10265

Govt. of 18 Madras.

PUBLIC WORKS.

13/11/90

Dated

Read. Encl.

G.O., 11.XI. 18 90 No. 1767 R
1768 R

Survey for a broad gauge line of railway from Bezwada to Masulipatam

=

The estimate of the 7150 being the act of a — sanctioned, and certain instructions issued as to the prosecution of the survey.

Forwarding copy of No: 1494 R. sanctioning the estimate for a survey for a broad gauge line of railway from Bezwada to Masulipatam & requesting certain instructions may be issued to the Consulting Engineer for Railways as to the prosecution of the survey.

11TH NOVEMBER 1890, No. 1767 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper :—

G.O., dated 9th October 1890, No. 1494 R., Public Works.

Order—dated 9th October 1890, No. 1494, R., Public Works.

The Consulting Engineer for Railways is requested to obtain from the Agent and Manager, Madras Railway, information with regard to the cost at which that Company would carry out the survey for a broad gauge line of railway from Bezváda to Masulipatam.

(True Extract.)

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

Read also the following papers :—

From the Collector of the Kistna District, to the Joint Secretary to Government, Public Works Department, Railway Branch, dated Masulipatam, 16th October 1890, No. 7531.

In compliance with your request, I have the honor to forward copy of a memorandum (with five spare copies) which I have drawn up to supply Colonel Lindsay, R.E., the Agent and Chief Engineer, South Mahratta Railway, with the information he desired as to the prospects of an extension of the South Mahratta Railway across the river Kistna, *via* Bezváda, through the delta to Masulipatam. A map of the line the extension should take is also enclosed.

2. I would venture to urge strongly upon Government the advisability of an immediate survey of this extension. It is an essential to the completeness and finality of the South Mahratta Railway east of Guntakal as a famine protective line. It will not only give this famine protective line a long base through the grain-producing delta, but will also afford a stretch through a rich country of 50 miles that will probably pay well and form a satisfactory termination to the non-paying line through Kurnool and the uplands.

3. The line whether constructed by the South Mahratta Railway or by the Madras Railway will be an incalculable boon to the eastern delta of the Kistna district. The Western delta will be traversed by, and will prosper exceedingly through, the railway extension from Bezváda to Nellore and Madras. The Eastern delta between Bezváda and Masulipatam with a still greater area under irrigation requires the railway extension to Masulipatam for its full and prosperous development.

ENCLOSURE.

MEMORANDUM on a proposed extension of the South Mahratta Railway to Masulipatam.

The temporary terminus of the South Mahratta Railway in the Kistna district is now opposite Bezváda on the right bank of the river Kistna where alone it abuts on the delta. The two hundred odd miles of this railway through the Kurnool and Kistna districts were constructed as a famine protective line and not as a remunerative commercial undertaking. Any proposed extension therefore that renders this line more effective for famine protection is justified by the Railway's *raison d'etre*, and if such extension promises at the same time to be commercially remunerative in a way that no other portion of the line ever can be, it is deserving of a careful consideration.

2. The construction of the Kistna bridge at Bezváda has now been formally commenced. This great bridge—to be three-quarters of a mile in length—is prominently connected with the East Coast Railway which is eventually to run from Madras *viâ* Bezváda to Cuttack and Calcutta. It should, however, be borne in mind that it was originally approved in 1883 by the Secretary of State as a necessary continuation of the South Mahratta, or as it was then called—the Bellary-Kistna—Railway. It will be railed for both broad and narrow gauge.

3. The first effect of the bridge will be that all traffic on the South Mahratta Railway will pass over the bridge to and from Bezváda and that a station for goods and passengers must be provided on that side of the river. From this point the East Coast Railway passes away to the north-east, skirting the Ellore canal and the fringe of the Eastern Kistna delta, into which, however, it does not enter.

4. The Eastern delta irrigates over 2,20,000 acres of rice land and this area will steadily increase to a maximum of 2,70,000 acres or over 400 square miles. It is tapped by one main navigable canal to Masulipatam and a branch that connects it with the Godávari canal system. The main canal runs for half its length near and parallel to the river and is thus of less use for the export of grain than it would be if it passed more centrally through the delta.

5. The railway extension has a great tract of rice-growing country invitingly open to it, which is not served by a navigable canal. The line would pass through a series of important towns and villages, and would finally reach Masulipatam, the capital of the district, after a course of 50 miles, which is almost the same length as that of the main canal.

6. A reference to the map will show that the railway should leave Bezváda by crossing the Ellore canal as soon as practicable. Ample room is available for additional sidings and wharves if more be needed. The line will run between the Ellore and the Ryves canal till it crosses the high road about the ninth mile not far from the villages of Nidamannur (population 1,150), Velpur and Done-Atkur. Five miles further on it reaches Tenneru (p. 1,180). Five miles further is Ventrapragada (p. 2,582), and after another five miles comes Gudiváda (p. 4,040), the chief town of the taluk. Then follow Angalur (p. 1,700) and Vinnakota (p. 1,800) at six miles distance, next at about the same distance is Kowtaram (p. 2,400) on the branch canal. Vadlamannad (p. 1,100) comes next, and then seven miles from Kowtaram is the large business centre of Peddana (p. 4,400). Thence to Masulipatam is six miles.

7. Every village above named lies in the midst of a richly-irrigated rice-growing country which is steadily increasing in population and in wealth, and lacks nothing so much as means of communication. The nature of the soil—a black silt—renders road-making costly and difficult. Railway feeders are therefore more suitable to the conditions of the delta than through lines of high road.

8. Masulipatam, the chief town of the district, and its port would be the terminus of this branch of the South Mahratta Railway. At the census of 1881 it was a town of 7,700 houses with a population of 35,000. The houses now newly numbered for the approaching census have increased to 10,480, and taking the same average number of occupants per house as before, the population should now stand at 48,000. The town is the official head-quarters of the district and holds the Judge's and District Munsif's Courts, the Collector's and Deputy Collector's cutcherries, the District Registrar's and other public offices, which cause a large flow of people on public and private business. There are several flourishing Mission agencies under the Church Mission Society. In educational institutions it possesses the Noble College about to be raised to the first grade, a Hindu High school, a normal Training school for the whole district, and minor scholastic agencies for male and female education.

9. The port of Masulipatam is inferior as far as natural facilities are concerned, steamers and ships have to lie six to seven miles out, as at Cocanada and Tuticorin, and there is a bar to cross. But the port has been undeservedly neglected in the past, and it is only within the last two years that an iron shed has been erected by Government to shelter goods from wind and weather. It has been asserted that the bay is shoaling up, but the investigations of the late Port officer, Mr Fletcher, do not support this view; the anchorage for ships and steamers is no further out than of old, and it is shown that whereas the cargo boats of 1858 carried only 12 tons, the present boats carry from 16 to 25 tons, so that there is no shoaling up of the bar.

10. In spite of neglect and natural defects, the trade of Masulipatam has steadily increased for many years past as the following figures will show :—

—	1870-71.	1875-76.	1880-81.	1885-86.	1887-88.	1889-90.
Tonnage..	47,000	1,37,000	1,80,900	2,22,900	3,42,000	Not given.
	RS.	RS.	RS.	RS.	RS.	RS.
Imports	13,49,978	29,67,129	22,96,706	27,36,369	29,48,082	34,56,046
Exports	4,76,060	11,68,229	10,91,641	8,12,052	15,17,101	12,38,443
Total ..	18,26,038	41,35,358	33,88,347	35,48,421	44,65,183	46,94,489

There is a large export trade in rice to Negapatam and Ceylon mainly in native craft and there seems every likelihood that this special trade will continue to increase. Masulipatam, will be the nearest port from Secunderabad to Burmah and the quickest route for the passage of troops. It is also the nearest port for the supply of Singaréni coal either to Government or to the public.

11. The tonnage of goods carried on the canal between Masulipatam and Bezváda in 1889-90 was 32,989 tons; the passenger traffic for the same period was 70,014, mainly between the terminals. This latter would all be taken by the railway and largely increase owing to greater convenience and saving of time. There would also be added the passenger traffic between the intermediate stations. The passage by canal takes less or more than 24 hours according to whether it is down stream or up. The boats are very crowded and inconvenient. The railway would give farmers the power to hold back their rice in their own granaries till such time as is most convenient to sell, instead of being obliged to get rid of it during the three months when the delta is dry and passable for carts. It must be remembered that all the canals of the district are closed for three months from March to May inclusive, during which time all traffic is by road. The road traffic returns between Bezváda and Masulipatam for the year 1889-90 are as follows :—

	Goods. MDS.	Passengers.
Bezváda	4,19,687	34,543
Masulipatam	3,55,101	32,561
Total .	7,74,788	67,104
Average ...	3,87,394	33,552

12. There are Salt factories at Manganapudi, 7 miles north of Masulipatam, which yield 2,00,000 maunds per annum, all of which is now taken inland either by canal or on pack bullocks.

13. Mr. Furnivall, the late Agent and Chief Engineer of the Nizam's State Railway, in a note on a proposed extension of that line to Masulipatam was "strongly of opinion that the line will pay well. The line would be very level and would consequently be worked very cheaply." His rough estimate of the total cost including stations, rolling-stock and establishment was Rs. 64,000 per mile of *broad* gauge, or 32 lakhs for the 50 miles.

14. In conclusion, it may be remarked that the railway extension now discussed occupies a totally different position from that of any other portion of the South Mahratta Railway east of Guntakal. That line was made as a protection against famine; it runs through uplands that depend on the rainfall for existence, and it is not likely to be financially remunerative for a long period. The extension to the sea completes the line as a famine protective work by giving it a base of 50 miles through a rich and never-failing rice country. Furthermore, as the delta is rapidly increasing in wealth, in population, and in the productive area under irrigation, and as the terminal points are the important towns of Masulipatam with over 40,000 inhabitantsand Bezváda with over 15,000, there is every prospect that Mr. Furnivall's forecast will prove accurate.

15. The extension would complete all the railway schemes that have been proposed for the Kistna district and would give a still stronger impetus to the progress of the district which is now by means of its great delta irrigation, its canals and its railways, entering on a remarkable career of prosperity, and which already has a land revenue of 49½ lakhs of rupees or considerably more than any other district in the Madras Presidency.

16. The Board of Revenue in a report on the financial aspects of this line as a branch of the East Coast Railway (B. P. 113, 24th April 1890, Revenue Settlement) remark :—

"A consideration of the existing traffic along the present lines of communication between Bezváda and Masulipatam and of the further circumstances that the proposed line of railway between these towns will run for its whole length of 49 or 50 miles through a rich and exceptionally well-irrigated country, with a large population, that it will connect Masulipatam, a town with a population of 35,000 inhabitants, and already possessed of a large export trade, with a railway tapping the Nizam's country and another tapping the Ceded Districts, the Board has no

hesitation in stating its conviction that the line would be a financial success in itself and would further improve the financial prospects of any line with which it was connected."

MASULIPATAM,
7th October 1890.

(Signed) A. T. ARUNDEL,
Collector.

From the Consulting Engineer for Railways, dated Madras, 24th October 1890, No. 716.

From the Acting Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 21st October 1890, No. 6630/1091.

[Your endorsement No. 925, dated 10th October 1890, to Proceedings of Madras Government, No. 1494 R., dated 9th October 1890.]

I have the honor to inform you that the cost of surveying a broad gauge line by this Company's officers from Bezváda to Masulipatam is estimated by the Chief Engineer at Rs. 143 per mile, for a distance of 44 miles equal to in all Rs. 6,292.

2. The survey could be undertaken by the party now at work on the Madras-Gúdúr survey immediately on completion of that work, which may be expected to be in about two months' time.

Submitted to Government, with reference to Proceedings of Government, No. 1494 R., dated 9th October 1890.

ORDER—dated 11th November 1890, No. 1767 R., Public Works.

The Government observes that the distance from Bezváda to Masulipatam is 50 miles and not 44 as stated by the Agent and Manager, Madras Railway, and the total cost will therefore be, at Rs. 143 a mile, Rs. 7,150 and not Rs. 6,292.

2. The estimate for Rs. 7,150 is sanctioned, and this amount will be met from Provincial revenues. The Financial Department will therefore make the necessary arrangements to have this sum placed at the disposal of the Agent and Manager, Madras Railway.

3. The Agent and Manager, Madras Railway, will be requested to proceed with the survey on the lines laid down in the letter from the Collector of Kistna read above, and copy of the plan submitted therewith will be forwarded for his guidance in making the survey.

4. A copy of these Proceedings will be forwarded for the information of the Government of India.

(Here enter No. 1768 R., dated 11th November 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, East Coast Railway Accounts.
" Examiner, Guaranteed Railway Accounts.
" Examiner, Public Works Accounts.
" Financial Department.
" Revenue Department.
" Engineer-in-Chief, East Coast Railway, for information.
with reference to his telegram, dated 22nd August 1890.

Collector of Kistna.

ENDORSEMENT—dated 11th November 1890, No. 1768 R., Public Works.

Forwarded.

(By Order.)

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

Exd. P. L. Pereira
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated November, 11th.

Recd. *Encl.*

G.O., 11th Nov. 1890, Nos. 1767, 1768 R.

NOVEMBER.

Survey for a broad gauge line of Railway from Bezvada to Masulipatam

Forwarding copy of Proceedings sanctioning the estimate for a survey for a broad gauge line of railway from Bezváda to Masulipatam and issuing certain instructions as to the prosecution of the survey.

B

No 1494 R dated 9th October

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

~~UNDER~~ date the

~~READ~~ the following

The Consulting Engineer for Railways is requested to obtain from the Agent & Manager Madras Railway information with regard to the case at which that Company would carry out the survey for a broad gauge line of railway from Bezvada to Moulipatam.

H
W.J.R

To The Consg Engr for Rys 8-9/10

No. 753/

Kistna District Collector's
Office Masulipatam
16th October 1890.

From,

A. J. Arundel Esquire,

Collector,

Kistna District.

To,

The Col: Gracey R. E.,

Officiating Joint Secretary to Govern-
ment, Public Works Department
Railway Branch.

Sir,

In compliance with your re-
quest, I have the honour to forward
copy of a Memorandum (with 5 spare
Copies) which I have drawn up to
Supply Col: Lindsay R. E., the Agent
and Chief Engineer, South Mahratta
Railway, with the information he de-
sired as to the prospects of an extension
of the South Mahratta Railway across
the river Kistna via Bezwada through
the delta to Masulipatam. A map of
the line the Extension should take is

also

also enclosed.

2. I would venture to urge strongly upon Government the advisability of an immediate survey of this extension. It is an essential to the completeness and finality of the South Mahratta Railway east of Guntakal as a famine protective line. It will not only give this famine protective line a long base through the grain producing delta, but will also afford a stretch through a rich country of 50 miles that will probably pay well and form a satisfactory termination to the non-paying line through Kurnool and the uplands.

3. The line whether constructed by the South Mahratta Railway or by the Madras Railway will be an incalculable boon to the eastern delta of the Kistna District. The Western delta will be traversed by and will prosper exceedingly through the railway extension from Bezwada to Nellore and Madras. The Eastern delta between Bezwada and Masulipatam with a still greater area under irrigation requires the railway Extension to Masulipatam for its full and prosperous development.

I have the honor to be,

Sir,

Your most obedient Servant

A Brundell

Collector.

MK

Compd
MK

R.W. Cutts. 9975.

1890.

From,

The Collector,

Kistna.

To,

The Officiating Joint

Secretary to Government,

Public Works Department,

Railway Branch.

Dated 16th October

despatched 17

Recd. 20th Oct.

Enclosure 7

2nd Letter

No: 753/ Encl 1 Memo

Subject

Forwarding copies of Memoranda on a proposed Extension of the South Mahratta Railway to Masulipatam and urging on Government the advisability of an immediate survey of this extension.

Memorandum
on a
Proposed Extension of the South Mahratta Railway to Masulipatam.

1. The temporary terminus of the South Mahratta Railway in the Kistna District is now opposite Bezwada on the right bank of the river Kistna where alone it abuts on the delta. The two hundred odd miles of this railway through the Kurnool and Kistna Districts were constructed as a famine protective line and not as a remunerative commercial undertaking. Any proposed extension therefore that renders this line more effective for famine protection is justified by the Railway's *raison d'etre*, and if such extension promises at the same time to be commercially remunerative in a way that no other portion of the line ever can be, it is deserving of a careful consideration.

2. The construction of the Kistna Bridge at Bezwada has now been formally commenced. This great bridge—to be three-quarters of a mile in length—is prominently connected with the East Coast Railway which is eventually to run from Madras *via* Bezwada to Cuttack and Calcutta. It should however be borne in mind that it was originally approved in 1883 by the Secretary of State as a necessary continuation of the South Mahratta, or as it was then called—the Bellary-Kistna,—Railway. It will be railed for both broad and narrow gauge.

3. The first effect of the Bridge will be that all traffic on the South Mahratta Railway will pass over the bridge to and from Bezwada and that a station for goods and passengers must be provided on that side of the river. From this point the East Coast Railway passes away to the North-east skirting the Ellore canal and the fringe of the Eastern Kistna delta, into which however it does not enter.

4. The Eastern delta irrigates over 2,20,000 acres of rice land and this area will steadily increase to a maximum of 2,70,000 acres or over 400 square miles. It is tapped by one main navigable canal to Masulipatam and a branch that connects it with the Godaveri canal system. The main canal runs for half its length near and parallel to the river and is thus of less use for the export of grain than it would be if it passed more centrally through the delta.

5. The Railway Extension has a great tract of rice growing country invitingly open to it, which is not served by a navigable canal. The line would pass through a series of important towns and villages, and would finally reach Masulipatam the capital of the district after a course of 50 miles which is almost the same length as that of the main canal.

6. A reference to the map will show that the railway should leave Bezwada by crossing the Ellore canal as soon as practicable. Ample room is available for additional sidings and wharves if more be needed. The line will run between the Ellore and the Ryves canal till it crosses the high road about the ninth mile not far from the villages of Nidamanur (population 1150) Velpur and Done Atkur. Five miles further on it reaches Tenneru (p. 1180) Five miles further is Ventrapragada (p. 2582), and after another five miles comes Gudivada (p. 4040) the chief town of the Taluq. Then follow Angalur (p. 1700) and Vinnakota (p. 1800) at six miles distance, next at about the same distance is Kowtaram (p. 2400) on the branch canal. Vadlamannad (p. 1100) comes next, and then seven miles from Kowtaram is the large business centre of Pedara (p. 4400). Thence to Masulipatam is six miles.

7. Every village above named lies in the midst of a richly irrigated rice-growing country which is steadily increasing in population and in wealth, and lacks nothing so much as means of communication. The nature of the soil—a black silt—renders road-making costly and difficult. Railway feeders are therefore more suitable to the conditions of the delta than through lines of high road.

8. Masulipatam the chief town of the district and its port would be the terminus of this branch of the South Mahratta Railway. At the census of 1881 it was a town of 7700 houses with a population of 35,009. The houses now newly numbered for the approaching census have increased to 10,43[illegible], and taking the same average number of occupants per house as before, the population should now stand at 43,000. The town is the official headquarters of the district and holds the Judge's and District Munsiff's Courts, the Collector's and Deputy Collector's cutcherries, the District Registrar's and other public offices, which cause a large flow of people on public and private business. There are several flourishing Mission agencies under the Church Mission Society. In educational institutions it possesses the Noble College about to be raised to the first grade, a Hindu High School, a Normal Training school for the whole district, and minor scholastic agencies for male and female education.

9. The port of Masulipatam is inferior as far as natural facilities are concerned, steamers and ships have to lie six to seven miles out, as at Cocanada and Tuticorin, and there is a bar to cross. But the port has been undeservedly neglected in the past, and it is only within the last two years that an iron shed has been erected by Government to shelter goods from wind and weather. It has been asserted that the bay is shoaling up, but the investigations of the late port-officer Mr. Fletcher do not support this view; the anchorage for ships and steamers is no further out than of old, and it is shown that whereas the cargo boats of 1858 carried only 12 tons the present boats carry from 16 to 25 tons, so that there is no shoaling up of the bar.

10. In spite of neglect and natural defects the trade of Masulipatam has steadily increased for many years past as the following figures will show.

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Tonnage... ...	47,000	1,37,000	1,80,900	2,22,900	3,42,000	Not given.
	Rs.					
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Exports... ...	4,76,060	11,68,229	10,91,641	8,12,052	15,17,101	12,38,443
	18,26,038	41,35,358	33,88,347	35,48,421	44,65,183	46,94,489

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11. The tonnage of goods carried on the canal between Masulipatam and Bezwada in 1889-90 was 32,989 tons; the passenger traffic for the same period was 70,014 mainly between the terminals. This latter would all be taken by the railway and largely increase owing to greater convenience and saving of time. There would also be added the passenger traffic between the intermediate stations. The passage by canal takes less or more than 24 hours according to whether it is down stream or up. The boats are very crowded and inconvenient. The railway would give farmers the power to hold back their rice in their own granaries till such time as is most convenient to sell, instead of being obliged to get rid of it during the three months when the delta is dry and passable for carts. It must be remembered that all the canals of the district are closed for three months from March to May inclusive, during which time all traffic is by road. The road traffic returns between Bezwada and Masulipatam for the year 1889-90 are as follows;—

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Total...	7,74,788	67,104
Average...	3,87,394	33,552

12. There are salt factories at Manganapudi 7 miles north of Masulipatam which yield 2,00,000 maunds per annum, all of which is now taken inland either by canal or on pack bullocks.

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14. In conclusion it may be remarked that the railway extension now discussed occupies a totally different position from that of any other portion of the South Mahratta Railway East of Guntakal. That line was made as a protection against famine, it runs through uplands that depend on the rainfall for existence, and it is not likely to be financially remunerative for a long period. The extension to the sea completes the line as a famine protective work by giving it a base of 50 miles through a rich and never failing rice country. Furthermore as the delta is rapidly increasing in wealth, in population, and in the productive area under irrigation, and as the terminal points are the important towns of Masulipatam with over 40,000 inhabitants, and Bezwada with over 15,000, there is every prospect that Mr. Furnivall's forecast will prove accurate.

15. The extension would complete all the railway schemes that have been proposed for the Kistna district and would give a still stronger impetus to the progress of the district which is now by means of its great delta irrigation, its canals and its railways, entering on a remarkable career of prosperity, and which already has a land revenue of 49½ lacs of Rupees or considerably more than any other district in the Madras Presidency.

16. The Board of Revenue in a report on the financial aspects of this line as a branch of the East Coast Railway (B. P. 113, 24th April 1890 Rev. Sett.) remark;—

"A consideration of the existing traffic along the present lines of communication between Bezwada and Masulipatam and of the further circumstances that the proposed line of railway between these towns will run for its whole length of 49 or 50 miles through a rich and exceptionally well-irrigated country, with a large population, that it will connect Masulipatam a town with a population of 35,000 inhabitants, and already possessed of a large export trade, with a railway tapping the Nizam's country and another tapping the ceded districts, the Board has no hesitation in stating its conviction that the line would be a financial success in itself and would further improve the financial prospects of any line with which it was connected."

MASULIPATAM,
7th October 1890.

A. T. ARUNDEL,
Collector.

(No. I.)

5,000—14-11-85.

No. 6630
1091

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 21st October 1890.

From

The Agent and Manager.

To

The *Consulting Engineer for Railways.*

SIR,

Your endorsement No. 925 dated 10th October 1890 to Proceedings of Madras Government No. 1394 K dated 9th October 1890.

I have the honour to inform you that the cost of surveying a broad gauge line by this Company's officers from Bezwada to Masulipatam is estimated by the Chief Engineer at Rs. 143 per mile for a distance of 44 miles equal to in all — Rupees

Rupees 6,292.

The survey could be undertaken by the party now at work on the Madras Guduv Survey immediately on completion of that work which may be expected to be in about two months time.

I have the honour to be
Sir,
Your Most Obedient Servt

[signature]

Ag Agent & Manager

Form No. 2.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 24th October 1890.

Letter from the Agent and Manager Madras Railway No 6630 dated 21 October 1890.

No. 716

SUBMITTED _____ to _____ Government, with reference to Proceedings of Government No 1494 R dated 9th October 1890.

Siddaypalli
Nagapattinam
Tondiarpet

REGISTER No 1282 FILE No

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 21 October 1890

Recd. 22nd

No. 6630
1091

Cost of surveying a broad gauge line from Bezwada to Srikakulam

Sabmd by Genl
23/10

Form No. 3.

P.W.C. No. 1026

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

1494 Ra/9.10.90

1298.99 Ra/2.9.90

No. 716

Dated 24th } October 189

Received

NO. OF ENCLOSURES.

Subject.

Letter from the Agent and Manager, Madras Railway, reporting cost at which the Company would carry out the survey for a broad gauge line of railway from Bezwada to Masulipatam

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No. 1298-9 Ra/2-9-90

" 814 R " 10-6-90

" 1415 R " 20-12-89

The matter had better be brought up in Council.

[illegible] place funds at the Collector's disposal, from Prov. revenues, without delay, to enable the survey to be carried out. I prefer the broad gauge to the narrow. The bulk of trade from Masulipatam is exports. The Rt. 24/4/90 No. 113 shows that the average value of the exports during 14 years is six times the value of the imports. The question [illegible] therefore is whether the coming [illegible] exports come via Coast [illegible] or from the S.M.R. or from the [illegible] E. C. Ry. & the [illegible] Ry. I don't doubt for a moment that the vast majority will be carried along the 2 latter lines, which are both broad gauge. Therefore I would build the line into [illegible] Masulipatam to the broad gauge. But as to [illegible] general principle of State policy I am opposed to making narrow gauge lines anywhere.

[illegible] 8-X-90.

To

The Honble J. H. Garstin C.S.I.

Special

When on tour His Excellency directed me to bring up at the next Council meeting the question of bridging the Godavery at Rajahmundry by the East Coast railway and also the question of making the survey for a metre gauge railway from Bezwada to Masulipatam. Col Lindsay offers to carry out the survey at Rs 300 per mile so that the total estimated cost would be Rs 15,000 for 50 miles which would have to be borne by provincial funds in the first instance but if the railway is constructed the cost of the survey would be repaid to the Madras Government.

2. It should not be forgotten that the first lay much made when the East Coast railway

is sanctioned will be the money which the Eastern Bengal Railway has advanced for the prosecution of the survey. As soon as the sanction is given I will ask the Examiner of accounts to prepare the bill.

HL

6/10/10

Information of the head quarters for the proposed branch

HLS

15/10/10

The orders issued in Council on the 7th were that the Consulting Engineer was to be directed to ascertain if the Eastern Railway would continue their survey between Bandar and Bezwada to Masulipatam and if so at what cost.

The Consulting Engineer has been informed that the matter will be brought up in Council again in case the action taken be allowed to stand

HL

15/10/10

Offm. 16.4 823/-

The action taken may be allowed to stand - but if the Consulting Engineer has got the information from the Eastern B. Railway bring it up at Council

HLS

20/10/10

HL

21/10

At the Council meeting yesterday it was decided to ask the Eastern Railway Company at what cost they would carry out the survey for a broad gauge railway from Bezwada to Masulipatam

HL

8/10/10

Draft order to Consulting Engineer to obtain the necessary information

HL

8/10

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

READ the following: –

Letter N°. 7531 of 16th October 1890
from the Collector of Kistna District

FOR ORDERS.

We have asked the Madras R^y.
if they will undertake the survey
and must await their reply before
any further action.

Yes. Sd
I.G.J

Respectfully I am of opinion that
the branch should be worked by
either the Nizams State Railway
or the S. M. Railway. The latter
for choice as I think the Cattle
the S. M. R^y. Co. would
work the line for under Rs 50,000
per mile and it would best tend
fully in connection with the rice
fields of the delta in time of
famine. As things now stand
I do not think the accommodation
provided by either of the Railways at
present would stand the strain
of a famine rush of traffic such
as there was in the Country.

Yes. 21st Oct
I.G.J
24/10/90

I am in favour of Kistna
Gauge line & Narrowing the
gauge of the S. M. Railway
& think the S. M. R^y Co. would
work & maintain & think
the S. M. R^y Co. would undertake the
a metre gauge line would do all
the traffic need

Kistna – If its Commissioner is
on the north side of the river
Kistna would be to think until
one knows the conditions
this arising for a Commissioner
when a gauge and R^y be
opened – while from a financial
point of view the broad gauge
line with easy gradients would
be preferable the cheaper
construction via Bezwada – Ongole
& Nellore to Cudapah 151.6
Guntakal the latter Do 6
Dharwar 151.6 Hubli 151.6
& the narrow gauge line
would suffice –

24/10/90

FOR ORDERS.

P. W. Department.

Read the following :—

Endorsement No. 716 dy 24th Oct. to 7 enclosures from the Consulting Engineer -

FOR ORDERS.

The Agent & Manager Western Railway says that he is willing to carry out the survey for Rs 143 his bill against Rs 300 deposited by the Southern Mahratta Railway The difference apparently is caused by the Western Railway charging for the supervision by their Superior Staff -

2 The distance from Bezwada to Masulipatam is 50 miles and not 44 as stated by the Agent & Manager Western Railway and the total cost will therefore be 143 x 50 = Rs 7150 and not Rs 6292 -

3. The Survey when completed will do for a railway in any year and if a narrow gauge is decided

H.W. 29.x.90
Rept. XI

upon the Estimates Can Enquiry be made in the Consulting Engineer's office.

4. I recommend that the Estimate for Rs 7150 be sanctioned and that the Agent & Manager be asked to go on with the work on the lines laid down in W. Connells No 7531 D/ 16th October. His letter together with the plan might be sent to the Agent for guidance in checking the survey.

I have drawn attention to the Madras Co's letting the Masulipatam Survey be attached to the Guntur Survey. Instead of this the Agent says that his survey party is carrying out the survey of a distance of 44 miles at 143 a mile. I am not sure that the survey of this distance between Masulipatam & Bezwada is 44 miles, but probably he does.

issue order according for 30 miles at Rs 7150/- 4/11/20

5/11/20

FOR ORDERS.

1767 R

Addl Rozack
Despr.

Please note that I have taken out the necessary from these papers which I now return to the records whence they have been taken.

Dpl
7/11/20

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

No. 1768 Re Construction of N. Guntur Rly.

A

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 11th November 1890.

READ again the following

Progs: of the Madras Govt: P. W. Deptt: —— } H.E. No. 1494 R dy 9th Octr: 1890

Read also the following:

Letter from the Collector of Kistna —— } H.E. No: 7531 dy 16th Octr '90

Endorsement from the Consg Engr for Rlys } —"—"— 716 dy 24th —do—

The Government observes that the distance from Bezwada to Masulipatam is 50 miles and not 44 as stated by the Agent & Manager Madras Railway & the total cost will therefore be, at Rs 143 a mile, Rs 7150 and not Rs 6292.-

H.S. 8/11/90

2. The estimate for Rs 7150 is sanctioned and this amount will be met from Provincial resources. The Financial Department will take the necessary arrangements to have this sum placed at the disposal of the Agent & Manager M. & S. Ry.

If the Government sanctions are on the file for reference 8/11

3

3. The Agent & Manager Madras Railway will be requested to proceed with the survey on the lines laid down in the letter from the Collector of Kistna read above, & the plan submitted therewith will be forwarded for his guidance in making the survey.-

4.- A copy of these Proc^s: will be forwarded for the information of the Govt: of India

H.E. No 1768 R dy 11th Nov. 90

Forwarded.

S
6/11— Dy: R

11/11/90

To the Chief Secretary
for favour of comm^n: & return

Received 22/11/90

C.S. 5/XI/90
Cir 7/XI. 90

A

No. 1767-68 R dy 11th Nov/90.

CHIEF SECRETARY'S OFFICE NOV 90

To the Comm^r: for Rys
— " Govt E. C. Ry: Accts:
— " G^l Ry Accts:
— " P. W. Accts:
— " Financial Dep^t:
— " Revenue Dep^t for information
— " Engr. in Chief E. C. Ry: with reference to his telegram dt 22-9-90.