Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 160 Ry.

DATED 29th January

[Despatch Abstract.]

Bridging the Nakkal Kaluvy in Kálahasti—

Stating that Government see no necessity for contributing to the cost of—.

[P. W. Ry. / 780—26-9-99.]

Indexed.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
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FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

No. 39

TREASURY DEPUTY COLLECTOR
12 MAR 88
NORTH ARCOT

South Indian Railway,
AGENT'S OFFICE,
TRICHINOPOLY, 21st January 1888.

From
The AGENT,
SOUTH INDIAN RAILWAY,
To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

A large number of people, merchants and others, residing at Kalahastry, in the Nellore district, have made me a representation as follows:—

"The road that leads from the River bed "to Railway Station is in a bad condition and that it is "prevented by a deep drain called Nakkala Calava. It has "been provided with a Bridge on the Rail road for the train, "but it is not provided with an wooden bridge at least in the "middle of the road. It is very difficult to cross this drain during "the hot Season alone but during rains, People who can Swim "only can rarely cross the Stream and fetch the train. By not "having either the Bridge or high way Culvert to this dangerous "channel which is in the middle of Road between Kalastry and "the Station platform, we the passengers not only, suffering, "but we are obliged to sustain much loss in the trade and by "the same reason the S. I. R. Company also, obliged to lapse "much profit we can cross the River even on boats, but we can-"not cross this Stream."

I have communicated with the Superintendent of Way and Works, C. N. State Railway, and he has thus replied:—

Rev. 246/88

The

"The Bridge asked for is not within Railway limits and "is undoubtedly very urgently required as the surplus of "tanks and irrigated fields flows continually along this channel. As the plan of the line clearly shows a large increase "of length and of Expenditure was incurred to take the line to "Kalastry, which is an independent Zemindary the Manage-"ment of which has I understand been recently taken over by "Government and it is very essential both to the Railway "and Kalastry itself that the Communication should be "improved by the erection of this Bridge and by the Establish-"ment of a good ferry on the Suwarnamukhi River which also "runs between the Railway and the Town of Kalastry which is "a place of pilgrimage as well as of some trade. I would suggest "that Government be addressed on the subject."

If it is the case that the management of the Kalahastry Zemindary has been taken over by Government, I beg that you will be so good as to move Government to issue such orders as will remedy the state of things complained of by the inhabitants of that locality.

I am,
Sir,
Your most obedient Servant
William Betts
Agent

E.1
P.W. 771/88

P.W.
E.2
M.S. 6084/89

2/
217th L of 89

From
The Agent,
South Indian Railway,
Trichinopoly.

Rev 3/3604 of 88
2/ Sub 1039/87

To
The Consulting Engineer for Railways,
Madras.

Dated 21st January 1888
Received 23rd
No. 39
Enclosure.

Form No 1.

Public Works Department.

Office of Consulting Engineer for Railways,
Madras, 25th January 1888.

DEPUTY COLLECTOR
12 MAR 88
NORTH ARCOT

Letter from the Agent, South Indian Railway
No. 39 dt 21st January 1888.
re: the want of a bridge over the channel crossing the road between Kalastry and the station platform. Nellore district.

No. 25

Submitted for the orders of Government.

Sidney Smith
Major ~~Colonel~~ R.E.
for Consulting Engr: for Rys:

E.1
PW6084/89

1
2176 Lof 89

1
Sub 1039/89

Rev 4
3604 of 89

1888.

P. W. DEPARTMENT.

Current No. 771

From Nellore Engr
for Railways

Enclos.—1

No. 25

Dated 25th January /88

Received 28 —

SUBJECT.

Fordg letter from the Agent S. I. Ry. relating to the want of a bridge over the channel crossing the road between Kalastry & the Station platform. Nellore Dt.

DISPOSAL.

No. 379C Dated 27th Jany 1888

Referred to the Revenue Secy for favor of his views

(Sgd) C J Smith Col R.E.
Jt Secy to Govt P.W. D.
Ry Br.

Desp. 27.1.88

D 9/2,

REVENUE DEPARTMENT.

y sent up all the papers

The

E.1
PW6084/89

1
21762 of 89

Sir;

In Obedience to the order made in blue pencil on this paper, I submit that the Rev: Secy's endorsement to the Collector of N. Arcot, calling for information in connection with our reference to that Deptt: thro' R. was numbered 918 of 8th Feby: 89, wh: was not communicated to us: hence this office is unable to put up that paper for your reference.

The attached Pro: of the Rev: Deptt: ~~is~~ being addressed to the P.W. D., Ry: Brh, it has to be registered by them & action taken on. May it be sent to Secty for the purpose? Please direct.

Wm 16/4.

To D2.

REVENUE DEPARTMENT.

lay sent up all the pap

The

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following Proceedings of the Board of Revenue (Land Revenue) dated 24th March 1888 No: 1968 Mis: on letter from the Collector of North Arcot to the Secretary to Government Revenue Department, dated 10th March 1888, Refce on Govt. No: 27 of 1888.

In reply to your Endorsement No: 918, dated 8th ultimo, appended to the letter No: 25 dated 25th January of the consulting Engineer for Railways, I have the honor to state that the Deputy Tahsildar of Kalahastri reports in his Arzi No: 12, dated 20th ultimo, that the construction of a bridge over the Nakkal Kalva at the point where it crosses the road between Kalahastri Town and its Railway station is absolutely necessary. As the said road is a Local Fund Road, I have this day sent up all the papers to

the

P.W.C.H. 352

the District Board for consideration in the next meeting. A copy of their Proceedings will be submitted in due course as soon as the matter is disposed of, returning the enclosures received with the Government reference under reply.

Resolution.

Submitted to Government with reference to their order, dated 8th February 1888, No. 918.

R/ 16.4.88

Order thereon, 5th April 1888, No. 2033.

B

No. 326 R d/ 25 april/88.

Recorded pending further report.

Recorded. The further report will be awaited.

C.S.S.
19.4.88

R

(True Extract)

Secretary to Govt.

R/ 16.4.88

20 R. C.S.S. 19.4.88

B/ 16.4.88

To

The Commr. of Land Revenue

To The Secy. Public Works Dept.
Railway Branch.

B.

No. 4194 C d/ 31-x-88

PUBLIC WORKS SECRETARIAT,
RAILWAY BRANCH.

OFFICE NOTE.

Station Madras date 30th octr. 1888.

From The Joint Secretary to Govt.
P.W.D. Railway Branch

To The Revenue Secretary

The undersigned requests to be informed of the action taken on this Office endorsement No. 379 C d/ 27th January 1888 regarding the improvement of the road communication with the Kalastry Station in the Nellore District.

C.S.S.
30.10.88

1/11/88

No. 4194 C 1/31 - X - 88

95
5711

REVENUE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read Office Note from the Public Works Department (Railway Branch, dated 31st October 1888, No. 4194 C, requesting to be informed of the action taken on communication regarding the improvement of the road communication with the Kalastry station in Nellore District.

=

Order thereon, 6th Novr: 1888, No. 6652.

The Public Works Department will be informed with reference to G. O. dated 5th April 1888, No. 2033 Rev. ~~that~~ no further report has been received. The Board will be requested to expedite it.

(True Extract)

Ag. Secretary to Govt.

To
The Public Works Dept.
" Commrs. of Land Rev.

SECRETARY TO GOVERNMENT
13 NOV.
P. W. DEPARTMENT, MADRAS.

T. R

at

4194 C / 31/10/88
326 R / 25/4/88

MCCa 11631

B

No. 974 R of 15th Novr/88.

Communicated with copy of G.O. No. 326 R, dated 25th April 1888 to the Consulting Engr for Railways with reference to his Lr. No. 25 dated 25th January 1888.

C.S.S.
14.11.88

Despd 14/11/88

B.

No. 974 R of 15th Novr/88.

3796 C. 27-1-88 none put up. D.S. 14-11-88

Fa

To the Cons. Engr. for Rys.

The Cons. Engr. for Rys.

Despd 16/11.

20/11

gd 21/11

R

REVENUE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following Procdgs: of the Board of Revenue (Land Rev.) dated 21st November 1888, No. 6843 Mis., on Govt: order, Revenue Dept. dated 6th November 1888 No. 6632 Mis.—

Resolution:—

Communicated to the Collector of North Arcot who will expedite the report promised in the concluding portion of his letter embodied in Board's Proceedings dated 24th March/88, No. 1968 Mis.—

Order thereon, 4th Dec:/88, No. 7300.

Recorded.

(True Extract)
H. Allwat
Under Secretary.

To

The Commrs. of Land Rev.
" Public Works Dept.
CR

B.P. 974 R of 15/11/88 & files

No. 1073 R of 13th Decr/88.

CHIEF ENGINEER
FOR IRRIGATION.
11 DEC 88
No. ________

Mech. 12/73

Communicated to the Consulting Engineer for Railways in continuation of Proc: No. 974 R, dated 15th November 1888.

C.S.S.
12.12.88
R

Recd

Works Office
11/12/88

B

No. 1073 R of 13th Decr/88.

To the Cons Engr for Rys √ D 13/12

The Cons: Engr: for Rys:

15/12

R

With [illegible]

NOTE ON THE INSPECTION

OF THE

SOUTH INDIAN RAILWAY,

FOR THE

HALF-YEAR ENDED 31ST DEC. 1887,

(including the Nellore-Tirupati Section).

THE inspection of the Nellore-Tirupati section was made on the 16th and 17th February in company with the Superintendent, Way and Works, Cuddapah-Nellore State Railway, and the Traffic Manager and Locomotive Superintendent, South Indian Railway. That of the South Indian Railway was made between the 18th and 29th February in company with the Chief Engineer, Traffic Manager, and Locomotive Superintendent; the Agent accompanied us over the Negapatam branch and southern extension.

SOUTH INDIAN RAILWAY.

2. **Permanent-way.**—The permanent-way is generally in good order and fully ballasted throughout. The maintenance of the lines at the Beach station, Madras, requires a little more attention, and between Villupuram and Panruti, and Vadamadura and Dindigul, it is not quite up to the usual standard. The new 50 lb. road is giving great satisfaction, and up to the date of the inspection an aggregate of 114 miles had been laid in.

3. The Harbour Superintendent proposes a loop to the south arm of the Madras Harbour (in order to avoid the back shunt), which would free a portion of the harbour lines beyond the limit of the Beach station to the South Indian Railway for shunting purposes without interfering with the harbour trains, which occurs occasionally at present. The Harbour Superintendent has no objection to this, and will submit a plan to the Chief Engineer, South Indian Railway, as to what he proposes; he will also state the amount of 75 lb. rails available for the new loop, which would be constructed by the South Indian Railway.

4. **Banks and Cuttings.**—The embankments and cuttings are in good order and well maintained. In the Pálár valley the pitching of the causeway has been completed, with the exception of the portion from 45-13 to 46-2 which will be taken in hand shortly.

5. **Fencing.**—The aloe fencing appears to be generally effective, excepting in the vicinity of Chingleput, Cuddalore, and on a portion of the Negapatam branch, where it has never been successful. Wire fencing is erected in all places where the vegetable fence is poor. The number of *cases of cattle trespass does not show any improvement notwithstanding the fact that nearly all gates are now self-closing.

*1st half of 1886	75
2nd ,, of ,, ...	39
1st ,, of 1887	76
2nd ,, of ,, ...	55

6. **Bridges.**—The bridges throughout the line appear to be well maintained, and the weak links in the Whipple-Murphy girders have now all been replaced.

7. *Pálár Bridge.*—The girders of this bridge are now being raised by means of hydraulic presses, which seem to work very satisfactorily. The trains are running on a diversion in the bed of the river.

8. 44/17, twelve 25-feet bridge. The north abutment which has settled is to be rebuilt at once, and the timber tops on the new spans are to be replaced by girders which are now on the ground.

9. *Karanguli Bridge.*—Eleven cross-girders have to be put in in the two south spans, which will be done shortly. The whole of the diversion has now been demolished, and the ground in the bed of the river cleared. The speed board might be removed.

10. 77/1 and 77/17 girders are to be substituted for the timber tops now in use. Whilst this is being carried out, trains will run over the diversions which have been retained.

11. *Thondayar Bridge.*—Two 100-feet spans to be doubled. The new pier wells are nearly completed, and the abutment wells well advanced. The bank between the old bridge and the new pier has been left for the erection of the new girders, which will go on simultaneously in the building of the pier. It is expected that traffic will be resumed over it in about three months.

12. *Ponniár Bridge.*—A hand rail is required on the east side. The gauge throughout the bridge is $\frac{3}{16}$ inch wide. Stone has been collected to floor the four southern spans, which will be commenced as soon as the water is low enough.

13. 108/9, one 25-feet bridge. The parapet wall at the north-eastern corner has been pushed out and should be rebuilt. The pitching at the south-east side requires to be completed, and the ballast walls should be rebuilt.

14. 111/9. The new 10-feet bridge south of Panruti station, applied for by the Collector and the Department of Public Works against the wish of the Railway Company in order to pass water into a tank, has been found to be no longer required as a bridge, and has been bunded across.

15. 117/16, 10-feet culvert. The top of the south abutment has moved forward, and it is now 4 inches out of plumb. It has been strutted and should be carefully watched.

16. *Gadilam Bridge.*—Over-head bracing not yet put up. Plans and estimates for the extra spans are being prepared, and land has been taken up on the south side for storage of materials.

17. 134/10 four spans to be added to existing one 40-feet bridge, and 134/15 four spans to be added to existing three 40-feet bridge. The foundations for these spans are being excavated; in the former bridge the foundations are to be open, in the latter on wells.

18. *Paravanar Bridge*—two 150-feet girders. Preparations are being made to raise this bridge by means of jacks without interruption to traffic. The banks have been made up to full width on each side and the pitching is well in hand.

19. 153/0, three feet arched culvert. The face wall on west side has cracked; this will be rebuilt and the culvert lengthened.

20. 292/11, three 30-feet spans. The river shows slight signs of encroaching on the line, but no danger is to be apprehended at present. The bed of the river should be carefully watched and surveyed, and the bund at south-east side should be made up to prevent water running down the side ditch.

21. 299/11, two 30-feet spans. The jungle has been cleared away on the spur bank, but the Chief Engineer does not consider it necessary to strengthen it. Curtain walls and aprons are to be added to the flooring during the present season.

22. *Mooloopadi Bridge.*—Retaining walls are being added to the existing floor. The Chief Engineer does not consider it necessary to extend the spur bank, but only to pitch it on the south side.

23. 387/8, five 20-feet bridge. This bridge is already floored and has curtain walls down to the hard; there is a slight scour below down stream curtain wall, but the Chief Engineer does not think that it is necessary to add aprons.

24. 392/4, one 25-feet and one 12-feet bridge. An apron is required on the down stream side, which will be put in this season.

25. 408/3 and 424/6 culverts cracked. The latter will be rebuilt during the current half-year, and the former next half-year.

26. **Stations.**—The station yards and buildings have, as a rule, been well maintained, and sanitation attended to.

27. *Egmore.*—Coal depôts have been erected in the new portion of the yard, which will save annas 3 per ton in stacking the coal. The new goods shed extension is well in hand and will be completed in about two months; new sidings are being laid down in the extension of the yard.

28. The question of moving the present unsightly carriage-repairing sheds was discussed, and it was suggested to put them at the side of the engine shed, utilising a portion of the public road which it is said the Municipality no longer require.

29. The repairs of the buildings which were handed over by Government with the land required for the extension of the yard in June 1887 are not yet commenced. The new road in lieu of Ritherdon's road is completed, but not yet handed over to the Municipality.

30. *Acharapakam.*—Goods traffic is steadily increasing. The Traffic Manager asks for an open goods shed in lieu of the small temporary corrugated iron one now in existence.

31. At *Kandamangalam* the custom-house floor in charge of the Department of Public Works is in very bad repair.

32. *Villupuram.*—The fuel stage which at present interferes with the shunting has not been moved. Cleaning pits in the engine-shed should be made shallower.

33. *Negapatam.*—Flooring is required in the verandah of the wood-cutting machine shops; this has delayed the erection of the necessary protection round machinery in motion. The Locomotive Superintendent was asked to put up temporary railings at once. The louvre boarding to keep out sun and rain is not yet put up, but is awaiting the sanction of the Directors.

34. *Tiruválúr* on the Negapatam branch. The station master's quarters are immediately under the station latrine. Either new quarters should be constructed or the latrine removed.

35. *Tanjore.*—Ladies' room and booking office have been altered on account of the erection of a third-class waiting shed, the foundations of which are in.

36. *Trichinopoly Junction.*—Extra latrine accommodation is asked for by natives employed at the general offices. A building capable of accommodating half the present number might be added.

37. *Ammayanáyakanúr.*—The new waiting-rooms ought, if possible, to have been completed and furnished in time for passengers going to the hills this season. A cook-room would be useful.

38. It is questionable whether a catch-siding is not necessary near the south points, as there is a falling gradient beyond for some miles, which commences just inside the points.

39. *Madura.*—The sanitation in front of the station is improved, but more might be done in removing rubbish and weeds. A latrine is required outside south-west corner of station yard for guards and drivers, and the existing ones should be improved.

40. Pandals of a uniform design are essential in front of the verandahs of the bungalows, which the Chief Engineer promised should be attended to at once. Flooring of No. 10 bungalow verandahs discreditable. There is no reading-room at this station, which seems to be much wanted.

41. The Traffic Manager wished road in front of station to be widened by 30 feet in order to make a bandy-stand, as when the mails are in, the present space is inconveniently crowded; this could be easily done, as the land required is waste.

42. *Kalligudi.*—A telegraph pole on the goods platform infringes standard dimensions.

43. **Station Machinery.**—With a few exceptions* the signals were in good working order; the points and crossings and turn-tables (except that at Cuddalore where the brickwork requires pointing) worked well, and all sidings in use outside station yards are now protected by disc

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* At Vandalúr, Titte, Tiruparankundram.

signals. The distant signal at St. Thomas' Mount cannot be seen from the lever, which will be moved more to the east where a view can be obtained. The repairs to the floor of the engine shed at Cuddalore Old Town, where water lies in front of the engine pits, have just been taken in hand; attention was called to this on the half-yearly inspection for the second half of 1886. At Pallúr there are only home signals and no distant signals. It was suggested, on the same inspection, that the former should be removed and the latter erected.

44. **Sanitation.**—Except where above noted, the sanitary arrangements are satisfactory. Extra latrines have been erected at Chingleput, Coleroon, Máyavaram and Koradáchéri stations.

45. **Watering arrangements.**—New wells are to be dug at Vikravándi and Villupuram, and a few have been or will be deepened where necessary. The water-supply, except between Koilpati and Tuticorin where water-trucks have to be used, will, it is hoped, be satisfactory when the above works are carried out.

46. **Dispensaries.**—The dispensaries are neat and well kept, except that at Negapatam which was not quite as clean as the others. A new dispensary is under construction at Tanjore.

47. **General.**—Notice boards at stations are being gradually mounted on tin, as at present the notices split and rapidly become illegible. Old stores and records at stations are being called in and sold by contract.

48. The sentry boxes alongside disc signals at sidings should be moved to the other side of the line, as they obscure the view of the discs from the trains.

49. The Chief Engineer will issue circulars regarding Deas' and Ransome's points, with reference to the lever handles, which in no case should be allowed to rest on the shoulders of the frames, and it is suggested that in future all reports on derailments should state definitely that the levers have been specially examined in this respect and that they have been found rightly adjusted.

NELLORE-TIRUPATI SECTION.

50. **Permanent-way, &c.**—The permanent-way is in very good running order, the line fully ballasted, and the banks all made up to full width. The side drains in some of the cuttings require to be cleared out, which will be done before the next monsoon.

STATIONS.

51. *Rénigunta.*—Siding to goods shed being on a radius of 300 feet is not fit for engines. This could be remedied by a set of 3 throw points being put in at the north end of platform, which would give a radius of 600 feet; the other two points would lead to main goods line and passenger platform siding. The goods platform is now 200 feet long; this is to be lengthened up to the goods shed by the Madras Railway; it is then proposed to reverse the crossing at the end and make it 600 feet radius to admit engines. One cross-over is still required to connect centre line with main line, which is the third from the platform.

52. The wire fence on western side of station should be replaced by a wall, as passengers now cross the rails instead of using the over-bridge.

53. *Tirupati.*—Two propositions for a catch-siding were discussed :—

(1) To take off at north side of distant signal round the bund of a tank with 300 feet radius curve, to cost Rs. 2,500.

(2) To take off on south side of line just outside east station yard points 250 feet in length with rise of 1 in 100 and parallel to the main line, cost Rs. 500.

The second proposition appears to be the best in every way.

54. The Traffic Manager asks for a cross-over between main line and goods siding (agreed to at joint inspection) and for the cross-over from goods line to goods platform line to be moved from its present position to east end of goods platform.

55. Goods approach road, completed to bridge outside facing points, requires to be finished from there to main road (about a quarter of a mile,) which should be done by Local Fund, except 100 feet to be done at once by the Railway Company.

56. Buffer stop at dead end and fuel platform wanted. Level-crossing gates not yet up; waiting for stone posts, which are cut and lying at the Perur quarry 3½ miles off. The line to this quarry which takes off inside station limits is nearly ready, and it was reported would be open for stone traffic in about a fortnight.

57. *Kálahasti and Venkatagiri.*—Goods sheds are required at these stations.

58. *Nellore.*—Level-crossing gates up, but no fencing through town as yet; waiting for straining posts.

59. As passengers wait for a large portion of the night at this station, a latrine at the back outside the station seems desirable. Passengers from Stonehousepet, &c., will have to go round the American Mission compound, and land is to be taken up between that and the station and a road made. A foot-path for people walking might be made from the level-crossing gate to the station alongside the line and fenced in, which would considerably lessen the distance.

60. The ground at the back of the goods shed should be levelled up from canal spoil bank, a boundary wall should be built along the edge of the canal,* and the ground between it and the engine-shed lines filled in and levelled for storage of fuel and stores.

61. Fuel stage required, and station yard wants a good deal more levelling up; two more cross-over roads wanted. Buffer stop required at end of main line, and one dead siding also at the end of the turn-table, and the earth wants making up round it for men to walk on when turning the engines.

62. No staff or officers' quarters of any description. Five blocks for Locomotive Department, each block supposed to hold two families, which gives one room and one bath-room to each. Out-houses badly constructed; no light of any sort; one in each block has been converted into a latrine.

63. The carriage and wagon shops are not yet estimated for, nor lines put in. These appear to be required at once.

PROTECTIVE WORKS TO BANKS AND BRIDGES.

64. *Madras Railway Over-bridge.*—Pitching on south side required.

65. *Ralayerro Bridge*—requires painting. Groynes would be advisable on right bank of river above the bridge about 300 or 400 yards up-stream, as the river is eating away the bank and may flow over the country across the line and leave its present bed.

66. A road bridge is required across nullah outside Kálahasti station limits, as it is impassable for road traffic in the rains; this nullah is crossed by the railway with two 25-feet spans. River Swarnamukhi is to be crossed by a ferry when there is sufficient water; two boats have been sold to the village authorities for this purpose by the Engineer-in-Chief.

67. *Yellacur Bridge*—requires painting badly. Refuges not built; should be done at once. Stone protection required round 2nd and 3rd piers from south end, which should be done before next monsoon.

68. 51/4-8, 46/1-2 *and* 46/6.—Pitching required; water too high at present.

69. *Gúdúr Valley.*—Refuges on bridges not yet put up. Slopes all made up, but pitching required round abutments and toes of slopes. Stone should be thrown in round the bases of all the piers of the bridges and made up to the level of the surrounding country; at present there is a hole round each pier, made for excavation of foundations, which will encourage scour.

70. *Kandeléru Bridge.*—Some scour holes require filling up. Two piers to be boxed in, but not yet commenced. Great deal of stone pitching and filling in required.

71. *Monobole Tank.*—Quite full, water only about 2 feet below bottom of girder of 40-feet bridge. No further sign of cracks. Loose pitching on both sides of bank in tank completed.

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* The canal is dry for three months in the year and cannot be looked upon as a fence.

72. 18/12. — The Engineer-in-Chief suggests that a crossing station should be put in here, as, when floods are out, people cannot get to Gúdúr, and this station and Venkatachalam are 14 miles apart.

73. 15/19, *Ramdoss Valley.* — Bridge badly scoured. The two 40-feet bridge should be floored with stone.

74. 15/6, three 20-feet spans, should be floored right across with boulders.

75. 14/15.—Large slip on west side of line, bank has moved out about 60 feet and keeps moving, evidently a spring underneath; suggested that piles and sheeting should be driven in before next monsoon.

76. 14/6, six 40-feet bridge requires flooring with rough stone boulders right across; good deal of scour.

77. **General.**—It is not intended to put in gates at third-class road crossings, but it would be advisable to put up wire fencing for 100 yards on each side.

78. All distant signals show white and red instead of green and red. All the lever handles of these signals are to be moved out to the facing points so as to be under control of pointsman.

79. Lay-byes at small stations are now laid in with 300 feet radius crossings which do not admit engines; these should be taken up, and crossings of 600 feet radius, or such as will admit engines, should be substituted.

(Signed) SIDNEY SMITH, Major, R.E.,
Dy. Consulting Engineer for Railways.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 7th April 1888, No. 107.

Note on the inspection of the South Indian Railway (including Nellore-Tirupati section) for the half-year ended 31st December 1887.

Submitted to Government with the following observations:—

Paragraph 14.—It would be satisfactory to receive from the Revenue Department an authoritative statement of the circumstances which rendered the construction of this bridge desirable and which now necessitate its retention.

Paragraph 16.—The indents for the iron work of this bridge were sanctioned in February 1887 on the understanding that the estimate would be sent forward at once for sanction. The estimate has not yet been submitted.

Paragraphs 21 *and* 22.—The expediency of extending these spurs has been suggested on several half-yearly inspections. The Chief Engineer however accepts the responsibility for the present arrangements.

Paragraph 29.—The estimates have now been received and sanctioned and it is hoped that no further delay will be permitted.

Paragraph 45.—No action, as far as is known, has been taken on the suggestions made in paragraph 63 of report for half-year ending 30th June 1887 which ran as follows:—

> "A report is current that good water could be obtained at no great distance from the line in the neighbourhood of Kadambúr, the 416th mile. It is to the interest of the Company to investigate thoroughly the question of the water-supply between Tuticorin and Koilpati, between which station (41 miles) water-trucks now carry the Tuticorin requirements, and no expense should be spared to make the investigation effective and conclusive."

2. I would suggest that the Agent's special consideration of this matter be invited and that his attention be also drawn to paragraphs 2, 15, 20, 32, 38, 39, 40, 41, 42, 43, 48, and 49.

Paragraph 31 should be communicated to the Public Works Department, General Branch.

Nellore-Tirupati Section.

Paragraph 57.—It will be sufficient if small corrugated iron sheds usually supplied in the first instance on the South Indian Railway, be erected here pending further development of traffic.

Paragraph 63.—Estimates should be prepared for light-shedding and lines required for present repairs of rolling-stock; the extent of the accommodation hereafter will depend on what locomotive arrangements are finally decided upon at Pakal junction.

Paragraph 66.—The nullah referred to, will, I am afraid, form a serious impediment to traffic. The cost of bridging it must, I conclude, fall on the Local Fund Board of North Arcot.

Paragraphs 69 *to* 76.—I consider the present condition of the bridges referred to in these paragraphs as very critical. They want floors and stone protection. Without these, they will certainly fail in the flood season. I have addressed the Director-General of Railways on the subject.

ORDER—dated 19th April 1888, No. 311 R., Public Works.

The Agent's attention will, as suggested, be drawn to paragraphs 2, 15, 16, 20, 32, 38, 39, 40, 41, 42, 43, 45, 48, and 49.

2. Paragraph 14 will be referred to the Revenue Department and paragraph 31 to the Public Works Department, General Branch.

3. Paragraph 66 will be referred to the Local and Municipal Department.

4. The note on the Nellore-Tirupati section, together with the Consulting Engineer's observations, will be forwarded to the Director-General of Railways for his information.

(True Extract).

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Public Works Department, General Branch.
" Revenue Department.
" Director-General of Railways.
" Local and Municipal Department.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of (1888) Madras.

PUBLIC WORKS.

Dated April, 19th.

Recd. Encl.

G.O., 19th April 1888, No. 311 R.

APRIL.

South Indian Railway

Orders on note on the inspection of the — (including the Nellore-Tirupati section) for the half-year ended 31st December 1887.

Local and Municipal Department.

MADRAS.

4818
13-5-89

Papers

Ver 13/5

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper :—

Letter from the President District Board, North Arcot dated 15th April/89 Ref on Govt L.F. No 119 of 1888:—

With reference to para 3 of G.O dated 19th April/88 No 311 R Public works, I have the honor to report that the question of bridging the nullah near Kalahasti Railway station was placed before the District Board at their meeting held on the 18th March last. The Board observed that they cannot possibly supply funds for the purpose at present, as the estimate amounts to Rs 21000 for a masonry bridge of 3 arches and Rs 11750 for an iron girder bridge.

A copy of their resolution is herewith submitted.

Order thereon dated 9th May/89 No. 1029 L Mis

Communicated to the Public Works Department

Department (Railway Branch)

(True Extract)

M. C. Boulderson Captain R.E.
Under Secretary P. W. Depth
for Chief Secretary

To The Public Works Depth (Railway Branch).

Hon'ble N. G. Stokes

3

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

16th May 1889

READ the following:—

Progs: of Govt: Local & Municipal Department No: 1029 Mis dated 9th May 1889.—

FOR ORDERS.

There is just one of those cases where a Provincial grant would be most valuable.

As is usually the case the District Board pleads that it has no funds.

There is no hope of obtaining assistance from Imperial Funds, although it is the Imperial Revenue that will be benefitted by the increased traffic. Seeing

If Provincial Funds give no assistance the station must remain cut off from the town by a deep nullah barely passable for months together.

C. L. Smith Col. R.E.

I somewhat object to contribute half the cost of an iron girder bridge. [illegible] from Provl. funds

J.H.G.
17 May.

Ar 16/5/9
R 17/5/9

FOR ORDERS.

Govt. of {188 } Madras.

To

Proceedings, dated 188 ,

No.

Subject.

1889

PWC No 4390

Government of Madras
Local and Municipal Deptt

To
The Public Works Deptt
(Railway Branch)

B
No. 646 R d/ 7th June 1889-

Proceedings dated 9th May 89
No 1029 L (mis)

Subject

Communicating letter from the President District Board North Arcot reporting that there are no funds available for bridging the nullah at Kalahasti.

Ex. No. 311 R of 19.4.88

B
No 646 R d/ 7th June 1889-

B

Srel
5 June

5.6

The District Board will be asked if they will be prepared next year to contribute half the cost of a girder bridge over the Penglupady River near the Kalahasti Railway Station, if the Government contribute a like sum from Provincial Funds.-

C.L.S.
3. 6. 9

R

~~The Chief Secretary~~
~~for counter-initials~~

A.G.P.
for C.S.
4/6

To
The Consulting Engineer for Rys
" Fin. " "
" Local & Municipal } Deptts.

R

0
15/5

Cri 2/6/9
R 5/6/9

10.6.89

176

SECRETARY TO GOVERNMENT
-8 JUN. 89
P.W. DEPARTMENT, MADRAS.

REVENUE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read again

(1) Mis G.O. No 918, d/ 8-2-88, forwarding to the Collector of North Arcot, for report through the Board of Revenue, Endorsement of the Public Works Department, Railway Branch, dated 27th January 1888, No 379 referring to the Revenue Secretary for favour of his views extract from the Consulting Engineer for Railways, Madras, dated 25th January 1888, No 25 regarding the want of a bridge over the channel crossing the road between Kalastry and the station platform, Nellore District.

x Vide B.P. 1073 R 13-12-88
Sent to Ooty R Office 31.5.89

(2) Mis G.O. No 2033 d/ 5-4-88.

B.P. 326 R 25.4.88
Vide B.P. 1073 R 13-12-88
Sent to Ooty R Office 31.5.89

Read also Proceedings of the Board of Revenue (L.R), dated 13th May 1889, No 2801 Mis: submitting to Government letter from the Collector of North Arcot, reporting that the District Board are not at present inclined to undertake to build a bridge over the Nakkal Kalva in Kalahasti.

Order thereon, 4th June 1889, No 3427.

Transferred to the Local and Municipal Department for favour of transmission to the Public Works Department with remarks.

(True Extract)

Secretary to Government.

To
The Local & Municl Deptt
copy to the P.W.D.
" " Commr

Pw Clio

Miller 5319

B No 646 R d/ 7th June 1889

B

No 693 R d/ 20 - June 1889.

H. E. Stokes, C.S.I.

C.S. 17.6.9 / 16 June

Communicated to the Consulting Engineer for Railways in continuation of Progs: No 1073 R dated 13th December 1888.–

C.S. 14. 6. 9 / R

To

The Consulting Engineer for Rys

D 22/6

0/13/6

Cir 15/6/9.
R 17/6/9

Reg. 18/6.

0/15/5

CHIEF SECRETARIAT, MADRAS.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following paper :—

Fr. Public Works Department d/ 7th June /89 No 646 R enquiring if the District Board will be prepared next year to contribute half the cost of a girder bridge over the Pengalpady River near the Kalahasti Railway station

Order thereon d/ 27th June /89 No 1447 L.M.

Referred to the District Board North Arcot for report.

(True Extract)

Captn R.E.
Under Secretary P. W. D.
for Assist Secretary

To

The President District Board North Arcot.
" Public Works Department.

Govt. of (188) Madras.

To

Proceedings, dated 188 ,

No.

Subject.

1889 ✓
Mcl. 6018

Government of Madras
Local and Municipal Depmt.

To
The P. W. Department

B.
No. 764 R. of 10th July /89.

Ref. 1/7/89
Proceedings dated 27th June /89
Nos. 1447 L Mis.

subject

Referring to the District Board North Arcot for report Government order P. W. Depmt. enquiring if the District Board will be prepared next year to contribute half the cost of a girder bridge over the Pinglapady River.

R

15/7

S. Bno. 646 R d/7. 6. 89.
" A. " 311 R d/19. 4. 88.

B.
No. 764 R. d/ 10th July /89.
Hon: Mr. H. E. Stokes C.S.

Mls
6 July
A.S.
5.7.

The report of the District Board North Arcot will be awaited.

C.L.S.
3. 7. 9

R.

To

The Consg. Engr. for Rys.

A. 13/7

0/1/7
Cir 4/7/9.
R 7.7.9

R 13. 7. 89 15

Local and Municipal Department.

CHIEF SECRETARIAT
MADRAS.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following paper :—

G.O. Revenue Department d/ 4 June /89 No. 3427 transferring for favour of transmission to the D.P.W. Board's Proceedings submitting letter from the Collector of North Arcot reporting that the District Board are not at present inclined to undertake to build a bridge over the Nakkal Kalwa in Kalahasti

---

Order thereon d/27. June /89 No. 1448 L Mis

Recorded with reference to G.O. d/27. June 1889 No. 1447 L Mis

With ch. 6018. R. 1.7.89

(True Extract)
W. W. Baddeley Captn. R.E.
Under Secretary P. W. Dep
for Assist. Secretary

To

The Public Works department with
2 enclosures returned

Mll

Govt. of {188 } Madras.

To

Proceedings, dated 188 ,
No.

Subject.

1889

PWC No 608

Government of Madras

Local and Municipal Deptt.

(P)

To

the P. W. Department

B

No 773 R of 10th July /89.

R 2.7.89 E.2

Proceedings dated 27th June /89 No. 1448 L (mis)

Subject

Recording Government order Revenue Department transferring Boards Pro: submitting letter from the Collector of North Arcot regarding the bridge over the Nakkal Kalva in Kalahasti.

B

No 773 R of 10th July /89.

Hon'ble H. E. Stokes C.S.I

6 July.

Recorded with reference to Pros: No 693 R, dated 20th June 1889.

C.L.S.
4.7.9
R.

693 R of 20/6/89
1073 R of 13/12/88
974 L of 15/11/88
4194 C of 31/10/88
326 L of 25/4/88

3/7 13/7

With Order

Cir 5/7/9
R 7.7.9

13

R

Extract from the Minutes of Proceedings of the District Board, North Arcot, Passed at their Meeting held on the 29th July 1889 at Chittur

Present.

W. J. H. Le Fanu Esquire, President
B. Macleod Esquire, Sub Collector
R. H. Shipley Esquire, Head Assistant Collector
Surgeon Major John Lancaster, District Surgeon
M. R. Ry. T. Janakirama Iyer Avergal, Rao sahib
— " — T. Narasinga Row Garu — do
— " — Sundarier avergal — do
— " — Venkaya Garu — do
— " — Subramania Reddi Garu — do
— " — Balakrishna Mudaliar avergal — do
— " — Subramania Iyer avergal — do
— " — Belupallai Venkata Rao Garu — do
— " — Gopala Krishnama Chetti Garu — do
— " — Venkata Reddi Garu — do
— " — T. Ramaswami Iyer avergal — do
— " — Venkataramanjam Naydu garu — do
— " — Kotaya Garu — do
— " — Somasundara Mudaliar avergal — do
— " — Mandi Mahathena Iyer avergal — do
— " — Narasimmaya Garu — do
Hakim Bader-udden saheb, Khan saheb
Mir Mohadin alli Khan saheb — do
Bangi abdul Khadar saheb — do
Potel Mahamed Usman saheb — do

No 17.

Read G. O. No. 1447 L. Mis: dated 27th June last, referring to the District Board, North Arcot, for report, Proceedings of Government No 646 R, dated 7th Idem, asking the District Board if they will be prepared next year to contribute half the cost of a girder bridge over the Pengalpady river near the Kalahasti Railway station, if the Government contribute a like sum from Provincial funds.

The Board in accepting the offer of Government would suggest whether the work could not be carried out by the Railway Engineer. The Board's Engineer is on furlough; the Bridge will be close to the Railway and the work is likely to be carried out more efficiently and quickly if entrusted to the Railway Engineer.

E.F.
PW 8426/89
05-33

For President.

North Arcot
District Board office
August 1889

En 1/3019 L

Copied by. Ch.t.
Compared by. Wd.

Letter to Abo 842 d 26/9/9

Ref. on Govt. L.F. No. 150 of 1889
No.

NORTH ARCOT DISTRICT BOARD'S OFFICE,
Chittur, 10th August 1889.

3019 L

FROM
W. J. H. Le Fanu Esquire,
President, District Board,
North Arcot.

TO
THE CHIEF SECRETARY TO GOVERNMENT,
Fort Saint George.

Sir,

With reference to G. O. dated 7th June last No 646 R, I have the honor to submit herewith a copy of the resolution passed by the District Board at their meeting held on the 29th ultimo, in which they have agreed to contribute half the costs of a girder bridge over the Pengálpády river near the Kalahástí Railway station, as proposed by Government, and resolved to ask Government whether the work could not be carried out by the Railway Engineer. The District Board Engineer is on furlough. the bridge will be close to the Railway, and the work is likely to be carried out more efficiently and quickly if entrusted to the Railway Engineer.

I have the honor to be
Sir,
Your most obedient Servant,

For President.

Copied by. C.N.
Compared by. Wd.

From W. J. H. Le Fanu Esquire,
~~The~~ PRESIDENT,
District Board,
North Arcot.

To 3019 L

THE Chief Secretary to,
Government,
Fort Saint George.

Station Chittur
Dated 10th August } 1889.
Received 12 AUG. 89

Ref Govt. L. F. No. 150 of 1889
Enclosure. 1

SUBJECT.

Submitting a copy of the resolution of the District Board in which they have agreed to contribute half the cost of a girder bridge over the Pengabpady river as proposed by Government and resolved to ask them whether the work could not be carried out by the Railway Engineer.

No 701
Transferred to the Public Works Department, Railway Branch

Assistant Secretary

R.
26/8/89 - 28-8
Fort St George
6th ~~September~~ ~~August~~ 1889

To The Public Works Deptt.
Railway Branch

E.2
PWC, No 8426
10533/89

REGISTER
No 358
FILE
No

R 9.9.89
E.1

No. 764 R of 10-7-89
" 646 R " 7-6-89
" 311 R " 19-4-88
No. 4271 C of 24th Sept. 1889

Referred to the Consulting Engineer for Railways for enquiry whether the Agent South Indian Railway will undertake to construct the bridge referred to in which case the Agent will be requested to submit a design & estimate for the sanction of Government.

C. J. Smith Colonel R.E.

10/9.
Jt. Secy. to Govt. P.W.D. Ry. Branch
H.m. 18-9-89 R. 19-9-89

a design & estimate
24/9
for

No. 764 R d/10-7-89
" 646 R " 7-6-89
" 311 R " 19-4-88

1889.

P. W. DEPARTMENT.

Current No. 8426

From The Local & Municipal Dept.

ENCLOS.—1

No. 701
Dated 6th Sept. 1889
Received 9 — do —

SUBJECT.

Transferring letter from the President Dt. Bd. N. Arcot submg: a copy of the resolution of the Bd. in which they have agreed to contribute ½ the cost of a girder bridge over the Pengalpady river as proposed by Govt & resolved to ask them whether the work could not be carried out by the Railway Engineer.

DISPOSAL.

No. 4271 C Dated 24th Sept. 1889

Referred to the Consg. Engineer for Rys for enquiry whether the Agent. S. I. R will undertake to construct the bridge referred to in which case the Agent will be requested to submit a design & Estimate for

25/9

24/9

for the sanction of Government.

(Sd) C. J. Smith Col. R.E.
Jt. Secy. to Govt. P. W. D.
Ry: Branch.

READ the following:—

Endorsement from the Local & Municipal Department No. 701 dated 6th September 1889

FOR ORDERS.

I recommend that the construction of the bridge be entrusted to the Ry. Co. if they will undertake it.

They will then submit a design and estimate for the sanction of Govt. against Provincial Funds and the District Board would reimburse Govt.

C J Smith Col R.E.

Sep. 11. 89

This seems a desirable arrangement.

19 Sep.

20/9.

Draft order to this effect.

H. M. 18-9-89 R. 19-9-89

FOR ORDERS.

No 1393

South Indian Railway,
AGENT'S OFFICE,
TRICHINOPOLY, 31st October 1889.

From
The AGENT,
SOUTH INDIAN RAILWAY,
To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

In reply to your letter No. 872 dated the 26th September 1889 on the subject of bridging the Pengalpady river near the Kalahasti Station, I beg to inform you that this Company will be happy to undertake the construction of the bridge. The necessary design and estimate for it will be submitted to you as early as practicable.

I am
Sir
Your most obedient Servant
Walter J. Hooper
for Agent

G.S.A.

REGISTER
No. 1216
FILE
No.

E.1
PW10533/89

From
THE AGENT,
South Indian Railway,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Papers

Dated 31st }
Received 2 } Oct 1889
Nov No. 1393
ENCLOSURE.

Re. Bridging Puyalpady river near the Kalahasti Station.

To Govt.

FORM No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 5th November 1889.

Letter from the Agent, South Indian Railway, No 1393, dated 31st October 1889.

No. 442

SUBMITTED to Government with reference to its Proceedings No 4271C, dated 24th September 1889 (herewith returned).

2. The Agent states that the South Indian Railway Company will be happy to undertake the construction of the bridge near Kalahasti station, Nellore Branch, and that the necessary design and Estimate will be submitted.

Sidney Smith
Major RE
for Consg: Engr: for Rys

Form No. 3.

No. 5275 C d/ 13th Novr 1889

C

Ills
9 Nov.

Copy forwarded to the Local and Municipal Department for information with reference to that Department transfer docket No. 701, dated 6th Septr/89.

C.S.S.
7.11.9

R.

No. 311 R d/ 19.4.85
" 646 R d/ 7.6.89
" 764 R d/ 10.7.89
" 4271 C d/ 26.9.89

13/11/89

H.W. 8.11.89
R11/-

14/11

From PWC No. 10533

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 442

Dated 5th } November 1889.
Received 6 }

No. of Enclosures. 4.

Subject.

No. 5275 C d/ 13th Novr 1889

Submitting, letter from the Agent, South Indian Railway, regarding the undertaking of the construction by the South Indian Ry: Company of the Bridge over the Pengalpasy river, near the Kalahaste Station.

R

NORTH ARCOT DISTRICT BOARD'S OFFICE,

No.

Chittur, 25th December 1889

Ref. on Govt. L.F. No. 325 of 1889

4828L

FROM

W. G. H. Le Fanu Esquire

President, District Board,

North Arcot.

To

THE CHIEF SECRETARY TO GOVERNMENT,

Fort Saint George,

Sir,

x not Commd to P.W.D.

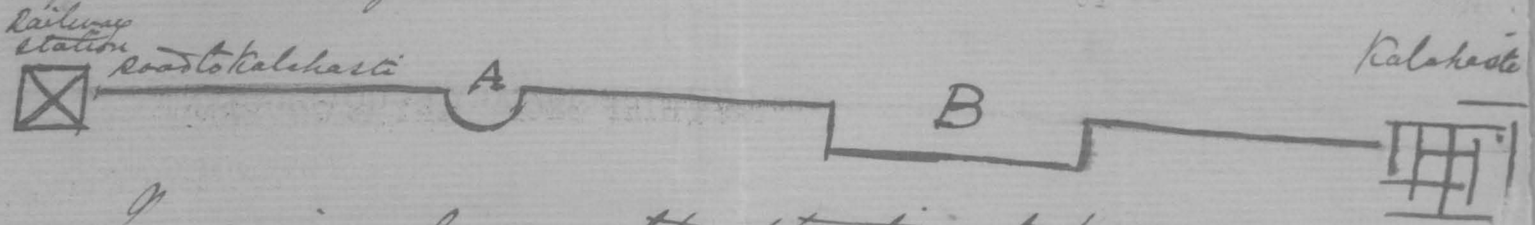
With reference to G.O. no. 2799L in dated 29th November 1889 I have the honor to report that I have personally inspected the Nakkal Kalvoi or Pengalpadi Kalvoi in company with Dewan Raghunatha Rao in charge of the Kalahasti Zemindari.

2. I can safely state that there is not the slightest necessity whatever for bridging the said Kalvoi, and that any money spent in so doing would be wasted. Neither the District Board nor Government can afford to waste money. The demand for bridging seems to have come from the Nellore Tirupati Railway the officers

of

which may be under the impression that funds are forthcoming without limit.

3. To correctly understand the position I may refer you to the following sketch.



In going from the station to Kalahasti traffic has to cross
A the Nakkal kalvoi in question
and B the Swarnamukkhi.

Now whenever the Nakkal kalvoi is impassable — which would not be more than six or seven days in the year, the Swarnamukkhi is also impassable. The latter is unbridged and will not be bridged in the next half century if ever. Even, therefore, if the Nakkal kalvoi was bridged we would be no nearer to establishing wheeled traffic with Kalahasti than before. Passengers can pass the river in boats, and do so. All that is necessary therefore is to make the Nakkal kalvoi passable for foot traffic during floods. The size of this obstruction has been greatly exaggerated. A few yards above the present crossing the channel could be bridged by a deal plank. What I would suggest is that a roaddam with undervent be made at the Nakkal kalvoi. The cost will be nothing like that of a bridge and will answer all practical purposes. Government is willing to pay half the expense of a bridge, and as this expense is only necessary in the interests of the railway I hope that they will be willing to pay a moiety of the smaller sum. It is possible that the roaddam might once or twice in the year not be passable on foot. I would suggest therefore that a light foot bridge on on trestles be thrown across the stream a few yards above the bridge. Three palmyra trees trimmed and placed side by side with palmyra reapers nailed across them would answer all that is wanted. The ends might rest free masonry to avoid white ants. The Railway Engineer might Estimate for this latter work and carry it out at the cost of the District Board. I should think that Rs 100 would be enough. I request that orders may issue to stop the preparation of Estimate for the large bridge under circumstances above mentioned.

I may add that, if bridging in the interests of the Railway is necessary there are hundreds of bridges much more wanted in the District than this one. In the short distance between Tirupati and Chendragiri there are at least six waterways — excluding the Swarnamukki — which are much more in need of bridging than the Nakkal kaluoi.

I have the honour to be
Sir
Your most obedient servant

Vice President
for President

PW. Enc 1
530/90.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

READ the following :—

FOR ORDERS.

The decision of the President District Board North Arcot, is at variance with the views hitherto expressed by the Deputy Tahsildar and by the petitioners referred to in letter from the Agent, South Indian Railway, No. 39, dated 21st January 1888.

Under the circumstances described by the President, I see no necessity for any pecuniary assistance by Government to the District

Hon: Sec. H. [illegible] C.

FOR ORDERS.

District Board, and I would deprecate any encouragement being given to a temporary structure of the character suggested by the President.

I propose to communicate a copy of the President's letter to the agent and to tell him the design asked for is not required.

C. L. Smith Coll^r.

Joint Secy: to Govt. P. W. D.
Ry: Branch.

Approved
Wo
22 Jan

C.S.
24.1.

H.u 21-1-90 R. 23-1-90.

P.W.C. No. 530

From W. J. H. Le Fanu Esqr
~~THE~~ PRESIDENT,
District Board,
48280 North Arcot.

To
THE Chief Secretary to Government Local and Municipal Department

Station Chittoor
Dated 25 December 1889
Received 18-1-90

Refer G.O. L.M. No. 325 of 89
Enclosure.

SUBJECT.

Stating that there is not the slightest necessity for bridging the Nakkal kalvoi on Pungalpadi Kal voi and requesting that orders may issue to stop the preparation of the Estimate for the bridge.

—

No. 17
Transferred to the Public Works Department (Railway Branch)

A. Butterworth
for Assistant Secretary

F.S.
16/1/90

Fort St. George
17th Jany/90

To
The Public Works Departt (Railway Branch)

Cn 24/1/90

Fw 21-1-90 R. 23-1-90

B No. 160 R of 29th Jany/90.

No. 764 R of 10-7-89
" 646 R " 7-6-89
" 311 R " 19-4-88
" 4271 C " 24-9-89
" 5275 C " 13-11-89
" 773 R " 10-7-89
" 693 R " 20-6-89
" 1073 R " 13-12-88
" 974 R " 15-11-88
" 4194 C " 31-10-88
" 326 R " 25-4-88
" 379 C " 27-1-88

H.C.S.
25 Jan

C.S.
26.1.90

Under the circumstances explained His Excellency the Governor in Council sees no necessity for any contribution by Government to the cost of such accommodation as is now deemed sufficient.—

C.S.
24.1.90

The call for estimate should be cancelled. R.

To
The Consg Engr for Rys
" " Local & Munl: Deptt.

29/1

Cn 24/1/90 – Fa 27/1/90.