

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 21 — 2 A

DATED 11th January

[Despatch Abstract.]

Godavari Ferry

Passing orders regarding the working of the —;
Copy of these proceedings ordered to be forwarded
to the Govt. of India.

Forwarding copy of Proceedings passing orders
regarding the working of the —.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	27623	R	18-11-92				

FURTHER PAPERS.

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

11TH JANUARY 1893, No. 21 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Engineer-in-Chief, East Coast Railway, to the Joint Secretary to Government, Public Works Department, Railway Branch, dated Waltair, 13th November 1892, No. 8035/671.

In compliance with the orders contained in your No. 2309 R., P. W., dated 24th September 1892, I send, for your information, a copy of a letter, No. 460, dated 7th November 1892, from the President, District Board, Godáviri, and also a copy of my letter to which it is a reply, No. 7369/671, dated 14th October 1892.

2. I see nothing to object to in the proposed arrangement and think that it is the best practicable one under the circumstances.

ENCLOSURES.

From the President, District Board, Godáviri, to the Engineer-in-Chief, East Coast Railway, dated 7th November 1892, No. 480.

Referring to your letter No. 7369/671, dated 14th October 1892, and subsequent reminder, dated 1st November 1892, I have the honour to state that, having consulted the Superintending Engineer and the President of the Rajahmundry Taluk Board (Sub-Collector), my conclusion is that, pending the opening of the line north of Rajahmundry, the simplest plan and the most convenient for all parties will be that, as proposed by Government, the responsibility of the Railway authorities for passengers and parcels and goods should cease (or begin) on their arrival at Aurangabad. The passengers and their luggage and parcels proceeding to (or from) Rajahmundry could be conveyed across the river on the *Dorothy*, paying the usual rates to the contractor, to whom the collection of fares at the Rajahmundry ferry has been leased for the period ending 30th June 1893. The time-table of the *Dorothy* could easily be altered to suit the times of arrival (and departure) of the trains and she would still go to Vijeshwaram and Bobberlaunka once or twice a day as usual. The District Board would not be disposed to undertake the transport of goods across the river, but there is no doubt that this would be managed with little difficulty and at cheap rates (induced by competition) by the radhari or other boats, owned by native merchants. Probably, one or more agents, like Messrs. Etherajulu Pillay and Co., of Bezvada, would establish themselves at Aurangabad and forward goods thence in both directions.

2. After 1st July 1893, the District Board's engagement with the contractor who now collects the fares at the Rajahmundry ferry will cease. If, by that time, the line north of Rajahmundry should not be open for passenger traffic, the arrangement above proposed could be continued, the fares being collected departmentally, so that we should be able to make other arrangements at any time without loss. When the line north of Rajahmundry is open for passenger traffic, it is, as you say, probable that the Railway authorities would wish to arrange for through booking of passengers and parcels. As far as I can tell at present, the District Board would be then disposed to lease the *Dorothy* to the railway, at a fair rate of hire, for any use (for railway purposes) which could be made of her, and would itself convey passengers

who were not going by the trains, or were not booked through, across the river, to Vijeshwaram, Kovvur and Bobberlanka (as at present) by means of the stern wheel steamer *Melen* which has just been constructed.*

3. The District Board would still not undertake the transport of goods, but no doubt the railway would be able to hire or arrange with contractors for a suitable boat service for this purpose.

From the Engineer-in-Chief, East Coast Railway, to the President, Godavari District Board, dated 14th October 1892, No. 7369/671.

You will doubtless have received from the Local and Municipal Department a copy of the Madras Government Proceedings (G.O., dated 24th September 1892, No. 2309 R) on the subject of the organization of a ferry between Aurangabad and Rajahmundry when the Bezvada-Godavari line shall have been opened for traffic.

May I inquire what your ideas are on the subject. Had such an arrangement been possible I should have preferred, in the interests of consignors and de-patchers of goods, that the Railway authorities should have the full control of the ferry so as to deliver consignments direct to the Rajahmundry merchants and receive them also for despatch at the town side of the river.

As, however, your Board is in possession of the steamer, which is one of the first essential of such a ferry and as moreover there would doubtless be difficulties at first owing to the lack of covered railway accommodation at the Rajahmundry side of the river and as it does not matter in the least to passengers who is the owner of the ferry, I am now inclined to believe that nothing better can be proposed than that your Board should keep all the ferrying arrangements in its own hands, at least for the present.

I think that, pending the completion of more suitable arrangements, passengers, consignors, and consignees had better look upon Aurangabad as the railway terminus and that the railway should recognize nothing until it arrives upon its platform.

But there is another view of the subject that must not be lost sight of. As soon as communication has been opened up northwards, that is I suppose immediately before the July rains of 1893, the railway will fail to afford reasonable convenience to the public until it can arrange for the through booking of goods and later on of passengers between Vizagapatam and Bezvada. This they cannot very well do unless they have the control of the ferry in their own hands. Now I think it unlikely that your Board should be prepared to forego the use of the *Dorothy* in favour of the railway, even at favorable terms of hire; but I shall be glad of your opinion upon this point.

It may be that once the Railway officials at the Vizagapatam end are prepared to book through with Bezvada, the railway may prefer to make their own goods transport arrangements by hiring radhari boats, leaving passengers to you.

Telegram to the Engineer-in-Chief, East Coast Railway, dated 1st December 1892, No. B. 327.

From the Engineer-in-Chief, East Coast Railway, to the Joint Secretary to Government, Public Works Department, Railway Branch, dated Waltair, 6th December 1892, No. 8626/671.

I have the honour to acknowledge the receipt of your order No. 2762, dated 18th November, as well as of your No. 2763 of the same date, and, in reply, to refer you to my letter No. 8038, dated the 13th November 1892, in which the opinion was expressed that until 1st July 1893 it will be best that the ferry should be worked by the Local Board of Rajahmundry, and after that date by the East Coast Railway.

2. I have no reason to anticipate any capital expenditure as necessary for the working of the ferry and working expenses must be covered by receipts. The subject however is one in regard to which at this very early stage it would be difficult to speak reliably. Before the end of June it will be possible to make a more authoritative forecast. It shall meanwhile have my best attention.

* This steamer was intended for Narasapur, and it is not the steamer referred to in my letter of the 23rd April, No. 165. It now seems likely that she will be more useful for the purpose here indicated than at Narasapur.

From the Agent and Manager, His Highness the Nizam's Guaranteed State Railways Company (Limited), to the Consulting Engineer for Railways, dated Secunderabad, 3rd December 1892, No. 2341 W.

I am obliged for the copies of the Government of India orders sanctioning this Company's working of the Bezvada-Godavari section of the East Coast Railway on the same terms as we work the Bezvada Extension Railway, sent to me under your endorsement No. 2803 of the 25th November.

I see it has been decided that the State shall work the line north of the Godavari river, and, I presume, it would be useless my pointing out certain important advantages if we could have the working of the line to the port of Cocanada.

However, there is one matter which I consider is of the utmost importance, which still remains undecided, viz., the working of the ferry across the Godavari.

Until such time as the line north of the Godavari is not opened for traffic, it is of little consequence by what agency the ferry is worked, as this Company will only book goods to the south bank of the Godavari river, and our responsibility is at an end when we have carried our passengers and delivered our goods to the owners at that place; but, immediately the line is opened for traffic from the north side of the river and we begin to book passengers, parcels and goods traffic through to stations on the other side, it is absolutely indispensable that the ferry be worked either by this railway or the State Railway on the other side.

It will never do for parcels and goods booked through to be given over to a third party who are not under the Railway Act. It would give rise to interminable disputes in case of claims to allow a third responsible authority to step in to say nothing of the indifference that would be displayed to do everything possible to avoid delays to trains and goods traffic.

I repeat that either this railway or the State railway must work the ferry if it were only to avoid divided responsibility, but there are other serious matters which I shall be ready to mention if necessary. I write from personal experience of the difficulty in transhipping parcels and goods traffic even across a river like the Nerbudda at Ittoach, where it is only about a mile across, and it will be infinitely worse over the Godavari, and hence I ask you to take this question into your early consideration.

When the line opens for traffic north of the Godavari, I would like to know whether it is intended that coal shall be booked through from Yellandu to Cocanada and other stations, and, if so, is it intended that the authorities who work this shall ferry over the river coal traffic?

There are many questions to settle as to through booking and what is to be added to the through fares and rates for the ferry service and the time-table, but these are details which, I think, should be left to Mr. Spring and myself to settle.

No. 878.

Endorsement by the Consulting Engineer for Railways, dated Madras, 15th Dec. 1892.

Submitted to Government with reference to G.O., No. 2309 R, dated 24th September 1892.

2. Copy of the Agent's letter has been forwarded to the Engineer-in-Chief, East Coast Railway, for consideration and report.

ORDER—dated 11th January 1893, No. 21 R., Public Works.

The Government considers that, when any portion of the line north of the Godavari is opened from Rajahmundry, the ferry should be worked by the East Coast Railway.

4 11TH JANUARY 1893, No. 21 R., PUBLIC WORKS.

2. A copy of these Proceedings will be forwarded to the Government of India, for information, with reference to its letter, dated 29th October 1892, No. 1215 R.C.

[Here enter No. 22 R., Public Works, dated 11th January 1893.]

(True Extract.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.

- " Engineer-in-Chief, East Coast Railway and
Kistna and Godavari Bridges.
- " Examiner, East Coast Railway Accounts.
- " Local and Municipal Department.
- " Chief Engineer for Irrigation.
- " Superintending Engineer, I Circle.

ENDORSEMENT—dated 11th January 1893, No. 22 R., Public Works.

Forwarded.

(By Order.)

Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated January, 11th.

Recd.

Encl.

G.O., 11th Jan. 1893, Nos. 21,
22 R.

JANUARY.

Godavari Ferry

Forwarding copy of Proceedings passing
orders regarding the working of the —.

Copy of letter No. 480 of 7th November/92 from
the President District Board Godavari to the
Engineer-in-Chief East Coast Railway.

Referring to your letter No. 7369 dated 15th
October 1892, and subsequent reminder dated 1st Nov/92,
I have the honor to state, that, having consulted
the Superintending Engineer and the President of
the Rajahmundry Taluk Board (Tal Collector), my
conclusion is that, pending the opening of the line
North of Rajahmundry, the simplest & plan and
the most convenient for all parties, will be that, as
proposed by Government, the responsibility of the
Railway authorities for passengers and parcels
and goods should leave (or begin) on their
arrival at Surangabad. The passengers and their
luggage and parcels proceeding to (or from) Rajah-
mundry, could be conveyed across the river
on the "Dorothy", paying the usual rates to the
Contractor, to whom the collection of fares at
the Rajahmundry ferry has been handed for
the period ending 30th June 1893. The time table
of the "Dorothy" could easily be altered to suit
the times of arrival (and departure) of the train,
and she would still go to Vijayaram and
Bobbili Lanka once or twice a day, as usual. The
District Board would not be disposed to
undertake the transport of goods across the
river, but there is no doubt that this would
be managed with little difficulty,
and at cheap rates (induced by competition),

by

by the Madhavi or other boats, owned by native merchants. Probably, one or more Agents like Messrs. Ethirajulu Pillay, and Co. of Adyar, would establish themselves at Srirangapat, and forward goods thence in both directions.

2. After 1st July 1893, the Dt. Board's engagement with the Contractor who now collects the fares at the Rajahmundry ferry, will cease. If, by that time, the line North of Rajahmundry should not be open for passenger traffic, the arrangement above proposed could be continued, the fares being collected departmentally, so that we should be able to make other arrangements, at any time, without loss. When the line North of Rajahmundry is opened for passenger traffic, it is as you say, probable that the Railway Authorities would wish to arrange for through booking of passengers and parcels. As far as I can tell, at present, the Dt. Board would be then disposed to lease the 'Dorothy' to the Railway, at a fair rate of hire, for any use (for Railway purposes), which could be made of her, and would thereby convey passengers who were not going by the train, or were not booked through, across the river, to Vizishwaram Kovur and Dollov-lanka (as at present), by means of the stern wheel steamer 'Helen' which has just been constructed.

* Note. This steamer was intended for Narsapur, and it is not the steamer referred to in my letter of the 23rd April 1893. It now seems likely that she will be more useful for the purposes here indicated than at Narsapur.

3. The District Board would still not undertake the transport of goods, but no doubt, the Railway would be able to hire or arrange with Contractors for a suitable boat service for this purpose.

Copy of letter No. 7369 of 15th October/92 from
the Engineer-in-Chief East Coast Railway to the
President Godavari District Board Secanada.

J.P.4

You will doubtless have received from the Local
and Municipal Department a copy of the Madras Govt
proceedings G.O., 26th September 1892. No 2309 R. on the subject
of the organization of a Ferry between Aurangabad and
Rayachmondri when the Secanada Godavari line shall
have been opened for traffic.

May I enquire what your ideas are on the
subject. Had such an arrangement been possible I should
have preferred, in the interests of Consignors and despatchers
of goods, that the Railway authorities should have the
full control of the Ferry so as to deliver consignments
direct to the Rayachmondri merchants, and receive them
also for despatch at the town side of the river.

As however your Board is in possession of the
Steamer, which is one of the first essential of such a
ferry and as moreover there would doubtless be difficulty
at first owing to the lack of landed Railway accommodation
at the Rayachmondri side of the river, and as it does not
matter in the least to passengers who is the owner of the
Ferry, I am now inclined to believe that nothing better can
be proposed than that your Board should keep all the
Ferrying arrangements in its own hands, at least for the present.

I think that, pending the completion of more suitable
arrangements, passengers, Consignors, and Consignees had
better look upon Aurangabad as the way terminus, and
that the Railway should recognize nothing until it
arrives upon its platform.

Yours
Sd/-

OW 8.2
11/10/92

But there is another view of the subject that must not be lost sight of. As soon as communication has been opened up Northwards, that is I suppose immediately before the July trains of 1893, the Railway will fail to afford reasonable convenience to the public until it can arrange for the through booking of goods and later on of passengers, between Vizagapatam and Buzwada. This they cannot very well do unless they have the control of the ferry in their own hands. Now I think it unlikely that your Board should be prepared to forego the use of the Dorothy in favor of the Railway, even at favorable terms of hire. But I shall be glad of your opinion upon this point.

It may be that once the Railway officials at the Vizagapatam end are prepared to book through with Buzwada, the Railway may prefer to make their own goods transport arrangements, by hiring Madhar boats leaving passengers to you.

8.1
DW 11/12/92

TELEGRAM ^{URGENT} ~~ORDINARY~~ DEFERRED

FROM

TO

R.

F. C. R.

B327+ Your letter 8038
by 671 nineteenth ultimo.
Please reply early my letter
2763 R eighteenth
November.

E

Ms. R

Telegram despd 1-12-92

In your reply please quote
the number and date of
this letter.

No. 8038
671

From

THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY,

To

THE Joint Secretary to the Government of
Madras, P.W.D. Railway Branch
Madras.

Dated Madras, the 13th November 1892.

Sir,

In compliance with the orders contained
in your No. 2309 R. P.W., dated 24th September/92,
I send for your information, a copy of a letter
No. 480 dated 7th November/92, from the President,
District Board, Godavari, and also a copy of
my letter to which it is a reply, No. 7369 dated
14th October/92.

I see nothing to object to in the proposed
arrangement, and think that it is the best &
practicable one under the circumstances.

I have the honor to be,
Sir,

Your most obedient servant,

A. J. Dune

Engineer-in-Chief
East Coast Railway.

Enclosures.
Two

P. W. CURRENT No. 11454

Encls 2
Recd: 17.11.92

No. 2463R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE *Engineer-in-Chief*
E. C. Parbury

18th November 1892.

SIR,

As the building of
the ~~Gollavari~~ *Gollavari* Bridge is now
a question of the future
may I beg of you to state,
with reference to G. O. No. 2462R
dated 18th November 1892, your
opinion as to the Rajahmundry
ferry as to whether it can
in the interests of the railway
and public be better worked
by you or the Local Board.
If by you please to formulate
the arrangements you
would propose as well

as the probable cost of the same.

inf. despatch
18/11/92.

[Signature]
W.S.R.

B
No. 2463 R 9 18. 11. 92.

Please say if this
may await Mr. Spring's
reply to recent performance.

16/11
1911

No. 2463 R 9 18. 11. 92.

11/11. R 12/11.

18/11 1892

*See copy of L.C.R.
for confidential report*
7 2 R with H.
H. H. THE NIZAM'S GUARANTEED STATE RAILWAYS COMPANY, LD.
AGENT & MANAGER'S OFFICE
Secunderabad, (Deccan)

IN REPLY PLEASE REFER TO
No. 2344 W.

-Dated 3rd December 1892

To
The Consulting Engineer,
for Railways,
Madras.

Sir,

I am obliged for the copies of the Government of India orders sanctioning this Company's working of the Bezvada- Godavery section of the East Coast Railway on the same terms as we work the Bezvada Extension Railway, sent to me under your endorsement No. 2808 of the 25th November.

I see it has been decided that the state shall work the line North of the Godavery river, and I presume it would be useless my pointing out certain important advantages if we could have the working of the line to the port of Coconada.²

However, there is one matter which I consider is of the utmost importance, which still remains undecided, viz: the working of the Ferry across the Godavery.

Until such time as the line North of the Godavery is not opened for traffic, it is of little consequence by what Agency the ferry is worked, as this Company will only book goods to the south bank of the Godavery river, and our responsibility is at an end when

H. 11/11.R 12/11.

1834
that is to be added to the through fares and rates for the ferry
services and the time table but these are details which I think should
be left to Mr. Spring and myself to settle.

I have the honor to be,

Sir,

Your most obedient servant,

Agent and Manager.

8-10
No. 2916 of 9th December 1892

Copy forwarded to

ECR for consideration and

favour of report with ref

to Gov. No. 2309 E of 24.9.92

(Incl) R.S.T.

In your reply please quote
the number and date of
this letter.

No. 8626
671

8-6

13/12
This is a letter from
the Engineer-in-Chief
East Coast Railway
to the Joint Secretary
to the Government of
Madras, Public Works Department,
Railway Branch.

From

THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY.

To

THE Joint Secretary to the Government of
Madras, Public Works Department,
Railway Branch.

Dated Waltair, the 6th Decr 1892.

Sir,

I have the honor to acknowledge the receipt
of your order no. 2762 dated November 18th as well
as of your no. 2763 of the same date and in reply
to refer you to my letter no. 2030 dated the 13th
November 1892 in which the opinion was ex-
pressed that until July 1st 1893 it will be best
that the Ferry should be worked by the Local
Board of Rajahmundry, and after that date by
the East Coast Railway.

2. I have no reason to anticipate any capital
expenditure as necessary for the working of the
Ferry, and working expenses must be covered by
receipts. The subject however is one in regard
to which at this very early stage it would be
difficult to speak reliably. Before the end of
June it will be possible to make a more
authoritative forecast. It shall meanwhile have
my best attention.

Enclosures Nil.

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

R. S. T.

For the Engineer-in-Chief

12422-
14/12

A.R.
Please let me
have the papers referred
to by you

W.L.

Dec: 13. 12. 92

13
The papers referred
to in the G.O. No. 2309
TAD

I think that Mr
Spring should consider
the ferry question
on the ground that
the G.O. No. 2309 is
in the remote future

J

24
I think Mr. Spring No 2344W
should be considered
R (transferred) & then deal with
the ferry question
with a view to the whole then deal
with the G.O. No. 2309
that when any portion of
the line is finished in
the future the ferry
work will be done
W.L. 14/12

Letter from the Agent and Manager ^{H.H. the} ~~Agent~~
Guaranteed State Railway Company No. 2344 W,
dated 3rd December 1892

No. 878

SUBMITTED to Government,

P-11

with reference to G.O. No. 2309 R,
dated 24th September 1892.

2. Copy of the Agent's letter has
been forwarded to the Engineer-in-
-Chief, East Coast Railway
for consideration and report.

M. M. M.

- (Manager R.E.)

for affg. Comg. Engr. for Rys.
P.

12

From
THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras,

No. 878

Dated 15th December 1892.
Received 16th

No. of ENCLOSURES.

Subject.

Submitting letter from the Agent
and Manager H. H. The Nizam's
Guaranteed State Railway, on the
subject of Agency for working
the Godavari Ferry.

N^o 2762 R of 18-11-92 ✓
- 2763 R. 18-11-92 ✓
- 2309 R. 24-9-92 ✓

No. 21 R of 11-Jan/93.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Engineer, H.E. No. 8038 of 13th Nov 1892
in: Chief C. Railway,
Telegram to do. 13327 of 1st Dec 1892
Letter from do. 8626 of 6th do.
Endorsement from the
Comptroller for Rys. 878 of 15th do.

Q. 13

The Government

I think it is enough to say this. The arrangements proposed by the Nizam's Railway for the Godavari Ferry are sufficient as regards passengers. As regards through goods the E.C.R. will probably have to get another steamer to take the goods to the Nizam's Railway. The E.C.R. cannot undertake the ferry until the line is open from Rajamahendravaram.

W. 4 Jan considers that when any portion of the line north of the Godavari is opened from Rajamahendravaram the ferry should be worked by the East Coast Railway.

2. A copy of these Prop. will be forwarded to the Govt. of India for information with reference to its letter No. 1215 R.C. of 24 Oct 1892. H.E. No 32 R of 11 Dec 1892 Forwarded. 9/1/93 M. 15 21 R

To the Comptroller for Rys.
- Engr. in Chief C. Railway
- Engr. in Charge E.C.R. Secy
- Local Mmbr. Secy
- Chief Engr. for Engr.
- S.E. 1st Circle

18TH NOVEMBER 1892, No. 2762 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—

G.O., dated 27th October 1892, No. ²⁸⁴⁴A. R., Public Works.

Read also the following papers:—

From the Under-Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 29th October 1892, No. 1215 R.C.

In continuation of the telegram marginally noted, I am directed to convey the formal sanction of the Government of India, dated 24th October 1892, No. 1183 R.C.

"Your telegram of 17th instant. Referring to your letter No. 2384 R. Government of India approves of proposal to entrust working of Bezvada-Godavari section, East Coast State Railway, to Nizam's Guaranteed State Railway, but cannot agree to proposal that actual working expenses should be guaranteed. Ferry arrangements at the Godavari are left to the Government of Madras to deal with. Letter follows."

2. With regard to the suggestion that, in the event of the company's share of the gross earnings proving insufficient to cover the actual working expenses,

the Government of India will make good the deficiency, I am to say that this proviso cannot be agreed to as it would involve the keeping of separate accounts of expenditure and thereby annul one of the chief advantages to be obtained by entrusting the working of this section of the East Coast Railway to the company.

3. The Government of India agrees in the opinion of the local Government that it would be inexpedient for the Nizam's Railway Company to work more than the length from Bezvada to the south bank of the Godavari river and considers that the line on the north of that river should be worked by the State from the first.

4. It is observed from your letter No. 1893 R., dated 4th August 1892, that the Government of Madras considers that the ferry service at the Godavari should be worked by the District Board as at present, or by the East Coast Railway, as may be found more convenient, on the opening of the Rajahmundry-Cocanada section. The Government of India, I am to say, desires to leave the ferry arrangements to the local Government to deal with as it thinks best.

From the Consulting Engineer for Railways, dated 31st October 1892, No. 782 A.

Telegram to the Agent and Manager, His Highness the Nizam's Guaranteed State Railway, dated 27th October 1892, No. D. 385.

Telegram from the Agent and Manager, His Highness the Nizam's Guaranteed State Railway, dated 30th October 1892.

A.
No. 21-22 Rg 11 Jan'y/93.

Telegram from the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated 31st October 1892, No. B. 285.

Referring to your telegram numbered and dated as follows:—1183 R.C., 24th instant. Nizam's Guaranteed State Railway agree to work Bezvada-Godavari section on precisely the same terms as the Bezvada Extension Railway, that is, without guarantee as to making up any loss in working charges.

ORDER—dated 18th November 1892, No. 2762 R., Public Works.

Communicated to the Consulting Engineer for Railways in continuation of Proceedings No. ²⁵⁴⁴_A R., dated 27th October 1892.

2. In furnishing the report called for in G.O., dated 24th September 1892, No. 2309 R., as to ferry arrangements, the Engineer-in-Chief will take the orders now communicated into consideration.

(True Extract.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Engineer-in-Chief, East Coast Railway.
" Examiner, Public Works Accounts, Hyderabad.
" Public Department.
" Examiner, East Coast Railway Accounts.
" Chief Engineer for Irrigation.
" Local and Municipal Department.
" Superintending Engineer, I Circle.
" Chairman, Chamber of Commerce (extract para. 1 of India's letter No. 1215 R.C., dated 29th October 1892, in manuscript).

Exd. S. J. Pereira.
Spare Copies.

RAILWAY.

Govt. of {1892} Madras.
PUBLIC WORKS.

Dated November, 18th.

Read.

Encl.

G.O., 18th Nov. 1892, No. 2762 R.

NOVEMBER.

Bezyada-Godavari Section

Sanction of the Government of India to the proposed working of the —, East Coast Railway, by His Highness the Nizam's Guaranteed State Railway Company, communicated to the Consulting Engineer.

24TH SEPTEMBER 1892, No. 2309 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Consulting Engineer for Railways, dated Madras, 6th Sept. 1892, No. 667-A.

From the Collector and President, District Board, Godavari, to the Consulting Engineer for Railways, dated Cocanada, 23rd April 1892, No. 165.

In view of the near prospect of the completion of the East Coast Railway up to the banks of the Godavari river, you have no doubt considered the question of the provision of a steam-ferry service across the river in connection with the trains and I have the honour to request you to be so good as to furnish me with information regarding the conclusions arrived at by you in this matter.

2. The ferry service from Rajahmundry to Vijesweram and Kovur is now managed by the District Board. The Board is in possession of a paddle steamer (the *Dorothy*), which is capable of carrying carts and animals besides passengers. A correspondence has been going on for some time regarding the provision of a second steamer for use at this ferry and for other purposes and an estimate for about Rs. 25,000 for a stern-wheel steamer has been prepared and is ready for consideration by the District Board. The Superintending Engineer has, however, suggested that, as the Godavari bridge may be expected to be built by 1895 or 1896, it is doubtful whether it is worth while for the District Board to incur the expense of purchasing the stern-wheel steamer. In this opinion I am disposed to agree, unless it should appear from information supplied by you that the stern-wheel steamer is likely to be employed to such an extent during the interval before the opening of the bridge that it would pay the District Board well to possess it. Unless the number of passengers and quantity of luggage for conveyance across the river should be very large, the *Dorothy* would be able, I think, to carry the whole. She has carried as many as 500 passengers. Goods would, I presume, be carried across by sailing boats. The proposed stern-wheel steamer is smaller than the *Dorothy* and would carry some 200 passengers.

3. I believe that on days when the *Dorothy* might be laid by for cleaning or repairs, her place at the ferry might be temporarily supplied by one of the Public Works steamers from Dowlaishweram.

From the Consulting Engineer for Railways, to the Engineer-in-Chief, East Coast Railway, dated Madras, 29th April 1892, No. 956.

With reference to para. 21, Joint Secretary's letter No. 569 R., dated the 3rd March 1892, I have the honour to forward, herewith, copy of a letter, dated the 23rd April 1892, No. 165, from the Collector and President, District Board, Godavari, and to request that you will submit, at an early date, proposals for a ferry at the Godavari, to be worked either by the Local Fund Board, or by the East Coast Railway, as you may consider best.

From the Consulting Engineer for Railways, to the Engineer-in-Chief, Kistna Bridge, dated Madras, 29th April 1892, No. 957.

I have the honour to forward, herewith, copy of a letter, dated the 23rd April 1892, No. 165, from the Collector and President, District Board, Godáviri, and to request that you will favour me with your views regarding the best arrangements to be made for working traffic across the Godáviri before completion of the bridge. The proposal put forward is for a ferry worked by the Local Fund Board, but it might be desirable that the East Coast Railway should undertake the conveyance of passengers and goods across the river.

From the Engineer-in-Chief, Kistna and Godáviri Bridges, to the Consulting Engineer for Railways, dated Bezvada, 3rd May 1892, No. 1043.

The subject dealt with in the enclosure to your letter No. 957 of the 29th April is not one which it would, in my opinion, be prudent to express an opinion on at this early stage. I am on the whole inclined to think that, however they manage it, by hiring the Rajahmundry ferry steamer, or otherwise, the railway ought to work the traffic across the river. I don't think the local authorities would be wise to buy a new steamer.

2. When I am next in Rajahmundry, I will look into the matter carefully and let you have an opinion.

From the Engineer-in-Chief, East Coast Railway, to the Consulting Engineer for Railways, dated Waltair, 8th May 1892, No. 3726/667.

I beg to acknowledge the receipt of your No. 956 of 29th ultimo, covering a letter from Mr. Higgins, the President of the District Board, Godáviri district, on the subject of a ferry at Rajahmundry.

2. The first question is when will the railway between Bezvada and the Godáviri be ready for opening, and, considering that the cost of the sleepers to be purchased for that section will amount to some Rs. 9,71,250 (as per details on margin), which, so far as I know, is not available this year, it appears that there is little chance of opening this length for a considerable time unless Government think it advisable to stop all plate-laying between Cocanada and Vizagapatam.

Total sleepers.	
105 miles.	
2,000	
- 210,000	
Deduct 25,000 from northern section.	
185,000	
at Rs. 5-4-0 per sleeper.	
9,71,250	

3. We have now at Cocanada
71,600 steel sleepers and
80,700 timber sleepers,

or in all 152,300 — enough to lay the line from Cocanada as far as the 174th mile or to within 5 mile of Yellamanchili. Even, if I gave every sleeper at Cocanada for the southern section, still more would have to be purchased.

4. Considering, therefore, the unlikelihood of any use being made of the line between Bezvada and the Godáviri for another year, I do not think it would be advisable to lay out much money on the ferry in question. The steamer now at Rajahmundry, if well overhauled, supplemented by one of the Dowlaiswaram boats now and then, together with country boats, plenty of which are available, would, in my opinion, fairly meet the requirements until the bridge is built and the line opened right through to Cocanada. If they want more, they had better purchase the second steamer noted in the letter.

From the Consulting Engineer for Railways, to the Chief Engineer for Irrigation, dated Madras, 30th May 1892, No. 1204.

I have the honour to forward copies of the marginally-noted correspondence for favour of your views as to the best way of working passengers and goods across the Godáviri river for two or three years before the bridge is finished.

(1) Letter No. 165, dated 23rd April 1892, from the Collector and President, District Board, Godáviri.

(2) Letter No. 1043, dated 3rd May 1892, from the Engineer-in-Chief, Kistna and Godáviri Bridges.

(3) Letter No. 3726/667, dated 8th May 1892, from the Engineer-in-Chief, East Coast Railway.

2. I beg to inquire whether goods should be taken across in sailing boats or in lighters towed by steamers. Probably Messrs. Hall, Wilson and Company could lend some of the latter.

From the Chief Engineer for Irrigation, to the Consulting Engineer for Railways, dated Madras, 1st June 1892, No. 269 M.

With reference to your letter No. 1204, dated 30th May 1892, I have the honour to say that I am of opinion that passengers had better be conveyed across the Godáviri by an arrangement with the District Board for the use of the ferry steamer *Dorothy*, which is well suited for the purpose.

2. Messrs. Hall, Wilson of Cocanada have, it is believed, two small steamers suitable for the purposes for which they use them in Cocanada bay, but not well suited for ferry purposes on the Godáviri, and the Public Works steamers at Dowlaiswaram are not intended, or suitable, for carrying many passengers; when, therefore, the *Dorothy* cannot ply, on account of being laid up for repairs or for any other reason, "Rahadari boats" should be used; they now ply regularly across the river, carrying from 50 to 90 passengers each, and seldom take much longer in the passage than the steamer.

3. For the conveyance of goods I believe it will be best to organize a regular service of such boats.

Submitted for the orders of Government.

Note on the Godáviri ferry at Rajahmundry, dated 6th September 1892.

A question of very considerable importance in connection with the opening of the southern section of the East Coast Railway between Bezvada and Rajahmundry still remains to be settled, viz., the ferry arrangements between the temporary terminus near Kovur on the west bank of the Godáviri and Rajahmundry.

The proposed arrangements between Government and the Nizam's Railway only contemplate the carriage of material and passengers between Bezvada and this west bank.

I think it may be taken for granted that neither goods nor passengers will stop at the Kovur terminus but will have to be carried further on, at least to Rajahmundry.

Taking the question of goods carried in the direction of Cocanada according to the proposed arrangement the Nizam's Railway Company would take them to the Kovur terminus and then their responsibility would end. If the consignee met the goods there this railway would have to satisfy him that they were correct and undamaged as originally received; if the consignee could not do this, to guard against loss the consigner would have to travel with the goods and take them over or again they might be handed over to the ferry agency, who equally would have to satisfy itself by weighing or otherwise that the goods were the same and in the same condition as when originally handed over to the railway.

As this is the most probable case it is apparent that the ferry agency would have to keep up a staff of responsible people to guard themselves against loss over such consignments and moreover such weighment and examination would be a source of great delay, trouble and expense.

To avoid this, I suggest that the Nizam's Railway Company, if they get the working of the line between Bezvada and Kovur, be also obliged to work the ferry, in which case all this needless work, trouble, delay and expense at Kovur would be avoided.

The company would then be responsible for all goods until delivered in Rajahmundry. There could be no shifting of responsibility on account of short weighment, damage or demurrage from the company to the ferry agency and one weighment or examination would suffice and all the friction, which invariably occurs under a system of double responsibility, would be avoided.

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

ORDER—dated 24th September 1892, No. 2309 R., Public Works.

The arguments of the Consulting Engineer and Joint Secretary have force only as regards goods traffic for the town of Rajahmundry, since that for places further north will be put into boats on the right bank of the river. The operations of the Nizam's Railway Company should, in the opinion of Government, be confined to railway working south of the river and should not undertake the ferry. The East Coast Railway authorities having no traffic establishment yet organized do not appear to be in a position to manage the work. Government, therefore, considers that, for the present and until the Godavari bridge is built or the East Coast Railway is opened on the left bank of the river, the ferry arrangements should remain in the hands of the Godavari District Board, who having certain steamers at their disposal can, with the assistance of ordinary Rahadari or other boats, of which any number can be readily engaged, meet all the requirements likely to arise. The Engineer-in-Chief, East Coast Railway, is requested to report on the subject in communication with the President, District Board, and, if necessary, the Superintending Engineer.

(True Extract.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Engineer-in-Chief, East Coast Railway.
" Kistna and Godavari Bridges.
" Examiner, East Coast Railway Accounts.
" Local and Municipal Department.
" Chief Engineer for Irrigation.

S. T. G. G. G.

Ed. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of {1892} Madras.

PUBLIC WORKS.

Dated September, 24th.

Recd.

Encl.

G.O., 24th Sept. 1892, No. 2309 R.

SEPTEMBER.

**Ferry Arrangements at
Rajahmundry**

Orders on correspondence regarding the
— for traffic across the Godavari river
until the bridge is built.