

# Public Works (1893 ) Department.

RAILWAY BRANCH.

G.O., No. 282. R

DATED 10<sup>th</sup> February

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[Despatch Abstract.]

Gondwana Bridge — Letter from the Genl. of India regarding the postponement of construction of the — until the northern section of the East Coast Railway had been completed communicated to the Engineer-in-Chief East Coast Railway.

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[illegible]

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

5. I am further to remark that the funds available for expenditure on the East Coast Railway during the next and following years must necessarily be limited, and the question is whether such money as can be provided should be devoted to the

construction of the bridge or to the completion of the section of the railway south of Cuttack. The Government of India has no doubt that the early opening out of 60 miles or more of line is of greater importance to the tract which the railway will serve than the immediate construction of a bridge over a river across which the railway traffic can be easily ferried.

6. With regard to the representations of the Engineer-in-Chief, I am to observe that no doubt there would be advantages and some economy also in transferring plant and staff from the Kistna to the Godavari bridge works and in taking in hand work at the latter as soon as the former bridge is completed, but the Government of India is of opinion that the case in that direction has been somewhat overstated by Mr. Spring. These questions, however, are of secondary importance and cannot be allowed to decide the point.

7. In conclusion, I am to say that the Government of India trusts that His Excellency the Governor in Council will, on a reconsideration of the subject, agree as to the advisability of postponing the construction of the Godavari bridge until the northern section of the railway has been completed.

ORDER—dated 10th February 1893, No. 292 R., Public Works.

Communicated to the Engineer-in-Chief, East Coast Railway, with reference to Proceedings No. 2909 R., dated 3rd December 1892.

(True Extract.)

Major, R.E.,  
Offg. Under-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.

Exd. C. A. Munisawmy,  
Spare Copies

RAILWAY.

Govt. of {1893} Madras.  
PUBLIC WORKS.

Dated February, 10th.

Recd.

Encl.

G.O., 10th Feb. 1893, No. 282 R.

FEBRUARY.

Godavari Bridge

Letter from the Government of India regarding the postponement of construction of the — until the northern section of the East Coast Railway has been completed, communicated to the Engineer-in-Chief, East Coast Railway.

No. 75 R. C.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY CONSTRUCTION.

To

THE JOINT SECRETARY TO THE GOVERNMENT OF MADRAS,  
PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

Calcutta, the 21st January 1893.

SIR,

I am directed to acknowledge the receipt of your letter No. 2910 R., dated 3rd December 1892, on the subject of the provision of additional funds for the prosecution of work on the lower section of the East Coast State railway and on the Godavari bridge.

2. A reconsideration of the orders contained in para. 4 of Government of India letter No. 632 A.—R., dated 26th October 1892, for the postponement of all expenditure on the bridge until the remainder of the works on the railway are completed to Naraj, is recommended on the following grounds:—

- i.—That the postponement of the bridge will greatly impair the earning capacity of the southern section of the line.
- ii.—That the traffic prospects of the northern section are inferior to those of the southern section.
- iii.—That the absence of a bridge over the Godavari will seriously interfere with the protection of the Orissa and Ganjam districts from famine.

3. You also forward a representation from the Engineer-in-chief in which he points out the undesirability of dispersing the special staff of workmen now employed on the Kistna bridge, the probable loss by deterioration of the plant and stores which will become available on the completion of that bridge, and other similar considerations.

4. In reply, I am to observe that the Government of Madras would appear to be under a misapprehension as to the nature of the ferry which it is contemplated to establish at the Godavari crossing until such time as the development of traffic justifies the construction of a bridge, viz., a regular wagon ferry capable of conveying rolling stock. On this point attention is invited to the remarks in para. 4 of the joint report by Sir Guilford Molesworth, then Consulting Engineer to the Government of India for State Railways, and Colonel C. J. Smith, R.E., Consulting Engineer for Railways, Madras, which was forwarded under Government of India letter No. 326 K. C. of 24th April 1889, and I am to observe that a ferry of the description referred to, which formerly existed at the Sukkur crossing of the Indus, was found sufficient to work without difficulty a traffic much larger than is to be expected at the Godavari in the immediate future.

5. I am further to remark that the funds available for expenditure on the East Coast railway during the next and following years must necessarily be limited, and the question is whether such money as can be provided should be devoted to the construction of the bridge or to the completion of the section of the railway south of Cuttack. The Government of India has no doubt that the early opening out of 60 miles or more of line is of greater importance to the tract which the railway will serve than the immediate construction of a bridge over a river across which the railway traffic can be easily ferried.

6. With regard to the representations of the Engineer-in-chief, I am to observe that no doubt there would be advantages and some economy also in transferring plant and staff from the Kistna to the Godavari bridge works, and in taking in hand work at the latter as soon as the former bridge is completed, but the Government of India is of opinion that the case in that direction has been somewhat overstated by Mr. Spring. These questions, however, are of secondary importance and cannot be allowed to decide the point.

7. In conclusion, I am to say that the Government of India trusts that His Excellency the Governor in Council will, on a reconsideration of the subject, agree as to the advisability of postponing the construction of the Godavari bridge until the northern section of the railway has been completed.

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

*H. O'Callaghan*  
Secretary.

Documents accompanying.  
Nil.

6.12.93  
Occc: 1.2.93

2909-10 R dy 3-12-92  
2597 R dy 3-11-92  
648 R dy 8-6-89

No: 282 R dated 10<sup>th</sup> Feb 1893  
communicated to

the Engineer-in-Chief of the  
Railway with reference to Prop.  
No: 2909 R, dated 3<sup>rd</sup> December  
1892.

*[Signature]*  
DR  
The Engineer-in-Chief of the  
Railway  
C. I.

G. I. C. P. O. No 1055 P. W. D. - 25-1-93 - 62 - R. E.

*[Signature]*  
4/2 R 7/2.

To The Engineer-in-Chief of the  
Railway  
- The Engineer-in-Chief of the  
Railway  
- Examined C. I. R. 11/2/93