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.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint 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

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated September, 18th.

Recd. *Encl.*

G.O., 18th Sept. 1890, No. $\frac{1400}{A}$ 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.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—

G.O., dated 5th September 1890, No. 1323 R., Public Works.

Read also the following papers:—

Telegram from the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Engineer-in-Chief, East Coast Railway Survey, dated 21st July 1890.

Please send as soon as possible index plan proposed East Coast Railway showing position of stations.

———

Telegram to the Engineer-in-Chief, East Coast Railway Survey, dated 28th August 1890.

———

Telegram from the Engineer-in-Chief, East Coast Railway Survey, to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Vizagapatam, 1st September 1890.

Owing pressure of work index plans delayed. Will go end of this week.

———

Telegram from the same Officer, dated Vizagapatam, 1st September 1890.

Ten miles land plans will be sent end of week to each of the Collectors, Kistna, Godávari and Vizagapatam, and others will follow weekly to keep Deputy Collectors continuously employed.

———

Telegram from the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Collectors of Kistna, Godávari and Vizagapatam, dated 4th September 1890.

Chief Engineer, East Coast Railway, will send you land plans for 10 miles of East Coast Railway line in your district at end of this week. Government will send you index plan of whole line in your district in few days. Examine latter carefully. If you see no objections to alignment proposed wire accordingly. If you do, write at once fully your objections and defer action on land plans if they are affected by your objections until further orders. If land plans not so affected take up land without delay. Treat this matter as most emergent.

ORDER—dated 6th September 1890, No. 1329 R., Public Works.

Communicated to the Revenue Department in continuation of Proceedings, No. 1323 R., dated 5th September 1890.

(True Extract.)

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

To the Consulting Engineer for Railways.
„ Revenue Department.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated September, 6th.

Read. *Encl.*

G.O., 6th Sept. 1890, No. 1329 R.

SEPTEMBER.

East Coast Railway

Telegrams to the Collectors of Kistna, Godávari and Vizagapatam sending instructions for taking up land for the —, communicated to the Consulting Engineer for Railways.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

Telegram from the Collector of Kistna, to the Joint Secretary to Government, Public Works Department, Railway Branch, dated Masulipatam, 6th October 1890.

No objection to first five miles East Coast Railway alignment from Bezváda. Have issued orders to acquire the land. Letter follows about succeeding sections.

From A. T. ARUNDEL, Esq., Collector of the Kistna District, to the Joint Secretary to Government, Public Works Department, Railway Branch, dated Masulipatam, 6th October 1890, No. 7209.

With reference to your telegram of the 4th September, I have the honor to inform you that I have only now received the index plan of the proposed alignment of the East Coast Railway from Bezváda. I have telegraphed to you to-day as follows. "No objection to first five miles East Coast Railway alignment from Bezváda. Have issued orders to acquire the land. Letter follows about succeeding sections."

2. There is no question as to the alignment for the first five miles, but from this point the line must gradually curve southward, if it be practicable, as is ought to be, to tap the delta and serve the towns and villages *en route*.

3. The first station is Gunnavaram at the 12th mile. The proposed station is a mile north of the village which is a Sub-Magistrate's head-quarters and 4 miles north of the large and increasing village of Kesarapalle, on the bank of the Ellore canal, where the first road emerges from the delta. The line should curve southward from the 5th mile and go as near Kesarapalle as the river Budaméru will permit, with the station on the high road between Kesarapalle and Gunnavaram.

4. From this point the line should go to Atukur (Autoocoor) between five and six miles, just beyond which a station will be required to serve this place and the small town of Telaprole (2,000 inhabitants) on the opposite side of the canal. It is called Talapooloo in the index map and is there about 2 miles out of place. Thence between five and six miles more to Viravalli (Veerully) a small town equal in importance to Telaprole, where a station will eventually be required.

5. From Viravalli (Veerully) to the high road from Núzvíd *viâ* Perikíd and Gudiváda to Masulipatam is only four miles. A station to be called Núzvíd Road is essential here and it would be about a mile and a half south of the site in the index plan. A few miles beyond this point the line enters the Godávari district.

6. I am aware that the intermediate stations of Atukur and then of Viravalli (Veerully) are nearer together than is usual, but Viravalli (Veerully) can be omitted for the present until the line is constructed and traffic requirements demand it.

7. The alignment proposed in the index plan is defective, inasmuch as it makes no attempt to serve the rich villages in the vicinity of the Ellore canal, and thus cuts itself off not only from the local passenger traffic which will be considerable, but also from the grain traffic from the delta to which these villages serve as so many outlets. It should, I think, be borne in mind when making these alignments that the East Coast Railway is intended largely to be a famine-protective line, and that every

opportunity should therefore be taken to tap the unfailing granaries of the delta. In time of famine rice could be heavily discharged from all the four places I have been discussing—Kesarapalle, Atukur, Viravalli and Núzvíd Road.

8. I have retained the index plan for reference and also all the land plans except those for the first five miles which are being forwarded to the Special Deputy Collector for acquisition of the land.

Order—dated 21st October 1890, No. 1559 R., Public Works.

The correspondence read above will be forwarded, with reference to G.O., No. 1329 R., dated 6th September 1890, to the Consulting Engineer for Railways, for communication to the Engineer-in-Chief, East Coast Railway, with the remark that the Government concurs in the Collector's remarks, and the Engineer-in-Chief should be requested to revise his proposed alignment to meet the Collector's views.

(True Extract.)

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

To the Consulting Engineer for Railways.
" Examiner, East Coast Railway Accounts.

Exd. A. Aubert.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated October, 21st.

Recd. *Encl.*

G.O., 21st Oct. 1890, No. 1559 R.

OCTOBER.

East Coast Railway

On the subject of the proposed alignment of the — from Bezváda.

No. 7209

Kistna District Collector's Office Masulipatam

Code Class. D 5 INDIAN TELEGRAPHS. Monthly Number. 02373

To (Office)	Madras	From (Office)	Masulipatam
Words. 30	Day. 6	Hour. 15	Minute. 52
Official Instructions.		depo	

To (Person)	works railway	From (Person)	collector Kistna

no objection to first five miles east coast railway alignment from Bezwada have issued orders to acquire the land letter follows about succeeding sections

64 Word Form.

Recd. from ____ LN. ____ At ____ Hrs. ____ Mts. by ____

Sent to ____ LN. ____ At ____ Hrs. ____ Mts. by ____

E. [illegible]
Telegraph Master.

G. W. Allen and Co.,—No. 179T—8-2-90—20,000,000.

MADRAS 6-10-90

RAILWAY.

No. 1400 R&I/18-9-90
A
" 1329 R - 6-9-90

P.W.D. No. 9486 V

SS 15/10/90

15/10/90

For information

SS/15/10/90

7-10-90

R

8-X-90.

No. 7209

Kistna District Collector's
Office Masulipatam
6th October 1890.

From,

A. F. Brandeth Esquire,

Collector,

Kistna District.

To,

The Joint Secretary to Government,
Public Works Department.
Railway Branch.

SS/14/10/90

Sir,

With reference to your telegram of the 4th September, I have the honour to inform you that I have only now received the Index plan of the proposed alignment of the East Coast Railway from Bezwada & I have telegraphed to you today as follows "No objection to first five miles East Coast Railway alignment from Bezwada. Have issued orders to acquire the land. Letter follows about succeeding Sections.

2. There is no question as to the alignment

alignment for the first five miles, but from this point the line must gradually incline Southward, if it be practicable, as it ought to be, to tap the delta and serve the towns and villages en route.

3. The first Station is Gamavaram at the 12th mile. The proposed Station is a mile north of the village which is a Sub Magistrate's head quarters and 4 miles north of the large and increasing village of Kesarapalle, on the bank of the Ellore canal where the first road emerges from the delta. The line should cursue Southward from the 5th mile and go as near Kesarapalle as the river Budameru will permit, with the Station on the high road between Kesarapalle and Gamavaram.

4. From this point the line should go to Sturkur (Astoocoor) between five and

and six miles, just beyond which a Station will be required to serve this place and the small town of Jalaprolu (2000 inhabitants on the opposite side of the Canal). It is called Jalaproloo in the Index map and is there about 2 miles out of place.

Thence between five and six miles more to Veravalli (Veerully) a small town equal in importance to Jalaproler where a Station will eventually be required.

5. From Veravalli (Veerully) to the high road from Nuzvid via Peritid and Gudivada to Masulipatam is only four miles. A Station to be called Nuzvid Road is essential here and it would be about a mile and a half south of the site in the Index plan. A few miles beyond this point the line enters the Godaveri district.

6. I am aware that the intermediate Stations of Sturkur and then

of

of Viravalli (Verrilly) are nearer together than is usual, but Viravalli (Verrilly) can be omitted for the present until the line is constructed and traffic requirements demand it.

7. The alignment proposed in the Index plan is defective inasmuch as it makes no attempt to tap the rich villages in the vicinity of the Ellore canal and thus cuts itself off not only from the local passenger traffic which will be considerable but also from the grain traffic from the delta to which these villages serve as so many outlets. It should I think be borne in mind when making these alignments that the East coast Railway is intended largely to be a famine line, and that every opportunity should therefore be taken to tap the unfailing granaries of the delta. In time of famine

famine rice could be heavily discharged from all the four places I have been discussing, Kesavapalli, Akuru, Verravalli, and Nuzvid Road.

8. I have retained the Index plan for reference and also all the land plans except those for the first five miles which are being forwarded to the Special Deputy Collector for acquisition of the land.

I have the honor to be,

Sir

Your most obedient Servant

R. Arundel
Asst Collector

Asst
Comp.
MM

From

The Collector

Kistna.

To

The Joint Secretary to

Government P. W. D.

Railway Branch.

Date 6th October 1890

Received 14.10.90

No. 7209

Subject

Reporting that the proposed alignment of the East Coast Railway will do for the first five miles and enumerating certain objections for the rest; also stating that the plans for the first five miles have been forwarded for acquisition of lands.

Go. 1329 R a/6.9.90

1460A d/ 6.9.90

P. W. Department.

Read the following:—

Letter No. 7209 of 6th October from the Collector of Kistna.

1557 M.

FOR ORDERS.

I have Consulted the Chief Engineer for Irrigation and he says that as all the navigable Canals have and from the Anicut at Bezwada and the Railway has a station on the Canal at that place he has nothing to object to in the alignment proposed for the Railway between Bezwada & Elloru.

I think a Copy of the Collectors letter might be sent to the Engineer in Chief East Coast Railway with the remark that the Executive Engineer in the Collectors remarks and the Engineer in Chief might be requested to revise his proposed alignment to meet the Collectors views.

Go
17/10/90

16/10

Also 16.x.90
R 18/-

16/10/90

FOR ORDERS.

No. 1559 R.

A

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 21st Oct/90

READ the following

Telegram from the Collector of Kistna } R.O. No. ——— dy 6. Oct 90

Letter from do ——— 7209 dy 6th do

The correspondence read above will be forwarded, with reference to G.O. No. 1329 R dated 6th September 1890, to the Consulting Engineer for Railways for communication to the Engineer-in-Chief Coast Railway, with the remark that the Government concurs in the Collector's remarks, and the Engineer-in-Chief should be requested to provide his proposed alignment to meet the Collector's views.

28/10

To

The Consg Engr for Rys

" Engr E.C. Ry Circle

Ch

PS: R

Vergnügt

Fruitless

A

A

No. 1559 R 21st October.

9486.

Govt. of 18 Madras.

PUBLIC WORKS.

Dated 21/10/90

Read. Encl.

G.O., 21st Oct 1890, No. 1559R.

East Coast Railway

Ors. the subject of the proposed alignment of the — from Beywada.

80/3

Lrc 21/10.