

# Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 308-9. R

DATED 14<sup>th</sup> February

[Despatch Abstract.]

Junction arrangements between the Southern  
Maharatta Railway and Bezwada-Madras  
Railway.

Ordered that the G.O. be addressed  
regarding the views of this Govt in con-  
nection with the proposed — and the  
terms for granting running powers over  
over the Krishna Bridge to the Southern Maharatta  
Railway.

Only copy of Pro: furnishing views of this Govt  
in connection with the — and the terms for  
granting running powers over the Krishna Bridge  
to the S. M. Ry.

[illegible]

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

3. The proper place for the transfer station is on the high ground immediately at the south end of the Kistna bridge and between it and the Buckingham canal; but if the passenger traffic is transhipped here, the passengers will either have to suffer delay due to connection of trains or to walk over a mile over the bridge to Bezvada or round to the ferry above the anicut. They would probably prefer to be landed at the present Kistna canal terminus and use the ferry. In these circumstances it seems most desirable that, while the goods transfer arrangements can be most conveniently placed on the south side of the river between the bridge and the Buckingham canal, the metre gauge passengers should be conveyed across the river and into the Bezvada

station without break of gauge. This would not be an expensive arrangement, as it only entails laying a short length of metre gauge line north of the bridge and requires one or two sidings on which to stand metre gauge stock.

This is certainly the most convenient plan for convenience of passengers for the sub-districts of the Kistna collectorate lying to the south of the Kistna river, but it is only feasible if the metre gauge trains are permitted to use the bridge on very easy terms. A passenger station to the south of the river will not serve any of the traffic.

4. I am also directed to say that this Government is not in possession of any plan of the arrangements of the new lines of railway at Bezvada, but a copy of a hand sketch of the site by the Consulting Engineer for Railways is attached for easy reference. It will be observed that the broad gauge south approach to the Kistna bridge crosses the present metre gauge line to the canal head works, and as it is probable that the Southern Mahratta Railway Company will desire to retain that line if their trains cannot cross the bridge, it will have to be realigned to the west of the broad gauge approach. This will be expensive as a village intervenes.

Note by the Consulting Engineer on the proposal to bring the Southern Mahratta Metre gauge Railway into Bezvada.

Should it be decided to permit the Southern Mahratta Railway to come into the Bezvada station on the very easy terms they suggest, its practical effect will be that, until the East Coast Railway is extended to Madras, Government will have built the Kistna bridge for the use of the Southern Mahratta Railway Company, as neither the Nizam's line nor the East Coast will require it if they terminate and exchange traffic at Bezvada.

2. I don't quite know what the easy terms asked for by the Southern Mahratta Railway Company mean, but it appears to me that fair terms would be as follows:—

For the Southern Mahratta Railway to rent the bridge at 5 per cent. of cost and failing this that the Government shall be credited with the entire earnings of the bridge *minus* an allowance in the shape of a fixed amount per train load or per cent. to the hauling railway for train service. That the Southern Mahratta Railway should enter into a permanent agreement for a joint station at Bezvada so as to avoid the necessity for an additional junction at Tadepalli or any special works on the south side of the river, the Southern Mahratta proportion of the joint station being rateable on the traffic to and from its own line passing or entering the junction.

3. I would suggest that earnings of the bridge should be based on a fixed rate or toll, to be added to the existing rates of the several railways concerned, and that this additional rate or toll shall at the commencement be based at an amount equal to the sum of the existing ferry and cart charges. This, if necessary, can be reduced later on or in special cases with the sanction of the Local Government.

4. I would further suggest that the Southern Mahratta Railway receive for haulage an amount per train mile equal to the average cost shown in abstracts B, C and D per train mile on its general system.

5. Although in the above I have attempted to formulate what I consider might be fair terms of agreement between the Southern Mahratta and East Coast Railways for the use of the Kistna bridge and Bezvada station, I do not recommend that the Southern Mahratta line be permitted to come into Bezvada at all. The introduction of metre gauge lines into this junction station already sufficiently crowded will be disadvantageous, and, together with the metre gauge line over the bridge, will cost a considerable amount of money, which the Southern Mahratta Railway Company are unable to pay for and which at the best will be only a temporary expedient pending the construction of the through line to Madras. They condemn Tadepalli as a junction on the grounds that it is low, swampy and feverish, in which they are doubtless quite correct, and advocate instead the higher ground on the right or south side of the river between the Buckingham canal and the bridge, apparently forgetting that here the line is in very high bank, which is practically the bridge approach, with an incline of 1 in 200.

6. If Tadepalli does no work and is unfit for a junction station, surely we could get some other point further on, which would be both healthy and suitable, and if we move at all in a southerly direction why not solve the difficulty by extending the broad gauge railway 18 miles further to Guntur, where we should have plenty of room for all the transshipping arrangements required as well as healthy sites near a good town for the necessary staff quarters. By adopting this plan we should avoid the difficulty of mixing up metre and broad gauge lines in the Bezvada station; we would ensure workable transshipping arrangements in a good position instead of in a swamp or on a bridge approach; we should put the important town of Guntur in direct communication without break of gauge with the port of Cocanada, with which it does a large export business already, or with Bombay. It would enable Singareni coal to reach the Guntur mills without break of bulk. It would permit of far more use being made of the Kistna bridge which now must wait for a famine to be worked properly, and it would be the first or northern length of the Madras-Bezvada Railway which it is to be hoped will be made some day.

7. I trust that this proposal will recommend itself to Government, as it appears to me to be the most feasible and workmanlike solution of a difficulty which has been discussed more or less for the last year or so without any satisfactory results.

MADRAS,  
23rd November 1892.

(Signed) F. B. WALKER,  
Offg. Consulting Engineer for Railways.

From the Engineer-in-Chief, East Coast Railway, to the Joint Secretary to Government, Public Works Department, Railway Branch, dated Waltair, 16th December 1892, No. S941/21.

With reference to the correspondence which has been going on since 1890 upon the subject of the best junction of the broad and metre gauge systems near Bezvada, I may be permitted to state that though still strongly adhering to the opinion that Bezvada is the only right place for the junction and that from there the metre gauge system ought to be extended through the Eastern Kistna delta to Masulipatam, I think that if this proposition is definitely rejected by higher authority, Guntur would be a better junction than Tadepalli. If grain from the Eastern Kistna delta is to break gauge at all, it is immaterial whether it is carried 60 miles by broad gauge before the break or only 40, and the grain of the Western Kistna delta will tend to concentrate itself on Guntur as the local trading centre and not on Tadepalli.

2. I don't believe that the trade of the Southern Mahratta Railway will be injured by the Eastern terminus of that system being fixed at Guntur instead of at the Kistna river, because what little trade avails itself of that line now at the Kistna terminus is Bezvada town trade and that will in future prefer to take the broad gauge and accept the break of bulk rather than take boat across the river.

3. I presume that if the junction is made at Guntur, nothing so imbecile will be permitted as the construction of a third junction at Tadepalli; the Madras trains of the Calcutta-Madras Railway must in that case go straight for Guntur, so that the broad gauge line shall pass continuously through Bezvada and through Guntur.

4. I continue to entertain the opinion that the establishment of two junctions within 20 miles of each other will be a perpetual source of loss of economy in working and of complications of numerous kinds between the three railway administrations concerned. But if there are to be two junctions, it is immaterial whether they are 4 miles apart as are Bezvada and Tadepalli, or 20 miles apart as are Bezvada and Guntur. Guntur has the advantage of having a permanent supply of labour for transshipment purposes, an advantage not possessed by Tadepalli.

5. I ought perhaps to call your attention to the way in which the correct name *Tadepalli* of the Southern Mahratta station nearest to the Kistna bridge is constantly confused in the correspondence with *Kistna Terminus* which is on the canal. The station called Kistna Terminus a year ago is now called Tadepalli and the former name has been allotted to the canal station.

Notes on the trade of the East Coast districts *via* Bezvada for the year 1891.

|                                                                                                      | Weight.<br>TONS. | Earnings.<br>GOVERNMENT.<br>RUPEES. |
|------------------------------------------------------------------------------------------------------|------------------|-------------------------------------|
| (1) Traffic sent to Bezvada from stations on the Nizam's Guaranteed State Railway ... ..             | 36,715           | 1,68,275                            |
| (2) Traffic sent to Bezvada from foreign railways <i>via</i> Wadi ... ..                             | 1,110            | 24,326                              |
| (3) Total inward traffic ... ..                                                                      | 37,825           | 1,92,601                            |
| (4) Traffic from Bezvada to stations on the Nizam's Guaranteed State Railway ... ..                  | 14,169           | 1,44,528                            |
| (5) Traffic from Bezvada to foreign railways <i>via</i> Wadi ... ..                                  | 588              | 12,781                              |
| (6) Total outward traffic ... ..                                                                     | 14,757           | 1,57,309                            |
| (7) Total inward and outward traffic ... ..                                                          | 52,582           | 3,49,910                            |
| Or—                                                                                                  |                  |                                     |
| (8) Total inward and outward bookings of Bezvada to Nizam's Guaranteed State Railway stations ... .. | 50,884           | 3,12,803                            |
| (9) Total inward and outward traffic with foreign lines <i>via</i> Wadi ... ..                       | 1,698            | 37,107                              |
| (10) Total inward and outward traffic as above ... ..                                                | 52,582           | 3,49,910                            |

The principal commodities sent to Bezvada from stations on the Nizam's Guaranteed State Railway, *vide* item (1), are—

|                                                 | Weight.<br>TONS. | Earnings.<br>GOVERNMENT.<br>RUPEES. |
|-------------------------------------------------|------------------|-------------------------------------|
| Coal ... ..                                     | 21,990           | 63,516                              |
| Castor seed ... ..                              | 8,825            | 47,210                              |
| Dried fruits and nuts (chiefly tamarind) ... .. | 1,073            | 19,698                              |
| Timber ... ..                                   | 1,472            | 7,483                               |

The *castor seed* is booked from all stations between the frontier and Wangapalli; this station is 181 miles from Bezvada and 157 miles from Wadi. Almost one-third of the castor seed traffic of the whole line for 1891 was carried *via* Bezvada in spite of the change of bulk at that place and at one port, and often once or twice *en route* on the canals, and the risk of damage from rain and the wetting of the goods. With the opening of the East Coast Railway and direct communication with Cocanada, there is no doubt that the quantity booked in that direction will largely increase and the operations of Madras merchants must increase and extend towards Secunderabad and Wadi if they make any real effort in this direction.

*Dried fruits and nuts*, chiefly tamarind, were booked from Secunderabad and also from Tandur.

*Timber* from stations in the Telingana district, viz., Garla, Yellandu, Mankota, Dornakal and Papatapalli.

The only important item under *Despatches to Bezvada from foreign railways via Wadi*, item (2) above, was *metals* 961 tons, Rs. 19,075. This is only a temporary traffic and is composed of iron girders, &c., for the new Kistna bridge.

The bookings from Bezvada to stations on the Nizam's Guaranteed State Railway consist chiefly of the following commodities:—

|                                                 | TONS. | GOVERNMENT.<br>RUPEES. |
|-------------------------------------------------|-------|------------------------|
| Salt ... ..                                     | 4,526 | 30,531                 |
| Dried fruits and nuts (cocanuts chiefly) ... .. | 1,260 | 33,599                 |
| Sugar ... ..                                    | 1,543 | 17,162                 |
| Tobacco ... ..                                  | 785   | 14,289                 |
| Spices ... ..                                   | 422   | 6,813                  |
| Piece-goods, cotton, Indian made ... ..         | 271   | 6,239                  |

*Salt*.—This is so much inferior to the Bombay salt that it cannot force its way west of Warangal; it ought to reach as far as Goolburga.

The *nuts* are consigned to Secunderabad and Hyderabad.

*Sugar*.—The markets for sugar are chiefly at Warangal, Secunderabad and Hyderabad.

*Tobacco*.—The only important market is Secunderabad, which received 730 tons of the above.

*Spices*.—Secunderabad is the only important market for spices, having received 303 tons of the above.

*Piece-goods*.—Secunderabad is almost the sole importing station for these goods, having taken 203 tons.

The despatches from Bezvada to foreign lines *via* Wadi, item 5, page 1, consist chiefly of general petty traffic, of which the larger items are—

|                                         | TONS. | RS.   |
|-----------------------------------------|-------|-------|
| Spices ... ..                           | 148   | 3,838 |
| Tobacco ... ..                          | 96    | 2,412 |
| Dried fruits and nuts ... ..            | 96    | 2,170 |
| Rice ... ..                             | 114   | 1,250 |
| Piece-goods, cotton, piece-goods ... .. | 29    | 1,058 |

The foreign traffic from Bezvada *via* Wadi is so insignificant that further analysis here is barely necessary. I may add, however, that it only includes 267 tons and Rs. 5,600 of traffic booked to Bombay.

From the above analysis of the Bezvada traffic it will be seen that the export trade beyond Wadi, and to Bombay in particular, is very insignificant and purely imaginary on the part of the *Madras Mail* and so far as we can learn from these statistics the East Coast districts yield no products on which an export trade to Bombay could be built up.

The exports from Bezvada are purely local and only a comparatively small portion reach as far as Secunderabad even, and are of such a nature that the trade of the East Coast ports cannot be seriously affected by the carriage in this direction, and if the merchants on that side are in any way affected it should be favorably because trade in such commodities as salt, nuts (not ground-nuts), sugar, tobacco and spices cannot be more than an inland trade; the production of these articles cannot attain on the East Coast sufficient importance to find a place in the export trade to Europe *via* Bombay. Should they leave India at all, it must be *via* Cocanada, for some time to come, certainly.

The hope of the East Coast merchants must be, if their own interests are considered, that the Nizam's Railway will get the working of the East Coast line and foster the export of oil-seeds and food-grain from the Deccan and the districts through which this line runs to the East Coast ports and thus increase their trade. It is to the interest of this line to do so, especially

This is a very remote hope at present considering the fall in silver.

with the extension from Aurungabad and Chanda or Raipur in view. An examination of the above figures is sufficient to show the East Coast traders that there is no possibility of the products of their districts finding their way in large quantities to Bombay, but the Nizam's Railway can aid them and itself by diverting oil-seeds and grains produce in the Deccan and not in the East Coast districts from Bombay to their ports.

(Signed) E. H. DWANE,  
Chief Accountant and Auditor,

H. H. the N. G. S. Railway Co., Limited.

14th September 1892,

## SOUTHERN MAHRATTA RAILWAY.

STATEMENT of grain traffic booked from Tadepalli and Kistna canal station from opening of railway to the close of 1891.

| Station.           | Period.<br>Half-year ending. | Rice<br>in<br>huak. | Rice not<br>in<br>huak. | Jowar,<br>bajra. | Ragi. | Grain<br>and<br>pulse. | Others. | Total. |
|--------------------|------------------------------|---------------------|-------------------------|------------------|-------|------------------------|---------|--------|
|                    |                              | TONS.               | TONS.                   | TONS.            | TONS. | TONS.                  | TONS.   | TONS.  |
| Tadepalli .. ..    | 31st December 1889.          | 10                  | 98                      | 50               | 2     | 5                      | 2       | 167    |
| Do. .. ..          | 30th June 1890 ..            | 211                 | 186                     | 75               | 6     | 32                     | 10      | 600    |
| Do. .. ..          | 31st Dec. .. ..              | 259                 | 123                     | 211              | 72    | 32                     | 10      | 717    |
| Do. .. ..          | 30th June 1891 ..            | 8                   | ..                      | ..               | ..    | ..                     | ..      | 8      |
|                    |                              | 598                 | 387                     | 336              | 80    | 69                     | 22      | 1,492  |
| Kistna canal .. .. | 31st Dec. 1890 ..            | 106                 | 80                      | ..               | ..    | 10                     | ..      | 196    |
| Do. .. ..          | 30th June 1891 ..            | 919                 | ..                      | 1                | ..    | 35                     | 4       | 959    |
| Do. .. ..          | 31st Dec. .. ..              | 3,816               | ..                      | 165              | ..    | 621                    | 211     | 4,803  |
|                    |                              | 4,841               | 80                      | 156              | ..    | 666                    | 215     | 6,058  |
| Do. .. ..          | 30th June 1892 ..            | ..                  | ..                      | ..               | ..    | ..                     | ..      | 4,294  |
| Do. .. ..          | 31st Dec. .. ..              | ..                  | ..                      | ..               | ..    | ..                     | ..      | 2,968  |
|                    |                              | ..                  | ..                      | ..               | ..    | ..                     | ..      | 13,220 |

(Signed) J. CAMPBELL,  
Agent.

ORDER—dated 14th February 1893, No. 308 R., Public Works.

Ordered that the Government of India be addressed.

[Here enter No. 309 R., Public Works, dated 14th February 1893.]

(True Extract.)

(Signed) W. V. CONSTABLE, 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.  
" Examiner, East Coast Railway Accounts.  
" Revenue Department.LETTER—to the Secretary to the Government of India, Public Works Department,  
dated Fort St. George, 14th February 1893, No. 309 R.

I am directed to acknowledge the receipt of your letter, No. 1244 R.C., dated 23rd November 1892, forwarding copy of letter from the Government of Bombay regarding the proposed junction arrangements at Kistna or Bezvada between the Southern Mahratta Railway and Bezvada-Madras Railway with the request that the Government of India may be favored with an expression of the views of His Excellency the Governor in Council on the points dealt with therein; also requesting this Government to suggest terms for granting running powers over the Kistna bridge to the Southern Mahratta Railway.

2. In reply, I am directed to forward copy of Proceedings of this Government, No. 308 R., dated 14th February 1893, and to state that His Excellency the Governor in Council concurs in the views of the Consulting Engineer for Railways as expressed in his note, dated 23rd November 1892, embodied in the Proceedings, and recommends the conversion of the metro gauge between Bezvada and Guntur into broad gauge and the constitution of the latter place as the terminus of the Southern Mahratta Railway and the transshipping station. The cost of converting the 18 miles between Bezvada and Guntur into broad gauge would amount to Rs. 7 lakhs plus Rs. 3 lakhs for the junction station at Guntur, or about Rs. 10 lakhs in all.

3. From the statements forwarded with the Proceedings, it will be observed that very little grain, such as paddy or rice, from Bezvada is carried over the Southern Mahratta and Nizam's lines for the chief reason that the people in the Ceded Districts eat dry grains and that if any dry grains from the Nizam's dominions come down this way for Bellary, &c., transshipment can be easily effected at Guntur. With this view I am to point out that the conveniences of handling and dealing with railway traffic should be considered more with the object of seeing what the ordinary every day working is likely to be than for the rare occasions, perhaps 12 or 15 years apart in which scarcity may occur.

4. In consideration of the foregoing circumstances, His Excellency in Council most strongly urges that the break of gauge be at Guntur, but should this not be approved, the Southern Mahratta Railway should be allowed into Bezvada and the junction both for goods and passengers should be there on the north side, the Southern Mahratta Railway paying a mileage rate for the use of the Kistna bridge.

(Signed) W. V. CONSTABLE, Major, R.E.,  
Offg. Under-Secy. to Govt., P.W.D.,  
Railway Branch.Frd. C. A. Muniswamy.  
Spare Copies

RAILWAY.

Govt. of {1893} Madras.  
PUBLIC WORKS.

Dated February, 14th.

Recd.

Encl.

G.O., 14th Feb. 1893, Nos. 308,  
309 R.

FEBRUARY.

Junction arrangements  
between the Southern  
Mahratta Railway and Bezvada-  
Madras Railway

Forwarding copy of Proceedings furnish-  
ing views of this Government in connection  
with the—and the terms for granting  
running powers over the Kistna bridge to  
the Southern Mahratta Railway.

Agent's Office

Dharwar, 1<sup>st</sup> August 1892

No. 82  
10651

The Consulting Engineer for Railways  
Bombay

Sir,

With reference to your No. 21296 of 22<sup>nd</sup>  
June 1892, I have the honor to inform you that  
the total weight of grain carried by the Bellary  
Kistna Railway from the Kistna Delta year  
by year from the date of opening was as follows.

Outwards bookings from  
Tadepalli Station in 1889 — 167 Tons  
— do — do — from  
Tadepalli and Kistna Canal  
in 1890 — 1518 —  
— do — do — 1891 — 5770 —  
7450 tons

The outwards bookings of grain  
other than rice from the same stations were  
as under, these quantities being included  
in

now in connection  
stations both for passengers and goods  
should

From Tadepalli in 1889 ----- 59 tons

Tadepalli and

Kistna Canal in 1890 ----- 158 -----

do do do 1891 ----- 1027 -----  
1544 tons

I enclose a statement giving details of the above figures.

No grain was booked from Tadepalli between July 1891 and May 1892 but the exports of grains including rice from Kistna Canal Terminus during the 5 months ending 31<sup>st</sup> May 1892 amounted to 3393 tons, the rice traffic alone being 1865 tons.

With regard to para 2 of Madras Consulting Engineer's No 1337 of 14<sup>th</sup> June 1892, I beg to state that we have no means of ascertaining the places of origin of the dry grain traffic conveyed and cannot therefore say what quantity, if any, came from the Vizams Dominions or places other than the Kistna delta.

I have cc.  
Sd/- J. Campbell  
Agent.

# Southern Mahatla Railway Statement of grain traffic booked from Tadepalli and Kistna Canal Sts from opening of Railway to the close of 1891

| Station      | Period                     | Rice in<br>half year ending<br>hush<br>Tons | Rice not<br>in<br>hush<br>Tons | Grain<br>Raj<br>Boys<br>Tons | Grain<br>Raj<br>Boys<br>Tons | Grain<br>Raj<br>Boys<br>Tons | Grain<br>Raj<br>Boys<br>Tons |
|--------------|----------------------------|---------------------------------------------|--------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| Tadepalli    | 31 <sup>st</sup> Decr 1889 | 10                                          | 98                             | 50                           | 2                            | 5                            | 2                            |
| do           | 30 <sup>th</sup> June 1890 | 311                                         | 166                            | 75                           | 6                            | 32                           | 10                           |
| do           | 31 <sup>st</sup> Decr 1890 | 269                                         | 123                            | 211                          | 72                           | 32                           | 10                           |
| do           | 30 <sup>th</sup> June 1891 | 8                                           | .                              | .                            | .                            | .                            | 8                            |
|              |                            | 598                                         | 387                            | 336                          | 80                           | 69                           | 119                          |
| Kistna Canal | 31 <sup>st</sup> Decr 1890 | 106                                         | 80                             | .                            | .                            | 10                           | .                            |
| do           | 30 <sup>th</sup> June 1891 | 919                                         | —                              | 1                            | 2                            | 35                           | 4                            |
| do           | 31 <sup>st</sup> Decr 1891 | 9816                                        | —                              | 155                          | —                            | 621                          | 211                          |
| do           | 30 <sup>th</sup> June 1892 | 11811                                       | 80                             | 156                          | —                            | 111                          | 215                          |
| do           | 31 <sup>st</sup> Decr 1892 | —                                           | —                              | —                            | —                            | —                            | —                            |

more in summary  
Station both for passengers and goods  
shaded

St.

Sd/- J. Campbell

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS

Bombay, 10 August 1892

To

The Consulting Engineer  
for Railways,  
Madras.

Sir,

With reference to your letter No. 1337,  
dated 14<sup>th</sup> June 1892, and subsequent reminder  
dated 1<sup>st</sup> August 1892, I have the honor  
to forward, herewith, copy of letter No. 8065, dated  
1<sup>st</sup> instant, with accompanying statement  
from the Agent, Southern Mahratta Railway  
Company, furnishing the information required.  
I have the honor to be,

Sir,

Your most Obedt. Servt.

R. Dym

For Consulting Engineer for Rys.

that in consequence the transshipment  
station both for passengers and goods  
should

Letter to Private Secy.  
to S. H. 2, the Governor of Madras  
no 6945  
18/7/92

Copy of a letter S. H. 2000 dated 10<sup>th</sup> October  
1892, from the Secretary to the Government of  
Bombay Public Works Department Railway  
Branch to the Secretary to the Government  
of India Public Works Department

With reference to the orders contained  
in your letter S. H. 1019 N. C. dated 10<sup>th</sup> September  
1892, to the Madras Government (copy  
forwarded under cover of your endorsement  
S. H. 1020 N. C. of same date) regarding the  
junction arrangements between the  
Southern, Malabar and Bezwada Madras  
Railways at Bezwada, I am directed to  
make the following remarks and to express  
a hope that they may receive favourable  
consideration.

2. The orders are to the effect that the  
metre gauge is not for the present to be  
laid across the Kistna bridge and  
that in consequence the transshipment  
station both for passengers and goods  
should

should be on the right bank of the Krishna  
at or near the present station of the Southern  
Maharatta Railway. The town of Bezavada  
itself lies on the north side of the river  
and the canals leading towards Masulipatam  
and Coconada also strike off at the north  
end of the unicut on the south bank of the  
river there are no villages of any importance  
and all the traffic now carried by the  
Southern Maharatta Railway comes from  
or goes to Bezavada and Masulipatam. The present  
terminus of the Southern Maharatta Railway  
is nominally at Tadepalli about  $1\frac{1}{2}$  miles  
from the river but no passenger or goods  
traffic is done there, the whole traffic is  
conveyed along the extension siding to  
the head works of the Buckingham  
canal to the temporary station called the  
Krishna Canal Terminus. At this point the  
passengers have only a few yards to walk  
to the ferry above the unicut and the  
ferry lands them practically in the town  
of Bezavada itself. It will thus be seen  
that

that the Tadepalli Station does practically  
no traffic, it is situated in a swampy spot  
and is very feverish, and was only placed  
there in view of the extension across the river.  
The station works are more or less temporary  
and it is not a place to be occupied  
permanently.

3. The proper place for the transfer  
station is on the high ground immediately  
at the south end of the Krishna bridge  
and between it and the Buckingham  
canal, but if the passenger traffic is  
transhipped here, the passengers will  
either have to suffer delay due to connection  
of trains or to walk over a mile over the  
bridge to Bezavada or round to the ferry  
above the unicut. They would probably  
prefer to be landed at the present  
Krishna Canal Terminus and use the  
ferry. In these circumstances it seems  
most desirable that while the goods  
transfer arrangements can be most  
conveniently placed on the south side  
of

of the river between the bridge and the Buckingham Canal, the metre gauge passengers should be conveyed across the river and into the Bezavada station — without break of gauge. This would not be an expensive arrangement, as it only entails laying a short length of metre gauge line north of the bridge and requires one or two sidings on which to stand metre gauge stock.

This is certainly the most convenient plan for convenience of passengers for the sub-districts of the Kistna Collectorate lying to the south of the Kistna river but it is only feasible if the metre gauge trains are permitted to use the bridge on very easy terms. A passenger station to the south of the river will not serve any of the traffic.

Herbert

I am also directed to say that this Government is not in possession of any plan of the arrangements of the new lines of railway at Bezavada, but

a copy of a hand sketch of the site by the Consulting Engineer for Railways is attached for easy reference. It will be observed that the broad gauge south approach to the Kistna bridge crosses the present metre gauge line to the Canal head works, and as it is probable that the Southern Mahratta Railway Company will desire to retain that line if their trains cannot cross the bridge it will have to be re-aligned to the west of the broad gauge approach. This will be expensive as a village intervenes

Thinking that the metre gauge  
only the road across the  
bridge will be required  
but that the S. M. R. Co.  
be cleared a few miles  
away

For the accommodation of the  
not only for the cost of the  
line but also the use of the  
I say that the line will be  
all on payment or no pay

No. 1244 R. 6

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction

All communications  
should be addressed to  
the Secretary.

To

The Secretary to the Government of Madras  
Public Works Department  
Railway Branch

Simla the 3<sup>rd</sup> November 1892

Sir,

In continuation of Government of India  
letter No. 1019 R. 6. dated 10<sup>th</sup> September 1892,  
I am directed to forward copy of the  
undernoted letter from the Government of  
Bombay regarding the proposed junction -  
arrangements at Kistna or Bezvada between  
the Southern Mahratta and Bezvada Madras  
railways, with the request that the Govern-  
ment of India may be favoured with  
an expression of the views of His Excellency  
the Governor in Council on the points  
dealt

8.1  
D. 11406/52

dealt with therein.

2. I am further to request that the Government of Madras will be good enough to suggest terms for granting running-powers over the Kistna bridge to the Southern Maharashtra railway.

I have the honour to be,  
Sir,

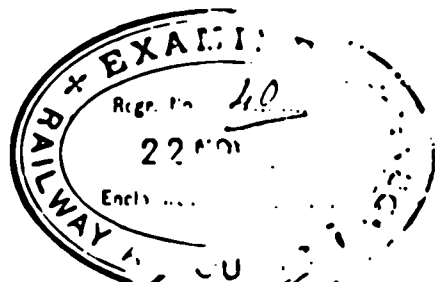
Your most obedient servant.

J. B. M. S. M. Dist. C. C.

Under Secretary.

Documents accompanying:

Copy of letter No. 2000  
dated 10<sup>th</sup> October 1892.  
from Government of Bombay  
(one plan in original to  
be returned)



No. 4847 Cd/17 Nov 1892

To

CR

For report

To

W. R.  
Vide report attached.

Signature  
C.R.

Office of Consulting Engineer  
for Railways

Madras 23<sup>rd</sup> November 1892.

To be by the Consulting Engineer on  
the proposal to bring the Southern  
Maharatta. Metro gauge Railway into  
Belgaum.

Should it be decided  
to permit the Southern  
Maharatta Railway to  
come into the Belgaum  
station on the very easy  
terms they suggest, its  
practical effect will be  
that until the East Coast  
Railway is extended to  
Madras Government  
will have built the  
Kistna Bridge for the use  
of the Southern Maharashtra  
Railway Company, as

neither the Atlantic line  
nor the East Coast  
will require it if they  
terminate and exchange  
traffic at Belzarda.

I don't quite know  
what the easy terms asked  
for by the Southern Mahatta  
Railway Company mean  
but it appears to me that  
fair terms would be as  
follows.

For the Southern Mahatta  
Railway to rent the bridge  
at 5 per cent. of cost and  
failing this that the Govern-  
ment shall be credited with  
the entire earnings of the bridge  
minus an allowance in the  
shape of a fixed amount  
per train load or per

cent. to the hauling  
railway for train service.  
That the Southern Mahatta  
Railway should enter into  
a permanent agreement  
for a joint station at  
Belzarda, so as to avoid  
the necessity for an  
additional junction <sup>at Sadepalli</sup> or  
any special works on the  
south side of the river.  
The Southern Mahatta por-  
tion of the joint  
station, being suitable on  
the traffic to and from  
its own line, passing or  
entering the junction.

I would suggest that  
earnings of the bridge  
should be based on a  
fixed rate or toll, to be  
added to the existing

rates of the several of the  
Railways concerned, and that  
this additional rate or  
fall shall at the same  
time be based at an  
amount equal to the sum  
of the existing ferry and  
cart charges. This, if necessary,  
can be reduced later on,  
or in special cases with  
the sanction of the Local  
Government.

I would further suggest  
that the Southern Mahratta  
Railway receive, for haulage,  
an amount per train mile  
equal to the average cost  
shown in abstracts  
B, C and D per train mile  
on its general system.

Loco  
Carrriage  
and  
Traffic } expenses.

Although in the above  
I have attempted to formulate

In reply to G. Munt  
1 Dec 1885 40 1244 R L  
1 3 1/4 1/2 9-

what.

what I consider might be  
fair terms of agreement  
between the Southern  
Mahratta and East Coast  
Railways for the use of  
the Kistna Bridge and  
Belgaoda station. I do not  
recommend that the Southern  
Mahratta line be permitted  
to come into Belgaoda  
at all. The introduction  
of metric gauge lines into  
this junction station  
already sufficiently crowded,  
will be disadvantageous,  
and together with the  
metric gauge line over the  
bridge, will cost a  
considerable amount of  
money, which the Southern  
Mahratta Railway Company  
say they are unable to

pay for, and which at the  
best will be only a  
temporary expedient  
pending the construction  
of the through line to Madras.

They condemn Tadepalli  
as a junction, on the  
grounds that it is low  
swampy and feverish  
in which they are doubtless  
quite correct and advocate  
instead the higher ground  
on the right, or south  
side of the river between  
the Buckingham Canal  
and the bridge, apparently  
forgetting that here the  
line is in very high  
bank while is practically  
the bridge approach  
with an incline of 1 in 200

If Tadepalli does  
no work and is unfit  
for a junction station,  
surely we could get a  
some other point further  
on, which would be  
both healthy and suitable  
and if we move at all  
in a southerly direction  
why not solve the diffi-  
culty by extending the  
broad gauge Railway  
18 miles further to Guntur  
where we should have  
plenty of room for all  
the transhipping arrange-  
ments required as well  
as healthy sites near  
a good town for the  
necessary staff quarters.

By adopting this plan  
we should avoid the  
difficulty of mixing up  
metre and broad gauge  
lines in the Belgauda  
station, we would  
ensure workable  
transhipping arrange-  
ments in a good position,  
instead of in a swamp  
or on a bridge approach,  
we should put the  
important town of Guntur  
in direct communication  
without break of gauge  
with the port of Cocanada  
with which it does a large  
export business already,  
or with Bombay.  
It would enable  
Singareni coal to reach  
the

One of the chief points urged by  
the S. M. people and their friends is  
that the Bellary, Kistna railway  
should be able to carry away grain  
from the delta straight without  
break of gauge to the Ceded districts, & that  
this railway was constructed ostensibly  
for this purpose & hardly any other. I  
know that India is influenced by this  
argument. I think that the statistics  
bearing on this point shd. be sent up,  
as I believe that even during the recent  
scarcity they will show that as to the  
train from the delta - that is <sup>or his</sup> paddy  
very little goes this way - for the chief  
reason that the people in the Ceded  
districts let dry grain. I think this  
shd. be pointed out, and <sup>that</sup> any dry grain  
from the Kistna dominions come down  
this way for Bellary, etc. transshipment  
can be easily effected at Guntur.  
And I think it should be pointed out  
that the inconveniences of handling and  
dealing with railway traffic should be  
considered more with the object of  
seeing what the ordinary every day  
working is likely to be, than for the  
rare occasions - perhaps 12 or 15 years  
apart - in which scarcity may occur.  
I agree with the note of the Secy. & of my  
hon. colleagues.

the Guntur mills without  
break of bulk. It would  
permit of far more use  
being made of the Kistna  
Bridges which now must  
wait for a famine to be  
worked properly, and it  
would be the first or  
northern length of the  
Madras - Belgauda Railway  
which it is to be hoped  
will be made some day.

I trust that this  
proposal will recom-  
mend itself to Govern-  
ment, as it appears to  
me to be the most feasible  
and workmanlike  
solution of a difficulty  
which has been discussed  
more

W. H. Dec.

more or less for the last  
 a year or so, without any  
 satisfactory results.

H. W. Walker  
 offg. Consulting Engineer  
 for Railways

If the hand sketch is at all correct  
 it appears clear that Tadepallu will  
 have to be the main shipping station  
 as the site A. is unsuitable. Tadepallu  
 itself seems to be anything but a desirable  
 station for the purpose.

This is a great advantage to keep the  
 main gauge line out of the Bejjur  
 terminus.

If it is carried over the bridge the MCR  
 would be the only line using it & they  
 should I think pay the full charge  
 for a nominal use.

I am inclined to agree with Mr. Walker  
 that the best solution is to make  
 Gunter the terminus of the MCR  
 at once & to extend the broad gauge  
 line to it. But before this is recom-  
 mended to India I should like  
 to know approximately what the  
 cost of the extension conversion  
 of the line from Gunter to the  
 Krishna River would amount to.

Wm 23/11  
 I.T.O.  
 circa 6/12 R 15/12  
 Hm 5/12 R 6/12

The Engineer in Chief  
 Coast Railway reports that  
 the probable cost of con-  
 verting, to broad gauge,  
 the 18 miles from Bejjur  
 to Gunter would amount  
 to seven lakhs plus three  
 lakhs for provision of  
 at Gunter or the cost of

Noted. I would like to see  
 the proposal to the Govt of  
 India.

Circulate. *Lager*  
 Wm 5/12  
 11/12/12

and subject to any  
 ...

To R  
 Sir

Please say if ECR  
 may be asked by you  
 to report approximate cost  
 of the conversion to broad  
 gauge of the line from  
 Gunter to the Krishna river.

Also please say if  
 the papers re working of  
 Bejjur & Godavari section  
 by Mysore railway (privatized)  
 are still to be withheld as  
 ordered by Hon. member.

Wm 23/11  
 Wm what you think  
 cost of converting  
 the 18 miles from  
 Bejjur to Gunter  
 would be

Sir Your above telegram has  
 been despatched. Please reply  
 to my second query above.

Wm 23/11  
 Wm 23/11

URGENT  
 TELEGRAM  
 ORDINARY  
 DEFERRED

To

E. C. R.

B319 Wire what you  
 think cost of converting  
 to broad gauge the  
 18 miles from Bejjur  
 to Gunter would be.

*Lager*  
 offg. R  
 Telegram sent 25-11-12

more or less for the last  
year or so, without any  
satisfactory result.

H. W. Walker  
offg. Consulting Engineer  
for Railways

If the land sketch is statement  
it appears clear that Tadehulli will  
have to be the main shipping station  
as the site R. is unsuitable. Tadehulli  
itself seems to be anything but a desirable  
station for the purpose.

It is a great advantage to keep the  
narrow gauge line out of the Bejwada  
terminus.

If it is considered the bridge the M.R.  
would be a very fine thing if they  
don't I think pay the full charge  
for a nominal use.

I am inclined to agree with Mr. Walker  
that the best solution is to make  
Quintus the terminus of the M.R.  
at some point beyond the broad gauge  
line to it. But before this is recom-  
mended to India I should like  
to know approximately what the  
cost of the extension concession  
of the line from Quintus to the  
Kutub River would amount to.

Wes  
23/11/02

P. I. C.

TELEGRAM <sup>URGENT</sup> ~~ORDINARY~~  
DEFERRED

From

To

R.

E. C. R.

B319. Wire what you  
think cost of converting  
to broad gauge the  
18 miles from Bejwada  
to Gunter would be.

S. J. W.

offg. R

...  
...  
...  
...

Telegram dated 25-11-02

23/11

instead

|                  |  |                               |  |                    |
|------------------|--|-------------------------------|--|--------------------|
| INDIAN TELEGRAPH |  |                               |  | Monthly Load No. 5 |
| By               |  | Maine India                   |  |                    |
| To               |  | Station Vizagapatnam          |  |                    |
| Date             |  | Official Inspection           |  |                    |
| 4083             |  | 18 21                         |  |                    |
| Notes            |  | From (Person) En. C. S. S. S. |  |                    |

A 440<sup>x</sup> ...  
 Cost of ...  
 broad gauge ...  
 beavad ...  
 seven ...  
 three ...  
 station ...  
 Laksh ...

10  
 WAY,  
 the Government of Madras  
 no department  
 railway Branch.  
 the 16 Decr. 1892.

REPLICANE 4-12-92

|            |      |       |    |         |      |       |    |
|------------|------|-------|----|---------|------|-------|----|
| RACED FROM |      | L. N. |    | SENT TO |      | L. N. |    |
| At         | His. | His.  | By | At      | His. | His.  | By |

Date

correspondence which has  
 on the subject of the best  
 metre gauge systems near  
 it to state that though  
 is opinion that ...  
 the junction, and that  
 of system ought to be  
 extended through the Eastern Kistna Delta to ...  
 dipatam, I think that if this proposition is definite  
 -ly rejected by higher authority, Guntur would be a  
 better junction than Tarapilli. If grain from  
 the Eastern Kistna Delta is to break gauge at all  
 it is immaterial whether it is carried sixty miles  
 broad gauge before the break or only forty; and the  
 grain of the Western Kistna Delta will tend to con-  
 -centrate itself on Guntur as the local trading centre  
 and not on Tarapilli.

Enclosures Nil.

2. I don't believe that the trade of the Southern  
 Madras Railway will be injured by the Eastern  
 terminus of that system being fixed at Guntur  
 instead

P. M. COMM. T. No. 12066  
**RATES OF CHARGE FOR INLAND TELEGRAMS**

The address (including name of Sender, and name and residence of Addressee) is transmitted free.

|                  | First 8 words. | Each additional word. |                                                         |
|------------------|----------------|-----------------------|---------------------------------------------------------|
| Deferred Message | — 8 Annas      | — 1 Anna.             | A group of 3, or less figures, is reckoned as one word. |
| Ordinary         | ... 1 Rupee    | ... 2 Annas.          |                                                         |
| Urgent           | ... 2 Rupees   | — 4 Annas.            |                                                         |

No charge for delivery within a distance of 5 Miles.

02000 52/12-92

N=1356R/28-5-92  
 - 2373R - 6-10-92

Sir

Please see St. E. the  
 Governor's remarks on  
 this paper.

1/12  
 7/12

See above dated 11/12/92  
 in reference to the  
 proposed line from  
 Baramulla to Srinagar  
 S. H. D.

11/12

Also sent for reasons why  
 Baramulla bridge was rejected

See P. M. Comm. T. No. 12066  
 dated 11/12/92

11/12

Baramulla, 11/12/92. I may be permitted to state that though still strongly adhering to the opinion that Baramulla is the only right place for the junction, and that from there the metre gauge system ought to be extended through the Eastern Kishna Delta to Mandlipatnam, I think that if this proposition is definitely rejected by higher authority, Guntur would be a better junction than Tarapilli. If grain from the Eastern Kishna Delta is to break gauge at all it is immaterial whether it is carried sixty miles by broad gauge before the break or only forty; and the grain of the Western Kishna Delta will tend to concentrate itself on Guntur as the local trading centre and not on Tarapilli.

Enclosures Nil.

2. I don't believe that the trade of the Southern Mahratta Railway will be injured by the Eastern terminus of that system being fixed at Guntur instead

R-IN-CHIEF,  
 EAST COAST RAILWAY,

Secretary to the Government of Madras

Public Works Department

Railway Branch

Dated Waltair, the 16 Decr. 1892.

BATH

The address

Deferred Message

Ordinary

Urgent

No charge for delivery

Sir  
Submitted for review  
with reference to the  
the Governor's remarks on  
your fair note:-

B.H. =  
21/12

Get the statement  
as to the work of  
from last done  
from the Beguader  
by the S.M. by the  
the last 5 years

R-IN-CHIEF,  
AST COAST RAILWAY,

Secretary to the Government of Madras

Public Works Department

Railway Branch

Dated Wallair, the 16 Decr. 1892.

As to the correspondence which has been going on since 1890 upon the subject of the best road and metre gauge systems near Roxwada, I may be permitted to state that I have still strongly adhering to the opinion that Roxwada is the only right place for the junction, and that from there the metre gauge system ought to be extended through the Eastern Kistna Delta to Channarayana. I think that if this proposition is definitely reported by higher authority, Ganter would be a better junction than Tarapilli. If grain from the Eastern Kistna Delta is to break gauge at all it is immaterial whether it is carried sixty miles by broad gauge before the break or only forty; and the grain of the Western Kistna Delta will tend to concentrate itself on Ganter as the local trading centre and not on Tarapilli.

Enclosures Nil.

2. I don't believe that the trade of the Southern Mahratta Railway will be injured by the Eastern terminus of that system being fixed at Ganter instead

RATE

The address

Deferred Message

Ordinary

Urgent

No charge for delivery

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

No. 8941  
21

From

THE ENGINEER-IN-CHIEF,  
EAST COAST RAILWAY,

To

THE Joint Secretary to the Government of Madras

Public Works Department

Railway Branch

Dated Wallair, the 16 Decr. 1892.

Sir,

With reference to the correspondence which has been going on since 1890 upon the subject of the best junction of the Broad and Metre gauge systems near Roxwada, I may be permitted to state that though still strongly adhering to the opinion that Roxwada is the only right place for the junction, and that from thence the Metre gauge system ought to be extended through the Eastern Kistna Delta to Channarayana, I think that if this proposition is definitely rejected by higher authority, Ganter would be a better junction than Tarapilli. If grain from the Eastern Kistna Delta is to break gauge at all it is immaterial whether it is carried sixty miles in broad gauge before the break or only forty; and the grain of the Western Kistna Delta will tend to concentrate itself on Ganter as the local loading centre and not on Tarapilli.

Enclosures Nil.

2. I don't believe that the trade of the Southern Mahratta Railway will be injured by the Eastern terminus of that system being fixed at Ganter instead

instead of at the Kistna River, because what little trade avails itself of that line now at the Kistna terminus is Bezwada town trade, and that will in future prefer to take the broad gauge and accept the break of bulk rather than take boat across the river.

I presume that if the junction is made at Ganter, nothing so imbecile will be permitted as the construction of a third junction at Tarapilli; the Madras trains of the Calcutta-Madras Rail. way must in that case go straight for Ganter, so that the Broad gauge line shall pass continuously through Bezwada and through Ganter.

I continue to entertain the opinion that the establishment of two junctions within 20 miles of each other, will be a perpetual source of loss of economy in working, and of complications of numerous kinds between the three railway administrations concerned. But if there are to be two junctions, it is immaterial whether they are 14 miles apart as are Bezwada and Tarapilli, or 20 miles apart as are Bezwada and Ganter. Ganter has the advantage of having a permanent supply of labour for transshipment purposes, an advantage not possessed by Tarapilli.

I ought perhaps to call your attention to the way in which the correct name Tarapilli of the Southern Mahratta station nearest to the Kistna Bridge is constantly confused in the correspondence with Kistna Terminus which is on the canal. The station called Kistna Terminus a year ago is now called Tarapilli and the former name has been allotted to the canal station.

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

Recd. 23.12.92

12702  
of the East Coast Districts  
the year 1891.  
Please say if this  
is to await disposal  
on papers on which a  
press is to be made.

24/12

|                                     | inward traffic | outward traffic |
|-------------------------------------|----------------|-----------------|
| Stations on the H. & S. Ry. via Adi | 37,625         | 192,601         |
| town on the H. & S. Ry. via Adi     | 14,169         | 144,528         |
| inward traffic                      | 588            | 12,781          |
| outward traffic                     | 14,757         | 157,309         |
| inward traffic                      | 52,582         | 349,910         |

|                                                                           |        |         |
|---------------------------------------------------------------------------|--------|---------|
| (8). Total inward and outward bookings of Bezwada to H. & S. Ry. Stations | 50,884 | 312,803 |
| (9). Total inward and outward traffic with foreign lines via Adi          | 16,985 | 37,107  |
| (10). Total inward and outward traffic as above                           | 52,582 | 349,910 |

The principal commodities sent to Bezwada from Stations on the H. & S. Ry. vide item (1) are:-

|                                          |        |        |
|------------------------------------------|--------|--------|
| Coal                                     | 21,990 | 1,5516 |
| Castor seed                              | 8825   | 47,210 |
| Dried fruits and nuts (chiefly tamarind) | 1073   | 19,698 |
| Timber                                   | 1472   | 7,483  |

The Castor seed is booked from all stations between the  
frontier

Instead of at the Kistina River, he  
made avail itself of that line in  
terminus is Bismarck town trade,  
in future prefer to take the line  
except the break of bulk rather  
boat across the river.

3. I presume that if the  
it further, nothing so imbecile  
as the construction of a third  
the Madras trains of the Calcutta  
way must in that case go so  
that the Broad gauge line should  
through Bezwada and thence

I continue to entertain the establishment of two juries of each other, will be a perpetuity to economy in working, and numerous kinds between the administrations concerned.

administrations concerned. But if there are to be two functions, it is immaterial whether they are 4 miles apart as are Berwada and Tarapilli, or 20 miles apart as are Berwada and Ganter. Ganter has the advantage of having a permanent supply of labour for transshipment purposes, an advantage not possessed by Tarapilli.

5. I ought perhaps to call your attention to the way in which the correct name Tarapilli of the Southern Mahratta station nearest to the Kistna Bridge is constantly confused in the correspondence with Kistna Terminus which is on the canal. The station called Kistna Terminus a year ago is now called Tarapilli and the former name has been allotted to the canal station.

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

Recd: 23.12.92

Notes on the trade of the East Coast Districts  
via Bezwada - for the year 1891.

|      |                                                                        | Might Earnings | Trns   | Port. Rs. |
|------|------------------------------------------------------------------------|----------------|--------|-----------|
| (11) | Traffic sent to Belgavada from Stations on the H. & S. Ry.             | 36715          | 168275 |           |
| (12) | Do. from foreign railways via Kadi                                     | 1110           | 24326  |           |
| (13) | Total inward traffic                                                   | 37825          | 192601 |           |
| (14) | Traffic from Belgavada to Stations on the H. & S. Ry.                  | 14169          | 144528 |           |
| (15) | Do. to foreign railways via Kadi                                       | 588            | 12781  |           |
| (16) | Total outward traffic                                                  | 14757          | 157309 |           |
| (17) | Total inward and outward traffic                                       | 52582          | 349910 |           |
|      | (Or)                                                                   |                |        |           |
| (8)  | Total inward and outward bookings of Belgavada to H. & S. Ry. Stations | 50884          | 312803 |           |
| (9)  | Total inward and outward traffic with foreign lines via Kadi           | 1698           | 37107  |           |
| (10) | Total inward and outward traffic as above                              | 52582          | 349910 |           |

The principal commodities sent to Bermuda from Stations on the R.R. & P.R. vide item (11) ari-

|                                           |       |       |    |
|-------------------------------------------|-------|-------|----|
| Coal                                      | 21990 | 65516 | 70 |
| Castor seed                               | 5825  | 47210 |    |
| Dried fruits and nuts (chiefly tamarind)- | 1073  | 19698 | 50 |
| Timber                                    | 1572  | 7483  |    |

The Caster seed is looked from all directions between the

frontier.

frontier and Rangapalli. This station is 181 miles from Bezwada and 157 miles from Nadi. Almost one third of the Castor seed traffic of the whole line for 1891 was carried via Bezwada in spite of the change of bulk at that place, and at one port, and often once or twice en-route, on the canals, and the risk of damage from rain and the wetting of the goods. With the opening of the East Coast Railway and direct communication with Cocanada there is no doubt that the quantity booked in that direction will largely increase and the operations of Madras merchants must increase and extend towards Secunderabad and Nadi if they make any real effort in this direction.

Dried fruits and nuts chiefly tamarind were booked from Secunderabad and also from Tandur.

Timber from stations in the Slingana District viz: Garla, Yellandu, Mankota, Dornakal and Papatapalli.

The only important item under despatches to Bezwada from foreign railways via Nadi item (2) above was Iron 961 tons Rs. 19075. This is only a temporary traffic and is composed of iron girders &c for the new Krishna bridge.

The bookings from Bezwada to stations on the R.G. & C. consist chiefly of the following commodities.

Salt.

|                                          | Tons | L. Rs. |
|------------------------------------------|------|--------|
| Salt                                     | 4526 | 30531  |
| Dried fruits & nuts (Coconuts chiefly) — | 1260 | 33599  |
| Sugar                                    | 1543 | 17162  |
| Tobacco                                  | 785  | 14289  |
| Spices                                   | 422  | 6813   |
| Rice goods, Cotton, Indian made          | 271  | 6239   |

Salt. This is so much inferior to the Bombay salt that it cannot force its way west of Marangal - it ought to reach as far as Goolburga.

The nuts are consigned to Secunderabad & Hyderabad.

Sugar. The markets for sugar are chiefly at Marangal & Secunderabad and Hyderabad.

Tobacco. The only important market is Secunderabad which received 430 tons of the above.

Spices. Secunderabad is the only important market for spices having received 303 tons of the above.

Rice Goods. Secunderabad is almost the sole importing station for these goods, having taken 203 tons.

The despatches from Bezvada to foreign lines <sup>via</sup> Bradi in item 5, page 1, consist chiefly of general petty traffic of which the larger items are:-

|                                | Tons | L. Rs. |
|--------------------------------|------|--------|
| Spices                         | 148  | 3838   |
| Tobacco                        | 96   | 2412   |
| Dried fruits & nuts            | 96   | 2170   |
| Rice                           | 114  | 1250   |
| Rice Goods Cotton, piece goods | 29   | 1058   |

The foreign traffic from Bezvada via Bradi

Your most obedient servant,

11.  
is so insignificant that further analysis here is barely necessary. I may add however that it only includes 267 tons and Rs. 5,600 of traffic looked to Bombay.

From the above analysis of the Bezwada traffic it will be seen that the export trade beyond Madras and to Bombay in particular, is very insignificant, and purely imaginary on the part of the Madras Mail - and so far as we can learn from these statistics the East Coast Districts yield no products on which an export trade to Bombay could be built up.

The exports from Bezwada are purely local, and only a comparatively small portion reach as far as Secunderabad even, and are of such a nature that the trade of the East Coast ports cannot be seriously affected by the carriage in this direction and if the merchants on that side are in any way affected it should be favorably - because trade in such commodities as salt, huts (not from mts) sugar, tobacco and spices cannot be more than an inland trade; the production of these articles cannot attain, on the East Coast, sufficient importance to find a place in the export trade to Europe via Bombay. Should they leave India at all, it must be via Cochin, for sometime to come, certainly.

The hope of the East Coast merchants must be, if their own interests are considered, that the Nizam's Railway will get the working of the East Coast line, and foster the export of oil seeds and food grain, from the Deccan

and the districts thro' which this line runs to the  
East Coast ports and thus increase their trade. It is  
 to the interest of this line to do so, especially with the  
 extension from Amrumbabad and Chunda or Raipur  
 in view. An examination of the above figures is sufficient  
 to show the East Coast traders that there is no possibility  
 of the products of their districts finding their way in  
 large quantities to Bombay, but the Surat Railway  
 can aid them, and itself, by diverting oil seeds and  
 grain produce in the Deccan and not in the East  
 Coast Districts from Bombay to their ports.

This is a very  
 remote hope at  
 present considering  
 the fall in silver.

14. Sept. 92

E. N. D. Wane

Chief Accountant & Auditor  
 N. H. the N. G. S. Ry. Co.

155  
was

Sir

127

ML 1

of 1893.

W. DEPARTMENT, RAILWAY:

Castle, 6<sup>th</sup> January 1893.

Please say if this may await receipt of statements promised. I have given R the Public Works Department Report into a piece on the case.

Keep for R. W. D. H. 10/1/93

Sub. for information - 11/1/93

ence to your letter No 54582, number 1892, asking for a return of grain sent by the Railway from Bigwada

during the past five years, I am directed to remark that the different sections of the Bellary Kistna Railway were only opened on the following dates:-

Guntakul Nandyal Section on 11<sup>th</sup> July 1887.

Cumbum - Tadepalli Section on 3<sup>rd</sup> October 1889.

Nandyal - Cumbum Section on 15<sup>th</sup> June 1890.

Tadepalli - Kistna Canal Section on 27<sup>th</sup> October 1890.

As the line has not been opened for 5 years the Agent of the Southern Mahara

Railway Company has been asked to

supply

Your most obedient

No. 35 of 1893.

P. W. DEPARTMENT, RAILWAY:

Bombay Castle, 6<sup>th</sup> January 1893.

To

The Joint Secretary to Government of Madras  
Public Works Department Bp.

Sir-

With reference to your letter No. 54582, dated 22<sup>nd</sup> December 1892, asking for a return of the amount of grain sent by the Southern Mahratta Railway from Bezwada during the past five years, I am directed to remark that the different sections of the Bellary Krishna Railway were only opened on the following dates:-

Guntakul Nandyal Section on 11<sup>th</sup> July 1887.

Cumbum - Tadepalli Section on 3<sup>rd</sup> October 1889.

Nandyal - Cumbum Section on 15<sup>th</sup> June 1890.

Tadepalli - Krishna Canal Section on 27<sup>th</sup> October 1890.

As the line has not been opened for 5 years the Agent of the Southern Mahratta Railway Company has been asked to

supply

Your most obedient

supply the required returns for the 5-  
half years commencing 1<sup>st</sup> July 1890.

I have the honor to be,

Sir,

Your most obedient servant

Am. Tribune

Lieut Col. R. E.

Secretary to Government.

Goets accomp ~~in~~  
ml

Recd. 9. 6. 93

- N<sup>o</sup> 1156 R. 43-12-86 ✓
- 425 R. 13-6-87 ✓
- 159 R. 25-2-88 ✓
- 302 R. 18-6-88 ✓
- 754 R. 6-7-89 ✓
- 755 R. 6-7-89 ✓
- 129 R. 16-9-89 Despatch to the S. G. 1.  
from S. G. 2.
- 2373 R. 6-10-92 ✓
- 5458 C. 22-12-92 ✓

claims from Amundel 21-10-89

Public Works Department  
Railway Branch  
Madras 20<sup>th</sup> December 1892.

## Note

Mr. Amundel the  
Collector of Kistna in  
his letter No. 158 dated 3<sup>rd</sup>  
November 1887 when advo-  
cating the extension of the  
Bellary Kistna State Railway  
and the Nizami State  
Railway to the seaport of  
Masulipatam wrote very  
strongly on the question  
of bridging the Kistna  
to avoid the break of bulk  
which must necessarily  
follow if that river were  
not bridged & the consequent  
enhanced price of Bengalee  
Coal brought by the Nizami  
Railway caused by the double  
break of bulk at the river

and transhipment to the  
Bellary Kistna Railway which  
is a metre gauge line. He  
added that the cost of  
one break of bulk would be  
saved by bridging the river  
so that the second break of  
bulk could also be re-  
moved by laying a third  
rail on the Tuzum's line  
to Ingammi so that the  
Bellary Kistna Railway  
would load at the pet's  
mouth even through to  
their destination with no  
break of bulk at all &  
that what is true of the  
increased cost of coal owing  
to the barrier of the river Kistna  
is equally true of all goods  
brought by either of the  
two railways to be formed  
by the other.

He also advanced a  
still stronger reason for  
the construction of the bridge  
viz the fact that the Bellary  
Kistna

Kistna Railway was sanc-  
tioned by the Secretary of  
State as a famine relief  
work & the construction of a  
bridge across the Kistna was  
accepted as part of the proposed  
scheme of that line in  
view to placing the prin-  
cipal districts of  
the Kistna Provisions in  
communication with the  
Coast Districts.

The consideration of  
Mr. Arnold's proposal re-  
garding the relative claims  
of Masulipatam & Kovvur  
was deferred until after  
the recommencement of the  
East Coast Railway was  
carried out.

The Secretary of State  
in his Despatch No 61 R  
dated 14 June 1888 forwards  
copy of correspondence  
in regard to the suggested  
extension of a line of rail-  
way from Rayachoti to Ellore

in the Godavari District.  
The Agents of Messrs. Hall  
Watson & Co. of Coimbatore  
in England advised the  
expediency of some means  
of crossing the Krishna  
in order to place the Singa-  
reni coal-fields in touch  
with the Southern Mahatma  
Railway system by laying  
an intermediate rail at  
midway between the  
broad gauge rails on the  
Mysore Ry. -

In the Report of the  
Commissioner for the  
Coast Railway embodied  
in G.O. No. 754 R dated  
July 89, his Lordship wrote  
with Col. C. J. Smith  
He stated that owing to  
the difficulties attending  
the maintenance of a ferry  
at Beypore across the  
Krishna during the months  
of April May and June  
during the high floods,  
trade

trade and the full development  
of the famine policy for the pro-  
tection of the Ceded Districts re-  
quired that the river should be  
bridged. They further urged the  
necessity for bridging the Krishna  
as having regard

- (1) to the famine policy
- (2) to the supply of coal to  
the lines in Southern India
- (3) to the removal of the ob-  
struction to trade by  
bringing over the metre  
gauge line to a transfer  
platform at Beypore.

In the letter to India, No. 754 R,  
forwarding the above report, the  
Government most strongly re-  
commended that a permanent  
bridge across the Krishna was  
required if only on protective  
grounds. It was stated that the  
case was greatly strengthened  
and when the interests of the  
coal traffic from Singaren  
on which the economical work  
of the Bellary Krishna & Madras  
Railways depended were taken into  
account.

account.

The Govt. of India in its despatch no. 129 B of 16 April 89 to the Secretary of State thought it probable that the construction of the first section of the East Coast Railway from Buzard to Coimbatore with a bridge over the Krishna may prove to be necessary in order to put the Gunstake Buzard branch as well as the Hyderabad line in full connection with the rice producing deltas of the Krishna Godavari.

Mr. Arnold again in his Memorandum on the East Coast Railway dated 2 November 1889 urged the bridging of the Krishna as an admitted necessity to complete the Railway Krishna Railway as a protective work.

The Secretary of State approved of the suggestions of the Govt. of India.

The following statement shows the quantity of grain Traffic booked by the Southern Indian Railway

Railway from Tadepalli and Krishna Canal stations from opening of the railway to the close of 1891.

| Station       | Period Half Year ending     | Rice in bulk Tons | Rice not in bulk Tons | Tea & Spices Tons | Bagi Tons | Grain and other Tons | Others Tons | Total Tons |
|---------------|-----------------------------|-------------------|-----------------------|-------------------|-----------|----------------------|-------------|------------|
| Tadepalli     | 31 <sup>st</sup> Decr. 1889 | 10                | 98                    | 50                | 2         | 5                    | 2           | 167        |
| do            | 30 <sup>th</sup> June 1890  | 311               | 166                   | 75                | 6         | 32                   | 10          | 600        |
| do            | 31 <sup>st</sup> Decr 1890  | 269               | 123                   | 211               | 72        | 32                   | 10          | 717        |
| do            | 30 <sup>th</sup> June 1891  | 8                 | -                     | -                 | -         | -                    | -           | 8          |
|               |                             | 598               | 387                   | 336               | 80        | 69                   | 22          | 1492       |
| Krishna Canal | 31 <sup>st</sup> Decr. 1890 | 106               | 80                    | -                 | -         | 10                   | -           | 196        |
| do            | 30 <sup>th</sup> June 1891  | 919               | -                     | 1                 | -         | 35                   | 4           | 959        |
| do            | 31 <sup>st</sup> Decr. 1891 | 3816              | -                     | 155               | -         | 621                  | 211         | 4803       |
|               |                             | 4841              | 80                    | 156               | -         | 666                  | 215         | 5958       |

I attach a note on the trace  
of the East Coast Railway  
Districts via Bezonda for  
the year 1891.

Public Works Department  
Railway Branch.  
Madras 19 January 1895

Note

Mr Brundel the Collector  
of Kistna in his letter of 158  
dated 3<sup>rd</sup> November 1887 when  
advocating the extension of  
the Bellary Kistna State  
Railway and the Nizam's  
State Railway to the seaport  
of Masulipatam wrote very  
strongly on the question of  
bridging the Kistna to avoid  
the break of bulk which must  
necessarily follow if that  
river were not bridged and  
the consequent enhanced price  
of Pingareni coal brought  
by the Nizam's Railway —  
caused by the double break

of bulk at the river and transshipment to the Bellary Kistna Railway which is a metre gauge line. He added that the cost of one break of bulk would be saved by bridging the river and that the second break of bulk could also be removed by laying a third rail on the Nizam's line to Singareni so that the Bellary Kistna Railway would load at the pits mouth and run through to their destination with no break of bulk at all and that what is true of the increased cost of coal owing to the barrier of the river Kistna is equally true of all goods brought by either of the two railways to be

forwarded by the other.

He also advanced a still stronger reason for the construction of the bridge viz the fact that the Bellary Kistna Railway was sanctioned by the Secretary of State as a famine protective work and the construction of a bridge across the Kistna was accepted as part of the proposed scheme of that line in view to placing the grain producing districts of the Kistna and Godavari deltas in communication with the Ceded Districts.

The consideration of Mr. Brundell's proposal regarding the relative claims of Masulipatam and Coonada was deferred until

after the reconnaissance of the East Coast Railway was carried out -

The Secretary of State in his Despatch No 61 R dated 14 June 1888 forwarded copy of correspondence in respect to the suggested extension of a line of railway from Bezvada to Ellore in the Godavari District. The Agents of Messrs Hall Wilson & Co of Coconada in England advised the expediency of some means of crossing the Kistna in order to place the Singareni coal-fields in touch with the Southern Mahratta Railway system by laying an intermediate rail at metre gauge between

the broad gauge rails on the Vizagapatnam Railway.

In the report of the Reconnaissance for the East Coast Railway embodied in G. O. No 754 R dated 6<sup>th</sup> July 1889, Sir Guildford Molesworth and Col. G. J. Smith R. E. stated that owing to the difficulties attending the maintenance of a ferry at Bezvada across the Kistna during the months of April, May and June and during the high freshes, trade and the fuel development of the famine policy for the protection of the Ceded Districts required that the river should be bridged. They further urged the necessity for bridging the Kistna as having regard

- (1) to the famine policy
- (2) to the supply of coal to the lines in Southern India

(3) to the removal of the obstruction to trade by bringing over the metre gauge line to a transfer platform at Bezvada.

In the letter to India No. 755 R, forwarding the above report this Government most strongly recommended that a permanent bridge across the Krishna was required if only on protective grounds and it was stated that the case was greatly strengthened when the interests of the coal traffic from Singareni on which the economical working of the Bellary Krishna and Madras Railways depended were taken into account.

The Government of India in its despatch No. 129 Rj dated

16<sup>th</sup> September 1889 to the Secretary of State thought it probable that the construction of the first section of the East Coast Railway from Bezvada to Coconada with a bridge over the Krishna may prove to be necessary in order to put the Guntakul Bezvada branch as well as the Hyderabad line in full connection with the rice producing deltas of the Krishna and Godavari.

Mr Arundel again in his memorandum on the East Coast Railway dated 2<sup>nd</sup> November 1889 urged the bridging of the Krishna as an admitted necessity to complete the Bellary Krishna Railway as a protective work.

The Secretary of State approved of the suggestions of the Government of India.

I attach a note shewing  
the trade from the East  
Coast districts over the  
Bellary Kistna Railway  
and the Kistna Canal for  
the year 1891.

Off: Jk: Sec: to Govt. A. C. W.  
By Branch

The figures are very interesting. Especially  
there is the note by the N. G. S. R.  
Traffic, namely, which has con-  
clusively how abroad are the countries  
by hundreds merchants as to the driving  
of trade to Bombay.

I don't know what the basis of  
just correspondence about the  
Kishu bridge is for.

The conversion of the metric gauge between Bygonia & Quinteros & the construction of the latter place as the terminus of the track and the transshipping station should be recommended to India

^ Besides the cost of conversion, however, there will be the referred to the cost of the capital cost of the 18 miles or whatever the distance is.

22 June

x I agree - but I think if this break of gauge at Guntur is not approved - the S. M. R. should be allowed into Belgoda. And that the sanction both for goods and passengers should be there on the h. side, the S. M. R. paying a mileage rate for the use of the bridge - asking them to pay a percentage on the capital cost - is out of the question. The figures of traffic of train on the S. M. R. are unobtainable showing how small it is in ordinary years - & sh<sup>d</sup>. also go to India.

$$\frac{60}{25 \text{ Jan}}$$

| Station      | Period                 | Half year ending | Rice in |      | Rice not |      | Ragi  |      | Gram and other |      | Others Total |      |
|--------------|------------------------|------------------|---------|------|----------|------|-------|------|----------------|------|--------------|------|
|              |                        |                  | Acres   | Tons | in hand  | Tons | Acres | Tons | Acres          | Tons | Acres        | Tons |
| Tadepalli    | 31 <sup>st</sup> Decr. | 1889             | 10      | 98   | 50       | 2    | 5     | 2    | 167            |      |              |      |
| do.          | 30 <sup>th</sup> June  | 1890             | 311     | 166  | 75       | 6    | 32    | 10   | 600            |      |              |      |
| do.          | 31 <sup>st</sup> Decr. | 1890             | 269     | 123  | 211      | 72   | 32    | 10   | 717            |      |              |      |
| do.          | 30 <sup>th</sup> June  | 1891             | 8       | -    | -        | -    | -     | -    | 8              |      |              |      |
|              |                        |                  | 598     | 387  | 336      | 80   | 69    | 22   | 1492           |      |              |      |
| Kistna Canal | 31 <sup>st</sup> Decr. | 1890             | 106     | 80   | -        | -    | 10    | -    | 196            |      |              |      |
| do.          | 30 <sup>th</sup> June  | 1891             | 919     | -    | 1        | -    | 35    | 4    | 959            |      |              |      |
| do.          | 31 <sup>st</sup> Decr. | 1891             | 3816    | -    | 155      | -    | 621   | 211  | 4803           |      |              |      |
|              |                        |                  | 4841    | 80   | 156      | -    | 666   | 215  | 5958           |      |              |      |

Southern Maharashtra Railway

Statement Shewing the amount of grain booked from Krishna Canal terminus over the Bellary Krishna Railway during each of the five half years commencing from second half of 1890...

| Periods                                                         | quantity of grain tons | Remarks |
|-----------------------------------------------------------------|------------------------|---------|
| 27 <sup>th</sup> October to 31 <sup>st</sup> Decem-<br>ber 1890 | 196                    |         |
| Half year ending June<br>1891                                   | 959                    |         |
| " " " " Decr 91                                                 | 4,803                  |         |
| " " " " June 92                                                 | 4,294                  |         |
| " " " " * Decr 92                                               | 2,968                  |         |

\* Approximate traffic for December 1892.

Signed J. Campbell  
Agent  
S. M. Railway

No. 210 of 1893.

P. W. DEPARTMENT, RAILWAY:

Bombay Castle, 27. January 1893.

To

The Joint Secretary,  
to the Government of Madras,  
P. W. Department Ry.

Sir,

In continuation of my letter No. 35 dated 6<sup>th</sup> January 1893, I am directed to forward herewith a Statement <sup>\*C 22127</sup> received from the Agent Southern Marhatta Railway Company shewing the amount of grain booked from Krishna Canal Terminals on the Bellary Krishna Railway during each of the five half years commencing with the 2<sup>nd</sup> half of 1890.—

I have the honor to be,  
Sir,

Your most Obedt. Servant,

H. O. P. S.

Under Secretary to Government

Docs accompanying  
Copy of Statement

30 2/5 1893

Recd: 30.1.93

08 R 9 14 Feb 1893.

PUBLIC WORKS DEPARTMENT,  
RAILWAY BRANCH.

Sir This information  
was called for in connection  
with the proposed arrangements  
at Guntur. Please say if  
it is to be embodied in the  
papers now in circulation

THE MADRAS GOVERNMENT.

11  
Read the following

(Hk. No. 1224 R.C. &  
3<sup>rd</sup> Nov 92)

Hk. No. — & 23<sup>rd</sup> Nov 92)

( — 3941 & 16<sup>th</sup> Dec 92)

East Coast Districts  
the year 1891.

31/1  
This should be  
put up with  
care about carrying  
the broad gauge line  
to Guntur &  
31/1/93

Statement of grain traffic loaded from Tadepalli  
and Kistna Canal stations from opening of Southern  
Maharatta Railway to the close of 1891.

Ordered that the  
Government of India be  
addressed.

J.

R.

- To the Comptroller for P.W.  
• Engr. in. Chief of C.P.  
• Engr. of Accts. & C.P.  
• Revenue Department  
27/3/93

Recd. 30.1.93

308 R of 14 Feb 1893.

PUBLIC WORKS DEPARTMENT,  
RAILWAY BRANCH.

THE MADRAS GOVERNMENT.

11/2  
Read the following

Dear Sir,  
Please say if this  
statement is to be added  
to the letter to Govt.

12/2/93

Yes. all that wants adding  
to the statement are the  
entries for 2 half years  
1892 - The previous totals  
are already given  
There is no need to add them in  
the first entry 1892

(H.L. No. 1224 R.C. of  
3rd Nov 92)

H.L. No. 1 of 23rd Nov 92)

(L. - 3941 of 16 Dec 92)

East Coast Districts

via Belgaum for the year 1891.

Statement of grain traffic booked from Tadepalli  
and Kistna Canal stations from opening of Southern  
Maharatta Railway to the close of 1891.

Ordered that the  
Government of India be  
addressed.

J.

R.

- To  
The Comr. Genl. for P.W.  
• Engr. in. Chief of C.P.  
• Engr. of Accts. & C.P.  
• Revenue Department  
07/3/93

Recd: 30.1.93

308 R 9 14 Feb 1893.

PUBLIC WORKS DEPARTMENT,  
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

11/2  
Read the following

Letter from the Govt. of India } (M.L. No. 1224 R.C. & 3<sup>rd</sup> Nov 92)

Notes by the Comptroller } M.L. No. — & 23<sup>rd</sup> Nov 92  
for Pys.

Letter from the Engineer in Chief East Coast Pz. } (M.L. No. 2741 & 16<sup>th</sup> Dec 92)

Notes on the trade of the East Coast Districts via Belgauda for the year 1891.

Statement of grain traffic loaded from Tadepalli and Krishna Canal stations from opening of Southern Mahabli Railway to the close of 1891.

Ordered that the Government of India be addressed.

J.

R.

- To.
- The Comptroller for Pys.
  - Engr. in Chief E. C. Pz.
  - Engr. of Accs. E. C. Pz.
  - Revenue Department
- 27/3/93

No. 309 R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,  
RAILWAY BRANCH.

To  
THE SECT. TO THE GOVT. OF INDIA,  
P. W. DEPARTMENT.

14<sup>th</sup> February  
~~January~~ 1893.

SIR,

I am directed to  
acknowledge the receipt of  
your letter No. 1244 R.C. dated  
23<sup>rd</sup> November 1892 forwarding  
copy of letter from the Govt of  
Bombay regarding the proposed  
junction arrangements at Kiche  
or Beyonda between the Southern  
Guahratta Railway & Bayonda  
Madras Railway with the  
request that the Govt. of India  
may be favoured with an ex-  
pression of the views of P.W.D.  
the Government in Council on  
the points dealt with therein.  
Also requesting this Government  
to suggest terms for granting  
running powers over the Kiche

W. P.

A

No. 308 R & 12. 2. 93.

Bridge to the Southern Nakh-  
ralla Railway.

2. In reply I am directed  
to forward copy of Prop. of  
this Government No 308 A  
dated 14<sup>th</sup> <sup>February</sup> ~~January~~ 1893, and  
to state that H.E. the Governor  
in Council concurs in the  
views of the Consulting Eng.  
for Railways as expressed in  
his note dated 23<sup>rd</sup> November  
1892 embodied in the Prop.  
and ~~recommends~~ the conversion  
of the metre gauge between  
Beyrads & Buntins into broad  
gauge & the construction of  
the latter place as the ter-  
minus of the Southern Nakh-  
ralla Railway and the transhipping  
station. The cost of converting  
the 18 miles between Beyrads  
& Buntins into broad gauge was  
amount to Rs 7 lakhs plus  
Rs 3 lakhs for the Junction Station  
at Buntins with Rs 10 lakhs in all.

3. From the statements of  
grain forwarded with the Prop.  
it will be observed that very  
little grain such as paddy

or rice, is carried over the  
Southern Nakh-ralla & Buntins  
line for the chief reason  
that the people in the Ceded  
Districts eat dry grains and  
that if any dry grains from  
the Nizam's dominions come  
this way for Bellary to trans-  
shipment can be easily effected  
at Buntins. With this view I  
am to point out that the  
consequences of handling and  
dealing with railway traffic  
should be considered more  
with the object of seeing  
what the ordinary every  
day working is likely to  
be than for the rare oc-  
casions. perhaps 12 or 15  
years apart in which some  
may occur.

4. In consideration of  
the foregoing circumstances  
His Excellency in Council  
most strongly urges the break-  
ing of gauge <sup>at Buntins</sup>, but should  
this not be approved, the  
Southern Nakh-ralla Railway  
should be allowed into <sup>the</sup> ~~the~~

and ~~with~~ the puncture both  
for goods & passengers should  
be there on the north side,  
the Southern Railway Ry  
paying a mileage rate for the  
use of the Kistner bridge.

Deposited  
with Gen.  
12.2.93.

R

A  
No 308-309 Rg 14.2.93.

Pr

12/19