it be better to have
the line in the or in part. The
papers connected therewith could
be sent to the from the P.W. Dept.
of the office or from the C.W.D.
office.

The proposed telegram to W
Latter Division. I.H.G.

17/9/90

READ the following:—

1400R
18-92

FOR ORDERS.

It can of course go to Vizagapatnam
any time that is convenient desirable.
I will to

I think it would be wise to
telegraph to East Coast railway

"Collective objects to alignment and
" though ^{too} big as a pattern. No work
" depending upon alignment and these
" ~~should be~~ ^{should be} "Census and title"
" further action "

15/9/90

I know Vigay: well - having
been Col. there - I consider Mr
Billings's objections are valid -
& that the Comd'g Genl of N.
should visit the place at an early
date & decide on the best alignment
for the line through the town -
The Commission Mr. Scoville has in the
open space between the Col's Office
& the flag staff - & the ^{existing} ~~line~~ D.D. run
to the ramp on the line shown
sketched in in red pencil - On
which might ^{run} ~~be~~ at the back of
Ross's high & terminate near
the fore town bridge, to facilitate
transfer of goods into & from
boats from a to the RR tracks.
On either side, both those lines
might be made - Capt.
Shut might be used to to say
that if he is going to Vigay: soon
wish him to inspect the proposed
line of railway through the town
~~and~~ to ~~have~~ ^{reporting} his opinion
thereon ^{alighted} ~~or~~ ^{proposed} by Mr. Wallace,
it will interfere with the ~~own~~ ^{own} ~~proposition~~ ^{proposition} to the ~~of~~ ^{of} ~~the~~ ^{the} ~~place~~ ^{place} -
and by Mr. Willits.
Capt. May the also will advantage
Oct. 12/9 examine Bishop, Tuxedo
Oct. 15/9 R17/9

No. $\frac{1400}{A}$ ~~2~~ 9 18th Sept/90.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Collector } N.C. No. 2908 of 7 Sept: 1890
of Vizagapatnam —

Ordered that the following telegrams be despatched: -

To The Engineer-in-Chief
East Coast Railway
Simita

"Collector objects to alignment along beach at Vizagapatnam. No work depending upon alignment near Vizagapatnam should be commenced till further orders."

To the Presidency Post Office
Madras

If you are going to Bagdad a plain Government wishes you to inspect the proposed line of railway along beach and to report

Schenck am best
 in best
 1849

Telegram has been
issued the
18/9

report your opinion whether
as alleged by Mr. Walker
it will interfere with the
sea traffic of the place or
is obnoxious to the objections
put forward by the Collector.

2. The Consulting Engineer
for Railways will arrange
to visit Vizagapatnam about
early date and ^{inspect} ~~ascertain~~ on
the best alignment for the
line near the town and along
the beach. He will also
examine Bishop Tissot's
concession and state his
opinion whether it should
not be held to have lapsed
in whole or in part.

3. The Revenue Department
will be requested to furnish
the Consulting Engineer with
the correspondence regarding
the proclamation work by Dr.
Tissot in the Vizagapatnam Swamp.

CS & 18/9 1890
off. 12/9 18/9 R 21/9
15/9 18/9

At Home the General
Hon. Mr. J. H. ...

General

Print soon

18 SEP 90

A
Rs 1400 R 2 18 Sept 90

26/9

To
The Consulting Engineer
By P. W. Accounts
Revenue Dept
Mamie Dept
Collector of Vizagapatnam

13/9

Enclosure in a letter from
the Collector of Vizagapatnam
to the Secretary to
Government Andhra Pradesh

Sketch of Vizagapatnam
Railway

8617
Enclosure in a letter from
the Collector of Vizagapatnam
to the Secretary to
Government Andhra Pradesh
The Government of Andhra Pradesh
is pleased to receive the
letter of the Collector of Vizagapatnam
dated 10/10/54 regarding the
proposed railway line from
Vizagapatnam to the
port of ...
The Government of Andhra Pradesh
is pleased to receive the
letter of the Collector of Vizagapatnam
dated 10/10/54 regarding the
proposed railway line from
Vizagapatnam to the
port of ...

8619.

Govt. of 18 Madras.

PUBLIC WORKS.

Dated

Recd.

25/9/90
25/9/90
25/9/90

G.O. 18 Sept 90 No. 1400R
a

Alignment of the
EC Ry near Vengalpet

The Engr in Chg informed
that no work depending
upon — should be
commenced till
further order & the
Passy Post Office & the
Chgo Ry decided
to visit Vengalpet and
report on the alignment
objected to by the
Collector.

150
8

24/9