B

No 1307 R d/ 21st Novr. 1889.

Print

19 1/2

Ordered to be forwarded to the Govt. of India with reference to its letter No. 3033 G. dated 24th October 1889.

H.E. No. 1308 R d/ 21st Novr/89.

Forwarded.

C.J.S.
16. 11. 9

R.

D 22/11

No. 197 R d/ 21.2.89
" 624-5 R d/ 3.6.89
" 722 R d/ 26.6.89
" 1017-8 R d/ 23.9.89

Hw. 18.11.89
R 20/-

AC 25/11

PW No 10,833

From

THE CONSULTING ENGINEER
FOR LWAYS,
MADRAS,

No. 460

Dated 13th
Received 14th [illegible]ber 1889.

No. OF ENCLOSURES. 3

Subject.

Letter from the agent and Manager, M. Ry reporting that Mr. Saunders in 1881, received a fee of Rs 400/ for arbitrating in a case of dispute between the Indus Valley State Railway and the Sind Punjab and Delhi Railway

B

No. 1307-8 R d/ 21st Novr. 1889.

All communications should be addressed to the Secretary.

No. 407 G.

2000

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

GENERAL.

To

The Joint Secretary to the Government of Madr
Public Works Department, Railway Bran

Calcutta, the 12th February 1890.

Sir,

With reference to the correspondence ending with your endorsement No. 1308 R dated 21st November 1889, and in supersession of the orders conveyed in Public Works Department No. 858 G dated 23rd March 1889, I am directed to commun cate the sanction of the Government of India to the payment of an honorarium of Rs 500/. to Mr. Conder, General Traffic Manager, Great Indian Peninsula Railway, in recognition of his services as an arbitrator of the Madras Railw Company, in connection with the settlement of

a

460 d/ 10th Novr:

a claim for demurrage made by the Southern Maharatta Railway.

I have the honour to be

Sir,

your most obedient servant.

G H W Walker

Under Secretary to the

Government of India

Rec.d 20-2-90

Documents accompanying

Nil

No. 1017-8R of 23-9-89
" 3228C " 15-7-89
" 722R " 26-6-89
" 624-5R " 3-6-89
" 382R " 6-4-89
" 197R " 21-2-89

H.m. 21-2-90. R 24-2-90.

A No. 279 R

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 24th Feby. 1890

21 R

READ again the following

Progs. of the Madras Govt. P. W. Deptt.	H. E. No. 624-5R of 3d June 1889
Do. Do.	" 722 R of 26th do
Do. Do.	" 1017-18 R of 23d Septr. '89
Do. Do.	" 1307-8 R of 21st Novr. '89

Read also the following:-

Letter from the Govt. of India P. W. Deptt.	H. E. No. 407 G of 12th Feby. 1890

Communicated to the Consulting Engineer for Railways with reference to his endorsements noted below.

Iss. 22 Feb.

C.S.S. 24.2.90

No. 244 A of 23d May 1889
" 336 of 5th Septr. "
" 460 of 16th Novr. "

To the Consg. Engr. for Rys. 4/4/90

Lr. fm H. E. Stokes C.E.

22

A

No 279 R of 24th Feby: 1890

1714.

Govt. of {18 } Madras.

PUBLIC WORKS.

Dated 4/3/90

Recd. Encl.

G.O. 24th Feby. 1890 No. 277R.

Honorarium

Sanction of the Govt. to the grant of an [illegible] of Rs 500 to Mr Conder Genl. Traffic Manager G. I. P. Ry: for arbitrating a claim for demurrage made by the S. M. Ry. Coy against the M. Ry. Coy [illegible] the [illegible]

80

Public Works (1890) Department.

(Railway)

~~ORDINARY.~~ (original)

G.O. No. 175-76 Ry

DATED 4-2-1890

[Despatch Abstract.]

1714.

Govt. of (18) Madras.

PUBLIC WORKS.

Dated 3/2 SS / 4/3/90

Recd. Encl.

G.O. 24th Feby. 1890 No. 277R.

Honorarium

Sanction of the Govt to the grant of an — of Rs 500 to Mr Conder Genl Traffic Manager G I P Ry: for arbitrating a claim for demurrage made by the S. M. Ry Coy against the M. Ry Coy [illegible] to the [illegible]

80

Public Works (1890) Department.

(Railway)

~~ORDINARY.~~ (original)

G.O. No. 175-76 Ry

DATED 4-2-1890

[Despatch Abstract.]

BACK PAPERS.

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

FURTHER PAPERS.

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

4th February 1890, No. 175 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper :—

G.O., dated 14th January 1890, No. 53 R., Public Works.

Read the following papers : —

From the Consulting Engineer for Railways, dated Madras, 5th November 1889, No. 492 A.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 14th October 1889, No. 1142.

I have the honor to invite your attention to G.O., No. 755 R., dated 6th July 1889, in which the Government of Madras advocate the construction of a line from Bezváda to Cuttack.

2. In this order it is recommended that the bridge across the Kistna should be built on the metre gauge to carry the Bellary-Kistna State Railway. It is understood, however, that this part of the proposal has since been modified in view to broad gauge communication by this route being eventually established between Calcutta and Madras.

3. The Madras Railway has frequently been mentioned as the natural agency by which the southern portion of this through line should be constructed and worked. In favor of this course it may be pointed out that—

(1) it is probable that part of our north-west line would be run over ;

(2) our company being established there would be no preliminary expenses for forming it ;

(3) our present Direction and Administrative staff would be sufficient ;

(4) we have a number of experienced Engineers as well as the plant, &c., required for construction ;

(5) a number of the girders now being taken from the Pennér and shortly to be taken from the Chitraváti and Papaghni bridges would be available for use ;

(6) the traffic could be worked to the best advantage as there would be no conflicting interests.

4. Probably the best line for a railway from Bezváda to Madras would be in the same direction as the main road as far as Nellore and Gúdúr and then due south to join our line about Tiruvallúr. But as a metre gauge line already runs from Nellore to Rénigunta it is presumed that the Government would prefer to have this converted into broad gauge and thus avoid the construction of another line from Nellore southwards.

5. The Tirupati-Nellore Railway was made as a famine protection work in order to place the grain centre of Nellore in direct railway communication with the districts lying to the south and west which were exposed to famine. Out of the 83 miles of country through which it passes over 50 are jungle tracts, so there is but little local traffic except firewood. At present it does not pay its working expenses.

6. If this section were made part of a through standard gauge line connecting Northern India with the Presidency town of Madras the prospects of the line would of course be very different—

(1) As a protective work against famine its usefulness would be enormously increased by being connected with that rich portion of the Nellore district immediately north of the Pennér as well as with the Hyderabad and East Coast Railways.

(2) A much larger amount of through traffic might be counted upon, notwithstanding the competition of the canal, as soon as there was no break of bulk between Nellore and the Presidency town, and this would apply with still more force to goods coming from districts further north.

(3) A broad gauge line joining the Nizam's Railway at Bezváda would also place the Singareni coal-fields in direct communication with Madras and would be of great advantage to the Madras and South Indian Railways.

7. I have, therefore, the honor to request that I may be authorized to have a survey made from Nellore to Bezváda in view to the possible construction of a line on the standard gauge by the Madras Railway Company.

8. I have not been over the country north of Nellore; but, as far as I can learn, it presents no engineering difficulties. The largest bridge would be that over the Pennér river which would be about fifteen spans of 140 feet each. Borings would of course be required before an accurate decision could be formed regarding foundations; but, judging from the outcrops of hard laterite on the banks of the river, there appears to be every prospect of good foundations being easily obtained at the place where a continuation of the present line would cross the river at a short distance below the anicut.

9. This subject has not been mentioned in my official correspondence with the Secretary, but I have good reasons for saying that I feel sure the proposal now made is in full accordance with the wishes of my Board. Attention will be drawn to this letter by the outgoing mail.

10. Field operations could not be commenced with advantage till after the north-east monsoon, but in the mean time preparations could be made so as to start work in December. I have, therefore, the honor to request the favor of the early consideration of this proposal for the making of a survey, and the communication to me of the views of the Government.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 31st October 1889, No. 6630/1210.

In reply to your letter No. 866, of 18th instant, I have the honor to state that, with reference to the proposed Nellore-Bezváda survey, the Chief Engineer writes as follows on 29th instant:—

> "I beg to inform you that the probable cost of the survey and section between Nellore and Bezváda would be about Rs. 250 per mile.
>
> "I propose that Mr. West, the Deputy Chief Engineer, should, in the first instance, locate the line and start the survey. I think that three parties would be sufficient, each consisting of an Engineer and two subordinates capable of surveying and levelling.
>
> "I do not think we can calculate on being able to spare another of our Engineers for this survey, but we have two subordinates who would be available. We should thus require three Engineers and four subordinates temporarily for the survey."

2. As it will take some time to collect the necessary staff and make other preparations, I have the honor to request that I may be authorized, at an early date, to make arrangements regarding Engineers and assistants so as to be able to commence work in December or January.

Submitted for the orders of Government.

From the Consulting Engineer for Railways, dated Madras, 9th December 1889, No. 502.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 4th December 1889, No. 6630/1344.

With reference to your letter No. 1000, dated 29th November 1889, regarding the proposed survey from Nellore to Bezváda, I have the honor to state that in my letter No. 1142, dated 14th October last, I mentioned that although the subject had not been dealt with in my official correspondence with the Board, I had good reasons for saying that I felt sure the proposal which I then made was in full accordance with the wishes of my Directors, and I now beg to forward, herewith, a copy of letter, No. 823, dated 15th ultimo, from the Company's Secretary, in which it will be observed that the Board approve and confirm the action I have taken in the matter.

Enclosure.

From the Secretary, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated 61, New Broad Street, London, 15th November 1889, No. 823.

East Coast Railway Project.

In your letter No. 1904, of the 23rd ultimo, you inform the Board that the project of the East Coast Railway, a reconnaissance of which was made some months ago by Sir Guilford Molesworth and Colonel Smith, has now taken definite shape, and that you understand that it has been decided by Government that the bridge over the Kistna river at Bezváda shall be for the standard gauge, to admit of the extension of the East Coast Railway southwards, so as to form a through route on the standard gauge from Madras to Cuttack, and eventually to Calcutta.

2. Whether your information is correct or not, the Board wish that, as soon as it has been ascertained beyond a doubt that the Government have determined by what agency the East Coast line of railway is to be made, and that the standard gauge will be adopted, you should lose no time in forwarding proposals in view to the utilisation of the Rénigunta-Nellore metre gauge section for the Madras Railway, and for its extension on the broad gauge to Bezváda.

3. This project would complete the connection of Calcutta and Madras on the standard gauge of India, and could not fail, in the Board's opinion, to be of the greatest importance to the country. It would place Madras in direct communication with the coal-fields of Singareni in the Hyderabad territory, and it would be the means of attracting a considerable flow of traffic from the north to the south of India. The interchange of pilgrims between Puri and Tirupati and other shrines in the south of India would no doubt be very large, and this class of traffic alone would be very remunerative. Such an extension of our system could not interfere with the Bellary-Kistna metre-gauge railway as a famine protective line, and it would prove of very great value to the Madras Railway.

4. The Board are pleased to learn that, in anticipation of their wishes, you have taken an early opportunity of placing the matter before the Government of Madras, and have applied for sanction to make a survey of the line. Should this proposal be approved, the officers deputed for the purpose will no doubt make a careful examination of the country between Nellore and Bezváda, and, in communication with the Administrative Civil officers, collect statistics of the trade, resources and population of the districts which will be served by the proposed extension. Should the result of this survey prove to be favorable, it will be followed, in due course, by proposals from this company to arrange for the construction of the line on the standard gauge.

5. The reasons you advance in your letter to the Consulting Engineer, dated 14th October, copy of which you forward, for giving preference to the agency of the Madras Railway Company for the construction and working of this southern section of the through East Coast line, are in entire accordance with the views of the Board, who trust that they will be favorably accepted by the Government.

6. Your inspection of the Nellore-Tirupati metre-gauge line, in company with the Chief Engineer and Traffic Manager, in respect to which Mr. Betts, the Agent of the South Indian Railway, afforded you cordial assistance, seems to have been thoroughly satisfactory. Your notes, with the plan and sections accompanying, give complete information. Judging from the comparatively slight alterations which you describe to be necessary, and the general character of the way and works, the measures for making this line applicable to the standard gauge will be attended with little difficulty, and the expense will not be very considerable.

7. The Board await with interest your further communications on this subject.

Submitted for the orders of Government, in continuation of endorsement No. 492 A, dated 5th November 1889.

From the Consulting Engineer for Railways, dated Madras, 21st December 1889, No. 527.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 7th December 1889, No. 6630/1364.

I have the honor to state that, in reply to my endorsement on your letter No. 1000, of 29th November 1889, asking for a detailed estimate of the cost of the proposed survey from Nellore to Guntúr, the Chief Engineer writes as follows:—

> "I desire first to point out that the distance from Nellore to Bezváda, the limit originally proposed, is 153 miles as measured by scale along the public road on the Ordnance map. From

Nellore to Guntúr is 133 miles only, but allowing for slight deviations, the length of the line to be surveyed may, for the purpose of the estimate, be taken as 140 miles.

"With a view to making the survey at the least cost it is proposed that the general alignment should first be fixed by Mr. West, the Deputy Chief Engineer, and that a survey should then be conducted, and levels taken along this route by one party only, consisting of one Assistant Engineer and two surveyors, with the full complement of tents, carts, lascars, &c., and it is estimated that the work could be completed and plans furnished in a period of 6 months.

"Failing to secure the services of an outsider (which would be preferable) for the post of Assistant Engineer in charge of the party, it may be practicable to spare one of the Engineers of our permanent staff for this duty by temporarily allotting two divisions of open line to one Engineer, in which case the usual allowance of Rs. 100 per mensem to the officer holding the double charge would have to be provided for in the estimate.

"Annexed is a statement giving the detailed estimate called for, amounting to Rs. 14,000, which is equivalent to Rs. 100 per mile of survey."

2. This survey would include the location of the line and such levels and information regarding waterway, &c., as would enable an estimate to be framed. I have already informed you of the arrangements which the Superintendent of the Revenue Survey has been kind enough to make regarding plans.

3. It will be noticed that the pay of the Deputy Chief Engineer for the month during which he expects to be engaged with the alignment has not been included in the estimate as it was desired to make this as low as possible.

4. As the sum asked for is so very small, I have the honor to suggest that it might be granted out of Provincial funds, as in that case I presume the survey could be sanctioned at an early date, thus enabling us to start operations early in January, in which case the field work would be completed before the next rains.

ENCLOSURE.

DETAILED estimate of proposed survey from Nellore to Guntúr, distance 140 miles.

Staff and Salaries.	RS	RS.	
1 Assistant Engineer	600		Including allowances.
1 Surveyor	260		
1 Do.	160		
25 Lascars, at Rs. 10	250		Do. batta.
6 Carts, at Rs. 30	180		
For 1 month	1,450		
For 6 months	...	8,700	
Tents.			
1 set for Assistant Engineer	400		
2 for Surveyors	400		
6 for Lascars	400	1,200	
Chains, tapes, pegs, poles, survey maps, flags, &c.	...	1,200	
Coolies for clearing jungle and building up fixed points	...	500	
Travelling allowance to Deputy Chief Engineer, for 1 month	...	400	
Allowance for Engineer holding charge of two divisions on open line for 6 months	...	600	
Contingencies	...	1,400	
Total ...	...	14,000 or Rs. 100 per mile of survey.	

Note.—Theodolites and levels are not included as they are in stock.

(Signed) H. R. P. CARTER,
Chief Engineer.

5th December 1889.

Submitted for the orders of Government, in continuation of endorsement No. 502, dated 9th December 1889.

Order—dated 14th January 1890, No. 53 R., Public Works.

His Excellency the Governor in Council approves the proposal of the Agent and Manager, Madras Railway, to make a survey, and submit an estimate for a line connecting Nellore with Guntúr.

2. Arrangements will be made in the Financial Department for placing a sum of Rs. 20,000 from Provincial funds at the disposal of the Agent for the above purpose.

(True Extract.)

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

Read also the following paper:—

From the Consulting Engineer for Railways, dated Madras, 27th January 1890, No. 62.

From the Acting Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 20th January 1890, No. 6630/64.

I have the honor to submit the following proposals of the Chief Engineer for arrangements to be made consequent on the survey of the line connecting Nellore and Guntúr, sanctioned in your endorsement No. 29, dated 15th January instant, and to ask that the sanction of Government may be communicated to me for the disbursement of the allowances named to Messrs. West, Parsons, Wilkinson and Ewing.

2. I have also to ask you to be good enough to cause the notice suggested by the Chief Engineer to be inserted in the Nellore and Kistna Gazettes, also that the Collectors of the Nellore and Kistna districts may be advised of the work to be undertaken:—

"I propose that Mr. West shall take charge of the survey with Mr. Parsons as his assistant. Mr. West's pay will not be chargeable to the survey, and I propose that he shall draw batta at the rate of Rs. 7 per diem instead of his present fixed allowance of Rs. 105 per mensem. Similarly that Mr. Parsons shall draw batta at the rate of Rs. 6½ per diem instead of his fixed allowance of Rs. 75 per mensem. Mr. Wilkinson will come down to officiate for Mr. West, and I recommend that he be allowed a Presidency allowance whilst acting of Rs. 150 per mensem, being half the amount of the allowance now drawn by Mr. West.

"On the South-West line I propose doubling up the third and fourth divisions as a temporary measure and putting both under Mr. Ewing to whom I propose to give the usual extra allowance of Rs. 100 per mensem.

"I am reducing the number of divisions on the North-West line to two, the first extending from Arkónam to the north bank of the Chitrávati river until the new bridge is opened, after which Kondapuram station will be the limits of the division; the second division to extend from the north bank of the Chitrávati to Raichur. I hope these proposed arrangements will meet with your approval and, if so, that you will obtain the sanction of Government for the allowances to the different officers as laid down above. The aggregate of these allowances will be chargeable to the Nellore-Guntúr survey in the estimate for which provision has been made.

"I shall also feel obliged if you will ask the Consulting Engineer to have a notice issued in the Nellore and Kistna Gazettes and, if necessary, in the *Fort St. George Gazette*, intimating that Mr. H. C. West and Mr. H. J. Parsons are about to make the survey and empowering them with their assistants to enter on any land for the purpose of surveying, levelling and making trial pits and allowing them to build round their pegs so as to secure them from injury. Further, that the Collectors of the Nellore and Kistna districts be asked to order their subordinates and village officers to afford the survey officers every facility for carrying out the work."

Submitted for the sanction of Government.

2. In G.O., No. 53 R., dated 14th January 1890, sanction was accorded to the proposal of the Agent and Manager, Madras Railway, to make a survey and submit

an estimate for a line connecting Nellore with Guntúr, and a sum of Rs. 20,000 from Provincial funds was placed at his disposal for the purpose.

3. The Agent and Manager now requests sanction to certain arrangements in the Company's Engineering staff, and to the disbursement of allowances to the officers engaged in the undertaking.

4. It is proposed that Mr. West should take charge of the survey with Mr. Parsons as his assistant; and the proposals as regards batta are as follow:—

Mr. West to draw Rs. 7 per diem instead of his present fixed allowance of Rs. 105 per mensem.

Mr. Parsons to draw Rs. 6½ instead of his present fixed allowance of Rs. 75 per mensem.

Mr. Wilkinson, whilst officiating for Mr. West, to draw a Presidency allowance of Rs. 150, being half the allowance of the present incumbent.

Mr. Ewing to take charge of the third and fourth divisions, South-West line, and to draw the extra allowance of Rs. 100 per mensem.

5. Provision has been made in the estimate for the Nellore-Guntúr survey for these allowances, but it is not proposed to charge Mr. West's pay to this work.

6. The above proposals are recommended for sanction.

7. The Collectors of the Nellore and Kistna districts have been requested to submit draft notifications for publication in the Fort St. George and the District Gazettes concerned empowering the Survey party to enter upon land for the purpose of surveying, levelling, &c.

ORDER—dated 4th February 1890, No. 175 R., Public Works.

The arrangements proposed by the Agent and Manager, Madras Railway, are approved.

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

(Here enter No. 176 R., dated 4th February 1890.)

(True Extract.)

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

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

ENDORSEMENT—dated 4th February 1890, No. 176 R., Public Works.

Forwarded.

(By order.)

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

Exd. P. L. Pereira.
Spare Copies

C.S.S.
11.1.90
Coic 1 [illegible]

GOVERNMENT OF MADRAS
FORT ST. GEORGE,

Jany 10th 1890.

My Dear Smith

Yours of 8th inst.

As regards source from which charges for Survey of E.C. Ry. are to be met see para 11 of your letter in G.O. No. 753 R dated 6th July 1889 and para 2 of letter of G. of I. No. 930 R C. dated 25th Sept. 1889.

The cost of the Nellore Guntur Survey can be sanctioned from the Revenue under 32 Mis. I have accordingly counter initialled the draft So

Yours sincerely

Frederick Rice

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated February, 4th.

Recd. *Encl.*

G.O., 4th Feb. 1890, Nos. 175, 176 R.

FEBRUARY.

Survey of Line connecting Nellore and Guntur

Forwarding copy of Proceedings approving of the arrangements proposed by the Agent and Manager, Madras Railway, for the —.

Hon. Mr. S. H. Garstin C.S.I.

Special

[illegible]

I think that it would be a useful thing to know the probable cost of this project which is a quite legitimate extension of the Madras Ry & would complete direct communication with the E. Coast Railway. I am quite ready to concur in sanctioning Rs 28000 from Provl. funds, if the money can be used by the Company's officers on our sanction which I see no reason to doubt. Send to Hon. Mr. Garstin (urgent) & bring up ~~next~~ first Council after the holidays.

WS
28 Dec.

I quite agree
HG
2/1/90

27. XII. 89
2-1-90

G. 2-1-90. R. 6-1-90

Hon. Mr. H. G. Stokes C.S.I.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

READ the following :—

A. M. J. $\frac{6630}{1366}$
7. Dec. /89

FOR ORDERS.

I think the estimate for the survey is too low.

The provision for building up fixed points is inadequate.

I should prefer to sanction an estimate at 200 Rs per mile Rs. 28,000, in all and tell them to spend as little as they can.

The Commissioner's views must be obtained as to the arrangements and to the allowance to the Deputy Chief Engr. and the Resident Engineer on open line. but I have not obtained the papers for this purpose

and will cut up the [illegible]
until the [illegible]
be recorded for [illegible]

C. J. Hewitt Col R.E.

FOR ORDERS.

Seeing that Sir C. Elliott was expected to sanction the cost of the survey and demurred, ought we not to wire to India and state our intentions

---

Forward to For. Dept. to consider [illegible] – & say it is desirable that For. auth. should be [illegible]

Can either of [illegible] survey connecting [illegible] of [illegible] or [illegible] the [illegible] of 2 lakhs is [illegible] of [illegible] to India [illegible] being out of [illegible]

Draft ~~and~~ orders

H.G. the S. of S. approves the proposal of the [illegible] to make a survey and submit an estimate for a line connecting [illegible] with [illegible].

Arrangements will be made with the For. Dept. for placing a sum of 20,000 Rs. from Sec. Fund at the disposal of the [illegible] for the above purpose.

C. J.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

Not to be printed or Gazetted -

READ the following :—

FOR ORDERS.

I recommend the Agent's proposal for favourable consideration -

The survey will be made for less expenditure by the Madras Railway than by a special establishment -

It is not at all improbable that, were a working survey and estimate prepared, the same syndicate which is making proposals for the East Coast Railway

I think it would be an advantage to have the survey made. but the estimate of Rs 250 per mile seems low. An opinion which the Joint Secy. is the person most competent to form as to the adequacy of this rate should be expressed. If it is correct, the cost from Nellore to Guntoor would be about 35000 or 40000 Rs. and this sum would come out of the guarantee for the Madras Ry. i.e. out of the pockets of Govt. I am prepared to recommend this but I doubt very much whether the Govt. of India will accept it. I think that as an extension of the Madras Railway the ~~proposal~~ scheme is much more legitimate than the piratical line from Salem to Dindigul, but it will involve disturbance of the arrangements with the S. Indian & considerable prejudice to the Bellary Kistna line But from the point of view for

FOR ORDERS.

Present

175R-176R

Railway may include this part of the project in their proposals.

The Madras Railway can just now with their present staff arrange for the supervision of the temporary men without prejudice to their open line.

C. J. Smith Col. R.E.

J. Secy: to Govt. P.W.D.

Ry. Branch.

through communication via the East Coast the scheme undoubtedly merits consideration.

U.S.

7 Nov.

Cw 6-xi-9.

Read the following papers G.O. of 14th Jany 1890, No 53 Ry Public Works endorsement No 40. There

(No. I.)

5,000—14-11-85.

No. 1142

18

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 14th October 1889

From

The Agent and Manager. M.R.C.

To

The Consulting Engineer for Railways.

SIR,

I have the honour to invite your attention to Government Order 6th July 1889 No. 755R in which the Government of Madras advocate the construction of a line from Bezwada to Cuttack.

2. In this order it is recommended that the bridge across the Kistna should be built on the metre gauge to carry the Bellary Kistna State Railway. It is understood, however, that this part of the proposal

2P

has since been modified in view to broad gauge communication by this route being eventually established between Calcutta and Madras.

3. The Madras Railway has frequently been mentioned as the natural Agency by which the Southern portion of this through line should be constructed and worked. In favour of this course it may be pointed out that:-

3ems (1). It is probable that part of our North West Line would be run over.

3ems (2). Our Company being established there would be no preliminary expenses for forming it.

3ems (3). Our present Direction and administrative Staff would be sufficient.

3ems (4) We have a number of experienced Engineers as well as the plant &c required for construction.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd.

No.

3cm (5) A number of the girders now being taken from the Penner and shortly to be taken from the Chitravat and Papugni bridges woul be available for use.

3cm (6) The traffic could be worked to the best advantage as there would be no conflicting interests.

4. Probably the best line for a Railway from Bezwada to Madras would be in the same direction as the main Road as far as Nellore and Gudur and then due South to join our line about Tiruvallur. But as a metre gauge line already runs from Nellore to Renigunta it is presumed that the Government would prefer to have this converted into broad gauge and thus

MADRAS RAILWAY.
From
The Agent and Manager.
To
The Consulting Engineer
for Railways.
No.
Dated 188
Recd.

---

avoid the construction of another line from Nellore Southwards.

5. The Tirupati Nellore Railway was made as a famine protection work in order to place the grain centre of Nellore in direct railway communication with the districts lying to the South and West which were exposed to famine. Out of the 83 miles of country through which it passes over 60 are jungle tracts so there is but little local traffic except firewood. At present it does not pay its working expenses.

6. If this section were made part of a through standard gauge line connecting Northern India with the Presidency Town of Madras the prospects of the line would of course be very different.

3em (i) As a protective work against famine its usefulness would be enormously increased by

MADRAS RAILWAY.

From The Agent and Manager.
To The Consulting Engineer for Railways.
Dated 188
Recd. No.

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being connected with that rich portion of the Nellore district immediately North of the Penner as well as with the Hyderabad and East Coast Railways.

Zam (2) A much larger amount of through traffic might be counted upon, notwithstanding the competition of the canal, as soon as there was no break of bulk between Nellore and the Presidency Town, and this would apply with still more force to goods coming from districts further North.

Zam (3) A broad gauge line joining the Nizam's Railway at Bezwada would also place the Singarini coal fields in direct communication

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

No. 188

Dated

Recd.

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with Madras and would be of great advantage to the Madras and South Indian Railways.

7. I have therefore the honour to request that I may be authorized to have a survey made from Nellore to Bezwada in view to the possible construction of a line on the Standard Gauge by the Madras Railway Company.

8. I have not been over the country North of Nellore but as far as I can learn it presents no Engineering difficulties. The largest bridge would be that over the Penner river which would be about fifteen spans of 140 feet each. Borings would of course be required before an accurate decision could be formed regarding foundations but judging from the outcrops of hard laterite on the banks of the river

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd. No.

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there appears to be every prospect of good foundations being easily obtained at the place where a continuation of the present line would cross the river at a short distance below the anicut.

9. This subject has not been mentioned in my official correspondence with the Secretary, but I have good reasons for saying that I feel sure the proposal now made is in full accordance with the wishes of my Board. Attention will be drawn to this letter by the outgoing mail.

10. Field operations could not be commenced with advantage till after the North East monsoon but in the mean time preparations could be made so as to start work in December. I have therefore the honour to request

MADRAS RAILWAY.

From The Agent and Manager.
To The Consulting Engineer for Railways.
Dated 188
Recd.
No.

DP

the favour of the early consideration of this proposal for the making of a survey, and the communication to me of the views of the Government.

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

Francis B. Hanna
Agent & Manager

REGISTERED
No. 1036
FILE
No.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 14th October 1889

Recd. 15

No. 1142

ER

On the subject of the construction of a line from Bezwada to Nellore —

Vide Letter to A.M. Cw 866 of 18/10/9

9P

Print

(No. 1.) No. 6630
1200

5,000—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,
MADRAS, 31st October 1889.

From

The *Agent and Manager,* M. R. Coy.

To

The *Consulting Engineer for Railways.*

SIR,

In reply to your letter No. 866 of 18th Instant, I have the honour to state that with reference to the proposed Nellore Bezwada survey the Chief Engineer writes as follows on 29th Instant:—

"I beg to inform you that the probable cost of the survey and section between Nellore and Bezwada would be about Rupees 250 per mile".

"I propose that Mr. West the Deputy Chief Engineer should in the first instance locate the line and start the survey. I think that three parties would be sufficient each consisting of an Engineer

and

and two subordinates capable of surveying and levelling."

"I do not think we can calculate on being able to spare another of our Engineers for this survey but we have two subordinates who would be available. We should thus require three Engineers and four subordinates temporarily for the survey."

As it will take some time to collect the necessary staff and make other preparations I have the honour to request that I may be authorized at an early date to make arrangements regarding Engineers and assistants so as to be able to commence work in December or January.

I have the honour to be,
Sir,
Your most obed^t. Servant.

Francis W. Hams

Agent & Manager.

REGISTER
№ 1099
FILE
№

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 31st Octob 1889

Recd. 1st Novr

E.R. with papers

No. 6630/1210

Regarding the proposed Nellore Bezwada Survey

Vide Letter D A M No. 1000 d 29/11/89

Form No. 1.

Public Works Department.

from the

Office of Consulting Engineer for Railways,

Madras, 8th November 1889.

Letter from the Agent and Manager, Madra
Railway No. 1142 of 14th October 1889
— Do — Do — No 6630/1210 of 31st Octr 1889

No. 492 A.

Submitted for the orders of Government.

118

Colonel R.E.
for Consulting Engr for Rys

Form No. 3.

From P.W.C. No 11731

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 465 Ra/26-4-89

No. 492 A

Dated 5th } November 1889
Received 9.12.89

NO. OF ENCLOSURES. 2

Subject.

Proposal of the Agent and Manager, Madras Railway for a survey being made from Nellore to Bezváda by that Company.

R

Encl. 1.

Print

Enclosures to 502 here

13 P

(No. I.)
No. 6630 / 1344

5,000—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,
MADRAS, 4th December 1889

From

The Agent and Manager.
M.R.C.

To

The Consulting Engineer for Railways.

SIR,

With reference to your letter No. 1000 dated 29th November 1889, regarding the proposed Survey from Nellore to Bezwada, I have the honor to state that in my letter No. 1142 dated 14th October last, I mentioned that although the subject had not been dealt with in my official correspondence with the Board, I had good reasons for saying that I felt sure the proposal which I then made was in full accordance with the wishes of my Directors, and I now beg to forward herewith a copy of letter No. 823 dated 15th ultimo, from the Company's Secretary in which it will be observed that the

Board

1144

4th December

Referring to your letter
No. 1200 dated 29th November 1899 regarding
the proposed survey from [illegible] to
Bezwada, I have the honor to state that
in my letter No. 1142 dated 14th October last
I mentioned that although the subject
had not been dealt with in my official
correspondence with the Board I had
good reasons for saying that I felt sure
the proposal which I then made was
in full accordance with the wishes of
my Directors, and I now beg to forward
herewith a copy of letter No. 823 dated
15th ultimo from the Company's Secretary
in which it will be observed that the
Board

148

Board approve and confirm the action I
have taken in the matter.

I have the honor to be

Sir,

Your Most Obedient Servt.

Francis W. Hanns

Agent & Manager.

15 S P

No. 823.

MADRAS RAILWAY COMPANY,
61, NEW BROAD STREET,
LONDON, 15th *November*, 1889.

SIR,

East Coast Railway Project.

In your letter No. 1,904, of the 23rd ulto., you inform the Board that the project of the East Coast Railway, a reconnaissance of which was made some months ago by Sir Guilford Molesworth and Colonel Smith, has now taken definite shape, and that you understand that it has been decided by Government that the Bridge over the Kistna River at Bezwada shall be for the standard gauge, to admit of the extension of the East Coast Railway Southwards, so as to form a through route on the standard gauge from Madras to Cuttack, and eventually to Calcutta.

2. Whether your information is correct or not, the Board wish that, as soon as it has been ascertained beyond a doubt that the Government have determined by what agency the East Coast line of Railway is to be made, and that the standard gauge will be adopted, you should lose no time in forwarding proposals in view to the utilisation of the Renigunta Nellore metre gauge section for the Madras Railway, and for its extension on the broad gauge to Bezwada.

3. This project would complete the connection of Calcutta and Madras on the standard gauge of India, and could not fail, in the Board's opinion, to be of the greatest importance to the country. It would place Madras in direct communication with the coal fields of Singareni in the Hydrabad Territory, and it would be the means of attracting a considerable flow of traffic from the North to the South of India. The interchange of Pilgrims between Puri and Tirupati and other shrines in the South of India would no doubt be very large, and this class of traffic alone would be very remunerative. Such an extension of our system could not interfere with the Bellary Kistna metre gauge Railway as a famine protective line, and it would prove of very great value to the Madras Railway.

4. The Board are pleased to learn that, in anticipation of their wishes, you have taken an early opportunity of placing the matter before the Government of Madras, and have applied for sanction to make a survey of the line. Should this proposal be approved, the Officers deputed for the purpose will no doubt make a careful examination of the country between Nellore and Bezwada, and, in communication with the Administrative Civil Officers, collect statistics of the trade, resources and population of the districts which will be served by the proposed extension. Should the result of this survey prove to be favourable, it will be followed, in due course, by proposals from this Company to arrange for the construction of the line on the standard gauge.

5. The reasons you advance in your letter to the Consulting Engineer, dated 14th October, copy of which you forward, for giving preference to the agency of the Madras Railway Company for the construction and working of this Southern section of the through East Coast line, are in entire accordance with the views of the Board, who trust that they will be favourably accepted by the Government.

To the Agent and Manager,
Madras Railway,
Madras.

REGISTER
No. 1237.
FILE
No.

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated 1st Decr 1889
Recd. 5th

No. 6830
13144

Forwarding Board's letter No 823 on the subject of East Coast Project

PW 1785/89

6. Your inspection of the Nellore Tirupati metre gauge line, in company with the Chief Engineer and Traffic Manager, in respect to which Mr. Betts, the Agent of the South Indian Railway, afforded you cordial assistance, seems to have been thoroughly satisfactory. Your notes, with the plan and sections accompanying, give complete information. Judging from the comparatively slight alterations which you describe to be necessary, and the general character of the way and works, the measures for making this line applicable to the standard gauge will be attended with little difficulty, and the expense will not be very considerable.

7. The Board await with interest your further communications on this subject.

I am, Sir,
Your obedient Servant,
(Sd) Julian Byrne
Secretary.

(True Copy)
Francis W. Hame
Agent & Manager

Form No. 1.

Public Works Department.

From the

Office of Consulting Engineer for Railways,
Madras, 9th December 1889.

Letter from the Agent and Manager Madras Railway, No. $\frac{6630}{1344}$ dated 4th December 1889, with enclosure.

No. 502

Submitted for the orders of Government in continuation of endorsement No. 492 A, dated 5th November 1889.

1 & P

× Ms. 11731
Sent to B on
9-12-89

Sidney Smith
Major R.E.,
for Cons: Engr. for Rys.

Tnl

Form No. 3.

To the [illegible]

File
28 Dec/9

for information

C.L.S.
22. 12. 9

P.W.C. No. 11786

From
THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 502

Dated 9th
Received 9 } December 1889.

No. of Enclosures. 2

Subject.

Madras Railway Board's approval and confirmation of the proposal made by the Agent and Manager, to the Government of Madras, in view to the utilization of the Renigunta Nellore metre gauge section for the Madras Railway, and for its extension on the broad gauge ~~to~~ Bez=wáda.

R

(No. I.)

No. 6630/1364

Print

18

5,000—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,
MADRAS, 7th December 1889.

From

The Agent and Manager. M. R. Co.

To

The Consulting Engineer for Railways.

Sir,

I have the honour to state that in reply to my endorsement on your letter No 1000 of 29th November 1889 asking for a detailed estimate of the cost of the proposed survey from Nellore to Guntoor the Chief Engineer writes as follows:

"I desire first to point out that "the distance from Nellore to Bezwada, "the limit originally proposed, is 153 miles "as measured by scale along the Public "Road on the Ordnance map. ~~From~~ Nellore "to Guntoor is 133 miles only, but allowing "for slight deviations, the length of the line "to be surveyed may, for the purpose of the "estimate, be taken as 140 miles.

"With a view to making the

"survey at the least cost it is proposed that the general alignment should first be fixed by Mr. West, the Deputy Chief Engineer, and that a survey should then be conducted, and levels taken, along this route by one party only, consisting of one Asstt. Engineer and two Surveyors with the full complement of tents, carts, lascars, &c; and it is estimated that the work could be completed and plans furnished in a period of 6 months.

"Failing to secure the services of an outsider (which would be preferable) for the post of Asstt. Engineer in charge of the party it may be practicable to spare one of the Engineers of our permanent staff for this duty by temporarily allotting two divisions of open line to one Engineer in which case the usual allowance of Rs 100/- per mensem to the Officer holding the double charge would have to be provided for in the estimate.

"Annexed is a Statement giving the detailed estimate called for amounting to Rs 11,000 which is equivalent

to

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd.

No.

---

to Rs 100 per mile of survey.

This survey would include the location of the line and such levels and information regarding waterway &c. as would enable an estimate to be framed. I have already informed you of the arrangements which the Superintendent of the Revenue Survey has been kind enough to make regarding plans.

It will be noticed that the pay of the Deputy Chief Engineer for the months during which he expects to be engaged with the alignment has not been included in the estimate as it was desired to make this as low as possible.

As the sum asked for is so very small, I have the honour to suggest that it might be granted out of Provincial Funds as in that case I presume the survey could be sanctioned at an early date, thus enabling us to start operations early in January in which case the field work would be completed

before

4

218

before the next rains.

I have the honour to be,
Sir,
Your most Obedient Servant
Francis W. Hanna
Agent & Manager

5,000—14-11-86.

(No. 1.)
No.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,
MADRAS, ______________ 188

From
Agent and Manager.

To
Consulting Engineer for Railways.

Sir,

REGISTER
№ 1255
FILE
№

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 7th Dec 1889
Recd. 9th

No. 364

Re: Estimate of the Cost of the proposed Survey from Nellore & Guntoor

C.J.J.
10.12.9

A. papers

Enclosure 22

Detailed Estimate of Proposed Survey from Nellore to Guntoor - Distance 140 miles.

	Rs	Rs	
Staff and salaries.			
1 Assistant Engineer	600		including allowances
Surveyor	260		Do
1 Do	160		Do
25 Lascars @ 10 Rs	250		including Batta
6 Carts @ 30 "	180		
For 1 month	1450		
For 6 months		8700	
Tents			
1 set for Assistant Engineer	400		
2 for Surveyors	400		
6 for Lascars	400		
		1200	
Chains tapes, pegs, poles Survey maps, flags &c		1200	
Coolies for clearing jungle and building up fixed points		500	
Travelling allowance to Deputy Chief Engineer for 1 month		400	
Allowance for Engineer holding charge of 2 Do on open line for 6 months		600	
Contingencies		1400	
Total Rs		14,000	

or Rs 100 per mile of Survey.

Note. Theodolites, and Levels are not included as they are in stock.

Chief Engineer's Office
5th December 1889

(Sd) H. R. P. Carter
Chief Engineer.

(True Copy)

Francis W. Hamm
Agent & Manager.

FORM No. 1.

PUBLIC WORKS DEPARTMENT.

From the

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 21st December 1889.

Prnl

Letter from the agent and manager, Madras Railway No 6630/1364 dated 7th December 1889 with enclosure

No. 527

23 P
Prnl

SUBMITTED —— for the orders of ——Government, in continuation of endorsement No 502 dated 9th December 1889

Pedley Smith
Major R.E.
for Cnsg: Engr for Rys

Form No. 5.

No. 465 R d/ 26-4-89
" 754-5R-6-7-89
" 9-3-1-90 Finl.
(Cong)

Ex. Secy 9-1-90.
EC 24/1
2-1-90 6-1-90

PWD No. 210

From
THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 527

Dated 21st } December 1889.
Received 9-1-90

No. OF ENCLOSURES.

Subject.

Estimate of the cost of the proposed survey from Nellore to ~~Guntakal~~ Guntoor

---

B

No. 53 R

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 14th Jany/90.

READ the following

Endorsement from the Consg: Engr for Rys } R.E. No. 492 A d/ 5th Novr 89

Do. — Do. — " — " 502 d/ 9th Decr 89

Do. — Do. — " — " 527 d/ 21st -do-

250

Sd 14.1.90

JLS 12 Jan

His Excellency the Governor in Council approves the proposal of the Agent & Manager Madras Railway to make a survey and submit an estimate for a line connecting Nellore with Guntoor.

2. Arrangements will be made in the Financial Department

Department for placing a sum of Rs 20,000 from Provincial Funds at the disposal of the Agent for the above purpose.

A
10 Jany

C.L.S.
9.1.90

R

B
No. 53 R of 14th Jany/90.

Ins copy despd 14/1/90.

To the Consg Engr for Rys
-do- Exr Gd Ry Accts
-do- Financial Deptt
-do- Revenue Deptt.

20/1

Copy 9-1-90
11-1-90
1-90

23/1

23/1

Endorsement No. 62

(No. I.)
No. 6630/64

5,000—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,
MADRAS, 20th January 1890.

From

The Ag Agent and Manager. M. R. Co.

To

The Consulting Engineer for Railways.

SIR,

I have the honour to submit the following proposals of the Chief Engineer for the arrangements to be made consequent on the survey of the line connecting Nellore and Guntoor sanctioned in your endorsement No. 29 dated 15th January instant and to ask that the sanction of Government may be communicated to me for the disbursement of the allowances named to Messrs: West, Parsons, Wilkinson and Ewing.

I have also to ask you to be good enough to cause the notice suggested by the Chief Engineer to be inserted in the Nellore and Kistna Gazettes, also that the Collectors of the Nellore and Kistna Districts may be advised of the work to be undertaken.

Sir, We have written to the Rs concerned to submit a draft notification for publication in the Fort St. George & Dist Gazettes informing the survey party to enter upon land, &c. 24/1.

"I propose that Mr. West shall take charge of the survey with Mr Parsons as his Assistant. Mr. West's pay will not be chargeable to the Survey and I propose that he shall draw batta at the rate of Rs 7 per diem instead of his present fixed allowance of Rs 105 per mensem. Similarly that Mr Parsons shall draw batta at the rate of Rs 6½ per diem instead of his fixed allowance of Rs. 75 per mensem. Mr. Wilkinson will come down to officiate for Mr West and I recommend that he be allowed a Presidency allowance whilst acting of Rs 150/- per mensem being half the amount of the allowance now drawn by Mr. West.

"On the South West line I propose doubling up the 3rd and 4th Divisions as a temporary measure and putting both under Mr. Ewing to whom I propose to give the usual extra allowance of Rs 100 per mensem.

"I am reducing the number of Divisions on the North West Line to two, the first extending from Arkonam to the North Bank of the Chitravati River until the new Bridge is opened after which Kondapuram station will be the limits of the Division, the second Division to extend from the North Bank of the Chitravati to Raichur. I hope these proposed arrangements will meet with your approval and if so that you will obtain the sanction of Government for the allowances to the different officers as laid down above. The

28 P

aggregate of these allowances will be chargeab to the Nellore – Guntoor Survey in the estimate for which provision has been made.

"I shall also feel obliged if you will ask the Consulting Engineers to have a notice issued in the Nellore and Kistna Gazettes and if necessary in the Fort Saint George Gazette intimating that Mr. H. C. Kerr and Mr. H. J. Parsons are about to take the survey and empowering them with their Assistants to enter on any land for the purposes of surveying, levelling and making trial pits and allowing them to build round their pegs so as to secure them from injury. Further that the Collectors of the Nellore and Kistna Districts be asked to order their subordinates and village officers to afford the survey officers every facility for carrying out the work".

I have the hon to be,
Sir,
Your most Ob Servant,

Agent & Manager.

REGISTER
No 71
FILE
No

MADRAS RAILWAY.

P.W. 812/90

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

C.R. - E.R.
papers to C.E.

Dated 20th Jany 1890

Recd. 21st

No. 64

Applying for sanction for some arrangements to be made in the Engineering deptt in consequence of the Nellore - Guntoor Survey —

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 27th January 1890.

Letter from the Agent and Manager, Madras Railway, No $\frac{6630}{64}$, dated 20th January 1890.

No. 62

SUBMITTED for the sanction of Government.

× sent to E.R. on 21-1-90

298

2. In G.O. No 53 R, dated 14th January 1890, sanction was accorded to the proposal of the Agent and Manager, Madras Railway, to make a survey and submit an estimate for a line connecting Nellore with Guntur, and a sum of Rs 20,000/ from Provincial Funds was placed at his dispo for the purpose.

3. The Agent and Manager

now requests sanction to certain arrangements in the Company's Engineering staff and to the disbursement of allowances to the officers engaged in the undertaking.

4. It is proposed that Mr West should take charge of the survey with Mr Parsons as his assistant; and the proposals as regards batta are as follow:—

Mr West to draw Rs 7 per diem instead of his present fixed allowance of Rs 105/ per mensem

Mr Parsons to draw Rs 6½ instead of his present fixed allowance of Rs 75/ per mensem.

Mr Wilkinson whilst officiating for Mr West to draw a Presidency allowance of Rs 150/. being half the allowance

of the present incumbent

Mr Ewing to take charge of the 3rd and 4th Divisions, South West Line and to draw the extra allowance of Rs 100/ per mensem.

5. Provision has been made in the estimate for the Nellore-Guntoor survey for these allowances, but it is not proposed to charge Mr West's pay to this work

6. The above proposals are recommended for sanction.

7. The Collectors of the Nelle and Kistna districts have been requested to submit draft notifications for publication in the Fort Saint George and the District Gazettes concerned empowering the survey party to enter upon lands for the purpose of surveying levelling &c

Sidney Smith

No. 53R of 14-1-90
" 755R " 6-7-89
" 465R " 26-4-89
" 754R " 6-7-89

P.W.C. No. 612

Form No. 3.

No. 175 R d/ 4th Feby 1890.

N.W.
30 Jan

The arrangements proposed by the Agent and Manager, Madras Railway, are approved.

2. A copy of these Procs: will be forwarded for the information of the Govt: of India.

N.E. No. 176 R dated 4th ~~Jany~~ Feby 90.

Forwarded.

C.S.S.

25. 1. 90

To

The Cons: Engr: for Rys:
" Exr: Gutd: Ry: Accts:
" Financial Departt.
" Revenue Departt.
" Examiner W. Accts

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 62

Dated 27th
Received 28th } January 1890.

NO. OF ENCLOSURES. 1

Subject.

Arrangements proposed by the Agent and Manager, Madras Railway, to start with the survey of the line connecting Nellore and Guntur.

A

No. 175-76 R d/ 4th Feby /90.

812.

Govt. of 18   Madras.

PUBLIC WORKS.

6/2/90

11/17/2/90

Dated

Recd.   Encl.

G.O., 4th Feby 1890 No. 175. 6R.

Survey.

The arrangements proposed by the Agent Manager M. Ry for the — of the line connecting Nellore & Guntur approved.

Survey of line connecting Nellore & Guntur

Fwds copy of Procs approving of the arrangements proposed by the Agent & Manager M. Ry for the —

When given for copying
When copied
When examined
When signed
191

READ AGAIN G.O., No.   , DATED
191 .

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT.

LETTER OF GOVERNMENT.

COMMENT WITH DEPT.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH IN ORIGINAL.

A A A A A A A

N.B.—
A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
Q = Copy Heading only