

1895
Public Works (190-) Department.

RAILWAY BRANCH.

G.O., No. 718R

DATED 28-10-95

Includes 31R of 22-1-95

[Despatch Abstract.]

Land for the Bhimadole tramway

Informing the Government of India
that the — ^{to} ~~will be~~ required for
completing the original tramway
from Pangidigudem to a point 4 miles
North of Bhimadole

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

Circular from the Government of India, P. W. D.
No 17 Railway, dated 15 August 1883.

Powers of sanctioning Railway projects
 Read again—

Public Works Circular No. 25 of the 9th March, 1878.
Railway Despatch No. 42, dated the 19th May 1881, from the
Secretary of State to the Government of India.

Read also—
Railway Despatch 134, dated 22nd February 1883, from
the Secretary of State to the Government of India.

Observations. — The orders contained in the Circular now read again defined the powers of the Supreme Government and of local Governments and Administrations, &c., to sanction ordinary projects or original works. The Government General in Council at the same time directed that not only projects involving expenditure in excess of the limits laid down, but also that every project attended with more than ordinary engineering difficulties such as docks or harbour works, should be forwarded to the Government of India for orders or for submission to the Secretary of State, as necessary.

2. The application of these orders to such work as railways appears to be open to doubt; but as the proper

for such undertakings when first prepared can seldom be complete in themselves, they can hardly be disposed of under the authority of Circular No. 25 now read again for it is hardly possible that any new railway can be viewed as otherwise than liable to future extension.

3. Further, in the case of railways, the conditions under which any concessions may be given, the gauge and route to be adopted, &c., are matters connected with imperial policy, and reference to the Government of India is therefore necessary.

Resolution:—The Governor General in Council is now pleased, in accordance with the tenor of the despatches from Her Majesty's Secretary of State for India now read, to rule that no new railway, not extension or branch of an existing railway, whatever may be the estimated cost, and the agency, whether provincial or private, by which the work is to be executed, shall be commenced until the project for the same shall have been submitted and sanctioned by the Government of India.

Order:—Ordered, that this Resolution be communicated to Governments of Madras, to the Governments, Administrations, and officers noted in the margin for information and guidance.

Ordered

Ordered also, that it be communicated to the Finance, Home, and Revenue and Agricultural Departments, and to the Accountant General, Public Works Department, for information.

Ordered further, that this Resolution be communicated to the Secretary of State for India.

I have &c.
/s/ W. S. Trevelyan C. B. E.
Secretary

Order No. 943 R. of 31.8.83

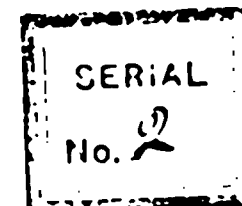
Coms to Comg Engr. & Mr.

Sr. C. J. S.

To

The Comg Engr. & Mr.
Engr. J. W. A. C.
By A. C. L.
Engr. G. P. T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.



To

Circular No. 20 Railway.
Dated Simla, September 11, 1893.
Received

G.O. No. 1070 R & 4.10.83

Comd to the Comg Engr.
for Rys. in continuation of
P.O. 10943 R & 31.8.83

by C.S.S.
1.10.93

Addendum to Circular No. 17 Railway, dated
15th August 1883, regarding the powers of Local
Governments and Administrations to sanction
Railway projects.

To
The Comg Engr. for Rys
Ex. P.W. accounts
" Ry. Accts.
Encl. Sept.

[General Distribution.]

Circular No. 20 Railway.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

To

THE GOVERNMENTS OF MADRAS, BOMBAY, BENGAL, THE NORTH-WESTERN PROVINCES
AND OUDH, AND THE PUNJAB.
THE CHIEF COMMISSIONERS OF THE CENTRAL PROVINCES, ASSAM, AND BRITISH BURMA.
THE RESIDENTS, HYDERABAD AND MYSORE.
THE AGENTS TO THE GOVERNOR GENERAL FOR RAJPUTANA, CENTRAL INDIA, AND
BALUCHISTAN.
THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR GUARANTEED RAILWAYS.
THE DIRECTOR GENERAL OF RAILWAYS.
THE ACCOUNTANT GENERAL, PUBLIC WORKS DEPARTMENT.
THE FINANCE, HOME, AND REVENUE AND AGRICULTURAL DEPARTMENTS.

Simla, September 11, 1893.

Addendum.

In Public Works Department Circular No. 17 Railway of the 15th
August 1883, regarding the powers of Local Governments and Administrations
to sanction Railway projects, add as paragraph 2 of the Resolution—

"The above Rule will apply to steam tramways not within municipal
limits."

By order,

R. A. SARGEAUNT, Major, R.E.,
Officiating Under Secretary.

Documents accompanying.
Nil.

No. 1275 R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

*Calcutta, the 21st November 1892.***Powayan Steam Tramway. Construction by private enterprise.**

Read the following:—

Letter from the Secretary to Government, North-Western Provinces and Oudh, Public Works Department, No. 1435 W. R., dated 30th November 1888.

Government of India, Public Works Department, letter No. 4 R. C., dated 4th January 1889, to the Government, North-Western Provinces and Oudh.

Notification by the Government, North-Western Provinces and Oudh, No. 1808 W. R., dated 18th December 1889.

Inspection Report of the Powayan steam tramway prior to opening by the Consulting Engineer to the Government of India for Railways, Lucknow, dated 21st June 1890.

Read also:—

Note by Lieutenant-Colonel R. R. Pulford, R.E., Superintending Engineer, 1st Circle, Provincial Works, North-Western Provinces and Oudh, dated 29th November 1891.

OBSERVATIONS.—In 1887-88 a Company called the "Powayan Steam Tramway Company, Limited," was formed for the purpose of constructing a steam tramway from the City of Shahjahanpur *via* Powayan to Khotar, a distance of 31 miles.

The object of the undertaking was to tap certain forest tracts at and near Khotar with a view to obtaining a supply of fuel for Shahjahanpur and for the important sugar factory at Rosa. It was also anticipated that a considerable general traffic would be obtained from Powayan, a town of some importance, and from the country through which the line would pass.

It was proposed that the tramway should be on a gauge of 2 feet 6 inches, the rails to be laid on the berm of an existing district road; speed not to exceed 10 miles an hour.

Capital to be subscribed, 4 lakhs in 4,000 shares of Rs. 100 each.

2. The scheme was sanctioned by the Government of India on certain conditions, and the order made under section 6 of the Indian Tramways Act, 1886, authorizing the Company to construct the tramway was published under notification by the Government, North-Western Provinces and Oudh, No. 1803 W. R., dated 18th December 1889.

3. The line was opened to public traffic from Shahjahanpur to Powayan on the 17th June 1890, and from the latter place to Khotar on the 18th May 1891.

RESOLUTION.—A note by Lieutenant-Colonel R. R. Pulford, R.E., Superintending Engineer, 1st Circle, Provincial Works, North-Western Provinces and Oudh, describing the tramway, and giving particulars regarding its construction and working, has been received by the Government of India. His Excellency the Governor-General in Council has been pleased to direct that the same be published for general information.

The Governments of Madras, Bombay, Bengal, North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma and Assam.
The Residents at Hyderabad and in Mysore.
The Agents to the Governor-General for Central India, Rajputana and Baluchistan.
The Assistant-General, Public Works Department.
The Director-General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Central Division, Lucknow and Assam.

ORDER.—Ordered, that the foregoing be communicated to the Local Governments, Administrations and officers noted in the margin for information.

F. B. HEBBERT, M. INST. C.E.,
Under Secretary.

NOTE on the Powayan Steam Tramway, Shahjahanpur District, North-Western Provinces.

The tramway, as at present laid, is 31 miles in length. It starts from the Shahjahanpur station on the Oudh and Rohilkhand Railway and runs in a north-easterly direction to the town of Powayan and thence to a spot called Khotar on the edge of the Sitapur forest.

Permanent way.—The gauge is 2' 6". The rails are flat-bottomed steel rails, I in shape, weighing 25 lb. to the yard. They are laid on wooden sleepers spaced 2' 9" apart from centre to centre, and spiked with two spikes outside and one spike inside. The spikes are $\frac{1}{4}$ " square section.

The sleepers are of jaman and sal, measuring 8" x 4" x 4". No metal is used. The sleepers are well banked up with earth. Openings are left between the sleepers at intervals to allow of drainage.

Alignment and position of the rails.—The tramway follows the general line of the road. The rails are laid alongside of the metalled surface, the centre of the tramway being kept at a minimum distance of eight feet from the edge of the metal. Where culverts are crossed the tramway is allowed to run over those which have a minimum width between parapets of 25 feet. In such cases there must be a minimum distance of 5' 6" between the centre of the tramway and the parapet wall. This rule applies to all fixed objects by which the tramway passes. Where the width between parapets is less than 25 feet, or where the approaches to the culvert happen to be of a somewhat steep gradient, or if the culvert is a small one of, say, from 2' to 3' span, the rails are carried outside the parapet. In this case light masonry face walls are built in continuation of the culvert piers or abutments and the rails are laid on some form of girder, light or heavy as the case may require. Where the span is only 2' or 3' plain timbers are used.

The tramway crosses four large streams. Over two of these, viz., the Khanaut and Gumti rivers, special bridges were designed and erected at the cost of the Local Government. The Khanaut bridge in the 6th mile from Shahjahanpur is a plate girder bridge 10 spans of 30 feet, the girders carried on brick piers founded on wells.

The Gumti bridge in the 25th mile is a lattice girder bridge, five spans of 50 feet, with brick piers also founded on wells.

Both these bridges were specially designed to carry the tramway rolling stock, and to take both road and tramway traffic. The tramway is laid down the centre of each bridge; double rails are used, sunk in the metal, so as to be flush with the road travelling surface. The original orders of Government specified regular grooved rails for all crossings of bridges, culverts or roads; but the strict specification has now been modified, and two ordinary rails are used placed close together, thus II.

The approaches to both these bridges are in embankment, 30 feet wide at top. The tramway runs along the edge of the bank until about 50 yards from the bridge abutments, when it curves into the centre of the bridge. The embankments are fenced on both sides with strong wooden railings for a distance of between 200 yards and 300 yards, and in order to prevent carts being on the embankment at the same time as a tram train, gates are placed at each end of

the fencing and a special space is provided near each gate for carts to draw up in. On approaching all such bridges the engine driver whistles and comes to a stop until the man in charge of the gates gives him permission to go on: the train then proceeds slowly across the bridge.

In the 24th mile the tramway crosses the river Bhynai. The existing road bridge, five spans of 17' 6", did not allow of the rails being laid between the parapets. The rails have therefore been laid on special plate girders resting on piers built up outside the face wall of the bridge and resting on the well foundations which support the cutwaters of the bridge.

In the 20th mile the road makes a very awkward and sharp S curve, in order to cross a moderate-sized tributary of the Bhynai river. The road bridge is a single-arched skew bridge of 40 feet span, built of brick: the approaches are embanked with steep gradient. The tramway was allowed to use this bridge for a few months. The heavy gradients of the approaches and the sudden change of curve in the centre of the bridge caused very great wear and tear to both the permanent way and rolling stock of the line, and in addition shook the bridge so much as to threaten its stability. Over this river, therefore, the Company has now constructed a special bridge of its own. The rails are carried on plate girders, two spans of 20 feet clear, resting on a brick masonry well pier and abutments.

The Company has also in the section near the forests constructed several small bridges for drainage purposes. These are, as a rule, under 12 feet span and are of four old 64 lb. flat-bottomed railway rails, carried on brick piers 8' long by 2' 6" thick.

After leaving Powayan in the 17th mile the road ceases to be metalled and the line runs on the side of the kacha road. It is not so strictly bound down by road traffic considerations here, and its alignment runs very nearly straight for several miles. So long as a minimum space of 25 feet is left for bullock carts, the tramway is allowed to select its own alignment. The road is, however, generally so wide and straight that the minimum interval is seldom reached.

Rolling Stock.—The rolling stock as supplied by Messrs. Fowler and Co., of Leeds has not been entirely satisfactory. The vertical spiral springs, which carry the body of the wagons, have, as a rule, been too weak for their work, and a large number of them have broken down leaving the body of the carriage to rest directly on the axles. The upright standards of the covered open 3rd class carriages were not designed strong enough: hence the momentum of the roof and of the cross benches has in many cases broken the standards after a few weeks' running.

The rolling stock consists of—

3 tank locomotives by Fowler and Co., (Limited) of Leeds, 8 inches diameter cylinder 12" stroke, working pressure 140 lb., gauge 2' 6", capable of drawing 50 tons on the level at 12 miles per hour. Extreme width of engine 7' 9"; weight about 10 tons.

1 first class passenger carriage, to seat 8 persons.
2 second class passenger carriages, each to seat 24 persons.
8 third class passenger carriages, each to seat 20 persons.

The carriages are provided with steps and are entered from the road, no platforms being required. The third class carriages are open, with closed ends. The roofs are double, of wood and corrugated iron, with a 2½" air space between. Seats are longitudinal, except those at each end of the carriage, which run cross-ways. Canvas blinds are provided at the sides to give protection from sun or rain.

2 brake vans, each 3½ tons.
4 3½-ton covered goods wagons.
5 7-ton 2-wheeled bogie wagons.
13 3½-ton 4-wheeled ballast wagons.
3 3½-ton 4-wheeled engine tenders (converted wagons).
15 3½-ton 4-wheeled wood framed fuel wagons.

Fuel. The fuel used is wood, supplemented with 5 per cent. of rubble coal in damp weather.

Stations. There are six stations in the 31 miles of tramway, approximately about 6 miles apart, viz., Shahjahanpur, Sindhauli, Kuankuan, Powayan, Ghatya Ghat and Khotar. At each station

there is a siding for passing, and watering arrangements. At the terminal station of Khotar there is, in addition, a turn-table and quarters for the tramway servants there. Except at Khotar, there are no station buildings of any sort. At Shahjahanpur there is a yard with offices, and a workshop for repairs and other light work. The tram trains stop at each station, but passengers can enter the train between stations by signalling to the driver.

For passengers.—The rates hitherto in force have been as follows: the fares for upper class 2 annas 9 pies for the journey from Shahjahanpur to the first station, viz., Sindhauli, and

1 anna 3 pies additional for each station beyond; for lower class the rates are 1 anna 6 pies Shahjahanpur to Sindhauli, and 3 pies additional for each station beyond.

For intermediate journeys, the rates vary from 1 anna 3 pies to 2 annas 9 pies for upper class between two consecutive stations according to the cost of the section: for lower class from 3 pies to 1 anna 6 pies.

Passengers entering a train between two stations pay the full fare for that section.

Colored rolls of tickets are issued to the guard in charge, printed with consecutive numbers and counterfoils:—

Red rolls are	...	...	...	...	3 pie tickets.
Blue "	...	...	...	...	1 anna "
Yellow "	...	...	...	...	2 annas 6 pie tickets.
White "	...	...	...	...	4 annas tickets.

For goods.—In future the maximum rate per maund per mile is to be 1 pie; the minimum rate, $\frac{1}{2}$ pie.

Whilst for passengers the maximum and minimum rates will be—

				AS. P.
Upper class	Maximum	...	...	1 6 per mile.
	Minimum	...	...	0 9 "
Intermediate class	Maximum	...	...	0 6 "
	Minimum	...	...	0 3 "
Lower class	Maximum	...	...	0 3 "
	Minimum	...	...	0 1½ "

There are no large towns on the line of the tramway; yet the traffic on it has from the first been considerable. The people have taken to the tram trains in a wonderful manner, and the train is often completely filled on arrival at Shahjahanpur. During the first year that the line was worked only one train was run each way. There are now two trains in each direction during the day and they are well filled. The goods traffic is chiefly in wood for fuel. The present terminus at Khotar is on the edge of a large forest grant belonging to Carew and Co. of the Rosa Sugar Factory near Shahjahanpur. This Company have from the first been the chief promoters of the line. The tramway has also had the carriage of a large supply of block kankar for the Oudh and Rohilkhand Railway. The goods traffic has steadily grown in extent, and additional wagons are now required to meet the increased demands.

The rate at which the trains ordinarily run is about 8 to 10 miles an hour. The line has now been open for about 1½ years, and during that time there have been no serious accidents of any sort. No person has been hurt, and the only troubles that have arisen have been those caused by wagons becoming derailed. The line is entirely unfenced except at the embanked approaches to certain bridges. At one part of the road the line passes through the centre of a populous village, for a distance of nearly half a mile. It was at first fenced all through the village, but the inhabitants complained of the inconvenience which this arrangement caused them, and the fencing has been removed. Trains pass through the village now at a moderate pace, with a man in front holding a red flag. The people are, however, so used to the passing trains that there would seem to be but little danger of an accident, if the man with the flag were discontinued.

At present, trains only run between sunrise and sunset. Towards sunset, however, lights are carried on the engine and brake-van, as the afternoon train often does not arrive at Shahjahanpur until darkness has set in.

There is a regular code of traffic rules for the engine driver and guard, similar to that in force on the regular railway lines. No regular signals are employed at present, nor do any seem needed.

The line has cost from first to last about Rs. 4,64,520.* There have, however, been excep-

Cost—	Rs.
Materials from England	3,06,668
Locally purchased wood sleepers	80,000
Buildings, &c.	77,852
Total	4,64,520

tional reasons which have caused the expenses to be higher than the estimate or than they should properly have been. The chief of them was the difficulty that the Company had in furnishing at once the full amount of funds necessary for purchasing and laying the whole 31 miles of the line. This hindered the laying of the rails and also caused an increase in the cost of the last portion laid, rates for steel rails and all sorts of iron work having gone up during the delay. On the other hand the Company has been spared expenditure in several important items, notably that of sleepers, which they have obtained at a cheap rate from Messrs. Carew and Co. The supply of rolling stock is not yet fully complete, or sufficient to take the development of traffic which may reasonably be expected. Taking the line all round, it may be safely said that a 2' 6" gauge tramway can be laid complete with rolling stock and all necessary station appliances for £1,000 per mile.

Procedure.—On the Local Government deciding to allow a tramway to be constructed, the Government of India is addressed † asking that permission may be accorded to the preparation and publishing of the necessary order (a copy of the order as finally prepared by the Local Government of the North-Western Provinces accompanies). This, after approval by the Government of India, is published tentatively in their local Gazette, and the submission of objections is invited within a certain time. Thereafter, the order is definitely published and the Company is authorized to begin work.

† Vide Tramways Act.

The tramway is not a railway and does not come under the control or inspection of the Consulting Engineer's Department. All inspections are made by an officer (usually the Superintending Engineer of the Circle) deputed by the Local Government.

On the line being constructed it is inspected by a deputed officer of the Local Government, and if all arrangements are correct, it is allowed to commence running.

In regard to the running of the open line certain sets of rules are prescribed by the Act, which, it is necessary, should be drawn out and sanctioned by three different authorities,

Tramway Act, section 24 (1), (2), (3).

viz.—

- (i) Those by the Local Government.
- (ii) " " Local authority, i.e., the Magistrate.
- (iii) " " Promoters or Managers of the line.

The rules, if properly drawn out under these heads, provide for the proper working of the tramway with due regard to the interests of the public and of the Company owning the line.

R. R. PULFORD, Lt.-Col., R.E.,
Supdg. Engr., I. Circle, Provincial Works,
N.-W. Provinces and Oudh.

29th November 1891.

ENCLOSURE.

Copy of the "order" referred to.

Notification No. 1808 W.R., dated Allahabad, the 18th December 1889, by the Government of the North-Western Provinces and Oudh, Public Works Department.

It is hereby notified that an application has been made by the Powayan Steam Tramway Company (Limited) with the consent of the District Local Board of Shahjahanpur and of the Cantonment Committee of Shahjahanpur, under section 4 of the Indian Tramways Act, 1886, for an order authorizing the construction of a tramway from Shahjahanpur Railway station on the Oudh and Rohilkhand Railway to Powayan, and a draft of a proposed order authorizing the construction of the said tramway having been published in the *North-Western Provinces and Oudh Government Gazette* under Notification, No. 1443 W.R., dated Naini Tal, the 7th October 1889, and no objections or suggestions having been made with respect to the said draft, the following order is published for the information of all persons interested:—

ORDER.

Order made under section 6 of the Indian Tramways Act, 1886, by the Lieutenant-Governor of the North-Western Provinces and Chief Commissioner of Oudh, with the previous sanction of the Governor-General in Council, authorizing the Powayan Steam Tramway Company to construct a tramway in the Shahjahanpur district of the North-Western Provinces.

PRELIMINARY.

1. *Short title.*—This order may be cited as the Powayan Steam Tramway Company order, 1889.

2. The several words and expressions to which meanings are assigned by the Indian Tramways Act, 1886, have in this order the same respective meanings: provided that in this order the expression "the tramway" or "the undertaking" shall mean the tramway and works and undertaking by this order authorized.

3. The tramway authorized by this order shall be constructed, maintained and worked in accordance with the Indian Tramways Act, 1886, and subject to the provisions of this order.

PROMOTERS.

4. The Powayan Steam Tramway Company shall be the promoters for the purpose of this order, and are in this order referred to as "the promoters."

Promoters.

CONSTRUCTION OF TRAMWAY.

5. The promoters may construct and maintain, subject to the provisions of this order, and in accordance with the plans and sections deposited for the purpose of this order, the tramway hereinafter described, with all proper rails, bearings, offices, station buildings, work, and conveniences connected therewith or for the purposes thereof, and may work and use the same. The tramway authorized by this order is a single line, with necessary passing places, to be laid on the provincial road for the Shahjahanpur railway station on the Oudh and Rohilkhand Railway to the town of Khotar, a distance of about 31 miles.

6. The promoters may use, for the construction of the tramway, but not for the purpose of any building or erection connected therewith, the portions of the provincial road, five and a half feet only in width, measured from the gutter, or where the road is in embankment, from the edge of such embankment on that side of the road which the local authority may approve; and for the purpose of constructing passing places or of crossing bridges or culverts may approach the centre of the road as far as shall in each instance be deemed necessary by the Government Engineer in executive charge of the road: provided that, if any addition to, or alteration of, any bridge or culvert is, in the opinion of the said Engineer, rendered necessary by the tramway, the same shall be carried out by, and at the expense of, the promoters to the satisfaction of the Engineer aforesaid; and provided, further, that any modification found necessary in the course of construction may be carried out with the consent in writing first obtained of the local authority and the Engineer aforesaid.

7. The portion of the road, which the promoters are not authorized by or under this order to use for the purpose of the tramway, shall be left free and unencumbered for ordinary traffic, and no obstruction whatever shall be placed thereon or caused thereto, without the previous written consent of the said Engineer.

8. The promoters may stack road metal and other materials for the construction or maintenance of the tramway within the road limits on the west side of the road; but the same shall be stacked in such a manner as not to impede or endanger the traffic on the said road, and the said limits on the west side of the road shall not be used by the Engineer aforesaid for the purpose of stacking Government materials.

The promoters shall not, without the consent of the Collector in writing, cut down or lop any tree growing along or by the side of the road, except that in case of emergency the promoters may remove or lop the branches or any portion of a tree which projects or hangs in such a manner as to be a source of danger or impediment to the tramway traffic.

9. In the event of any necessity arising for carrying out in or on land occupied by the tramway any work connected with any sewer, drain, telegraph line, gas pipe, water pipe, or anything whatsoever, the Government of the North-Western Provinces, the local authority, or any persons or persons interested in the carrying out of such work or works, may, by notice in writing to the promoters, call upon the promoters to show cause why any portions of such tramway should not be closed for traffic to enable such work or works to be carried out in safety. After considering the necessity for closing such portion of the tramway as well as any objection or suggestions which may be made by the promoters, the Government of the North-Western Provinces, or such person or persons as the Government of the North-Western Provinces may appoint by general or special order for the purpose, may direct that the promoters shall close any portion of the tramway for such a period of time and under such other conditions as, in the circumstances of the case, may appear to be necessary, and may also direct that a temporary tramway in place of the portion removed shall be constructed and used, and may prescribe any conditions under which such temporary tramway shall be constructed and used. The promoters shall be bound to comply with such directions, and allow the work referred to therein to be carried out; provided that, unless otherwise directed, any portion of the tramway which it may be necessary to remove in order to the carrying out of such work, shall be removed and reinstated by, or at the expense of, the Government, the local authority, or the road authority, the person or persons, as the case may be, by whom the work is carried out.

In the event of the promoters desiring that any drain, telegraph line, gas pipe, water pipe, or other thing whatsoever in or on the land occupied or to be occupied by the tramway should be interfered with, or that the position of any one of them should be altered, the promoters shall give notice in writing to the local authority and the road authority, and to any officer or any person in charge of or interested in the thing or things to be interfered with or altered, and shall also submit an application to the Government of the North-Western Provinces, and after considering the application of the promoters, as well as any objections or suggestions that may be made with reference to such application, the Government of the North-Western Provinces, or such person or persons as the Government of the North-Western Provinces may appoint by general or special order for the purpose, may pass such order on the application as in the circumstances of the case may appear fit; provided that the promoters shall not in any case be entitled to require any interference with or alteration of any sewer or drain, or the position thereof.

10. The promoters may from time to time acquire such land, other than the portion of the provincial road which they are authorized by or under this order to use, as they require for the purposes of the undertaking by agreement made through and with the concurrence of the

Acquisition of land required by promoters.

Collector; and all expenses incurred by the Collector in connection therewith shall be borne by the promoters. The promoters may, from time to time, with the approval of the Collector, but not otherwise, sell or otherwise dispose of any such land which may not be necessary for such purposes; and they may construct on any such land or may take on lease any office, shed, station or other building for the purposes of the undertaking.

11. The tramway shall be commenced on or before the 1st January 1890, and shall be completed and opened for public traffic two years from the date of commencement; provided that the tramway or any portion of it shall not

be opened for public traffic until an Engineer appointed in this behalf by the Local Government has inspected it and certified it to be fit for such traffic.

12. The tramway shall be constructed on a gauge of two feet six inches, and no carriage used on the tramway shall project outwards beyond the inside edge of the rail more than two feet and six inches on each side.

Limit of gauge and width of carriages.

13. The rails of the tramway shall, except as hereinafter specified, be flat-bottom steel rails laid on sleepers and raised above the road. Provided that at such portion of the line passing through the cantonment of Shahjahanpur, or

through villages, or over bridges as the road authorities may require, grooved rails shall be used, laid, and maintained flush with the road.

14. Subject to the approval of the Government of the North-Western Provinces, the promoters may, from time to time, hereafter make all such crossings, passing places, junctions and other works in addition to those particularly

specified in and authorized by this order as may from time to time be necessary or convenient to the efficient working of the tramway, or for providing access to any station, building, or work of the promoters.

15. When from accident or flood, by reason of the execution of any work affecting the surface or soil of the road along which the tramway is laid, it is, in the opinion of the Government of the North-Western Provinces, necessary or expedient temporarily to remove or discontinue the use of the tramway, or any part thereof, the promoters, subject to such conditions, and in accordance in all respects with such regulations as the Government of the North-Western Provinces may from time to time make, may construct and maintain, so long as occasion may require, a temporary tramway in lieu of the tramway or part of the tramway removed or discontinued.

MOTIVE POWER.

Steam power may be used.

16. The carriages used on the tramway may be moved by steam power.

The maximum speed shall not exceed 10 miles an hour, or such other speed as may from time to time be authorized by the Government of the North-Western Provinces, and no

Speed authorized.

vehicles shall pass through any movable facing point at a speed exceeding five miles an hour.

MAINTENANCE OF TRAMWAY.

17. The promoters shall at all times maintain and keep in good condition and repair, to the satisfaction of the Government of the North-Western Provinces aforesaid, and so as not to be a danger or annoyance to the ordinary traffic, the rails and substructure of the tramway.

18. The promoters shall maintain and keep in repair, to the satisfaction of the Government of the North-Western Provinces, so as not to interfere with the efficient drainage of the road, the portion of the provincial road extending

And portion of road.

from the drain or gutter or the edge of the embankment, as the case may be, on the west side of said road to a distance of 18 inches beyond the further rail. This portion of the road shall be ballasted by, and at the cost of, the promoters, who shall also, at their own cost, alter the position or level of the tramway and of this portion of the road to suit future alterations, in the road, and forthwith repair, make good, and reinstate to the satisfaction of the Government Engineer aforesaid any other portion of the road which shall at any time be in any way damaged by reason of any fault of the promoters or of any accident to or upon the tramway. The gutter or drain on the west side of the road, as the same at present exists or shall hereafter be constructed at the cost of Government, shall likewise be maintained in efficient order by and at the cost of the promoters.

19. Any road metal or material excavated by the promoters from the provincial road in the construction or maintenance of the tramway, may be applied by them in or towards reinstating the said road or in or towards completing any work thereon required by this order.
20. The carriages used on the tramway for the conveyance of passengers shall be so constructed as to afford shelter and protection from sun and rain, and separate accommodation shall be furnished for upper or first class passengers. The promoters shall adopt and apply such improvements in the tramway and in the carriages used thereon and in the fittings, appliances and apparatus of such carriages as the Government of the North-Western Provinces may from time to time consider necessary or desirable for the safety or convenience of the public.

TRAFFIC UPON THE TRAMWAY.

21. The tramway may be used for the purpose of conveying passengers, passengers' luggage, animals, goods, fuel, minerals and parcels.
22. The promoters shall be bound to carry passengers and any luggage not exceeding twenty seers, of eighty tolas each, in charge of any passengers requiring them to do so; provided that the following shall be considered dangerous goods within the meaning of section 16 of the Indian Tramways Act, 1886:—

Carbolic acid.
Fuel oil.
Kerosene oil.
Naphthalin.
Paraffin.
Petroleum and other hydrocarbon oils.
Rangoon oil.
Wood naphtha.
Muriate of tin.
Nitrate of iron.
Perchloride of iron.
Solution of ammonia.
Ammunition.
Amorphous phosphorus.
Cartridges.
Coloured fires.
Congreve matches.
Crackers.
Combustibles.
Cotton powder.
Chlorate mixture.
Detonators.
Dynamite.
Firework composition.
Fireworks.
Fog signals.
Fuse.

Gun-cotton.
Gunpowder.
Sulphate of indigo (concentrated).
Aqua fortis.
Bromine.
Chloride of sulphur.
Chloroform.
Fluoric acid.
Glacial acetic acid.
Mineral acids, such as—
Muriatic acid.
Nitric acid.
Sulphuric acid or oil of vitriol.
Gun-cotton powder.
Lithofracteur.
Lucifer matches.
Mellinite.
Nitrated gun-cotton.
Nitro-glycerine and its compounds.
Phosphorus.
Percussion caps.
Schultze gunpowder.
Tubes for firing explosives.
Vesuviana.
War rockets.
Explosive chemicals.
All other explosives.

23. Except passengers, and such passengers' luggage as the promoters are, under the above provisions, bound to carry, the promoters may refuse to carry any goods, animals, minerals, or parcels whatsoever.

24. The promoters shall not, as between members of the public, make or give any undue or unreasonable preference or advantage to, or in favour of, any particular person or Company or any particular description of traffic, or subject any particular person or Company to any undue or unreasonable prejudice or disadvantage. The Government of the North-Western Provinces and Oudh shall have absolute power for the purposes of this section to decide whether any preference, advantage, prejudice, or disadvantage is undue or unreasonable.

25. Every driver of a train or engine on the tramway shall be provided, whilst on duty, with a special bell, whistle, or other apparatus to be sounded as a warning when necessary.

26. Every carriage used on the tramway shall be constructed of a pattern approved by the Government of the North-Western Provinces, and so as to provide for the safety of passengers and for their safe entrance into, exit from, and accommodation in, such carriage and for their protection from the wheels.

27. Every train when running on the tramway shall be provided with an efficient brake to be worked by the guard in charge of the train.

28. The Collector may, whenever he thinks fit, prohibit the use on the tramway of any carriage which, in his opinion, is not safe for use thereon. Every such prohibition shall hold good until the same is either confirmed, set aside or modified by the Government of the North-Western Provinces, and the promoters shall be bound by any order passed by the Government of the North-Western Provinces respecting any such carriage.

LEVY OF TOLLS.

29. The tolls authorized to be levied shall be paid to such person and at such places upon or near to the tramway and in such manner and under such regulations as the promoters may, by notice annexed to the list of tolls exhibited under sub-section (2) of section 15 of the Indian Tramways Act, 1886, with the previous sanction of the Government of the North-Western provinces, appoint.

MISCELLANEOUS.

30. The promoters shall not transfer the undertaking or any part thereof by sale, mortgage, lease, exchange, or otherwise, except with previous sanction of, and on such conditions as may be approved by, the Government of the North-Western Provinces.

31. The promoters shall afford the Municipality of Shahjahanpur all reasonable facilities for the collection of octroi and other municipal taxes, if any, leviable on goods carried by the tramway.

32. The undertaking and all works, stocks, and appliances appertaining thereto shall at all times be open to the inspection and examination of any person or persons whom the Government of the North-Western Provinces may appoint for that purpose, and the promoters shall afford all reasonable facilities for the inspection or examination to the officer making it.

33. When, after inspection of the tramway or portion of the tramway or any rolling stock used thereon the officer making the inspection under clause 32 reports to the Government of the North-Western Provinces that, in his opinion, the use of the tramway or portion thereof or of any specified rolling stock will be attended with danger to the public using it, the Government of the North-Western Provinces may direct that the tramway or portion thereof be closed for the public conveyance of passengers, or that the rolling stock so specified shall no longer be used, as the case may be.

34. When the tramway or any portion of the tramway has been closed under clause 33, it shall not be re-opened for the public conveyance of passengers unless and until it has been inspected and its opening sanctioned in accordance with the provisions of section 12 of the Tramways Act, 1886.

35. When the Government of the North-Western Provinces has directed under clause 33 that any rolling stock shall not be used, the rolling stock shall not be used unless and until the officer named in clause 32 reports that it is fit for use, and the Government of the North-Western Provinces sanctions its use.

36. In the event of any work required by the Indian Tramways Act, 1886, or by this order to be done by the promoters not being done by them, the Government of the North-Western Provinces may cause a notice to be served on the promoters requiring them within a reasonable period, to be prescribed in the said notice, to execute the said work; and if within the period so prescribed such requisition is not complied with the Government of the North-Western Provinces may cause such work to be done, and the cost thereof shall be recoverable from the promoters under section 36 of the said Act.

37. If the promoters fail to observe any condition or direction contained in or made under this order, they shall for each such offence be liable to a penalty which may extend to two hundred rupees, and in the case of continuing offence to a further penalty, which may extend to fifty rupees, for each day after the first during which the offence continues. Every penalty recovered under this clause shall be applied as the Government of the North-Western Provinces from time to time directs.

TERMINATION OF CONTRACT.

38. The Secretary of State shall have the right, after the tramway has been opened for 15 years and thereafter at terms of 7 years each, to terminate this contract and to take over the tramway with all its equipment, buildings, and property upon giving 12 months' previous notice in writing to the Company, and upon paying to the Company the value of the property as a dividend-earning investment at the date of giving such notice, together with an additional bonus of 20 per cent. over and above such value. The said value in case of dispute to be determined by arbitration under the clause in that behalf hereinafter contained.

ARBITRATION.

39. If any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching this contract, or any clause or thing herein contained, or the construction hereof or any matter connected with this contract or the operation of the same, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter in difference, unless special provision shall have been made in this contract for the settlement of the matter so in difference, shall be referred to two arbitrators or their umpire, pursuant to and so as with regard to the mode and consequence of the reference and in all other respects to conform to the provisions in that behalf contained in the Common Law Procedure Act, 1854, or any subsisting statutory modification thereof, and upon every such reference the arbitrators and umpire shall respectively have power to examine witnesses upon oath or affirmation and either to fix, settle, and determine the amount of costs of the reference and award respectively or incidental thereto to be paid by both parties or by either party, or to direct the same to be taxed either as between solicitor and client or otherwise, and to direct and award where and by and to whom such costs shall be paid, and every or any such reference may be made a rule of Her Majesty's High Court of Justice or of the High Court of Judicature at Allahabad on the application of the Secretary of State or of the Company, and either the Secretary of State or the Company may instruct Counsel to consent thereto for the other party.

(By order of His Honour the Lieutenant-Governor of the North-Western Provinces and Chief Commissioner of Oudh).

J. P. STEEL, Col., R.E.,
Offg. Secy. to Govt., N.W.P. and Oudh,
Public Works Department.

[For Heads of Departments.]

SERIAL

No. 7

Circular No. XV Railway.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

Simla, the 11th October 1893.

STEAM TRAMWAYS NOT WITHIN MUNICIPAL LIMITS.

Scrutiny of all applications for permission to construct tramways immediately they are received with the object of determining whether the projects should be classed as tramways or as railways.

Read—

Government of India Circular No. 17 Railway, dated 15th August 1883.

" " " " 20 " " 11th September 1883.

" " " " Resolution No. 1275 R.C., dated 21st November 1892.

Read also—

The Bengal Tramways Act, III of 1883.

The Indian Tramways Act, XI of 1886.

The Indian Railways Act, IX of 1890.

OBSERVATIONS.—In the circulars of 1883 quoted above, the Government of India ruled that no new railway, or extension or branch of an existing railway, and that no steam tramway not within municipal limits—whatever may be the estimated cost and whatever the agency, whether provincial or private, by which the work is to be executed—shall be commenced until the project for the same shall have been submitted to and sanctioned by the Government of India.

2. In connection with some recent schemes for the construction of steam tramways outside municipal limits, inconvenience and difficulties have arisen from the treatment under the Acts relating to tramways of projects which might more properly be classed as projects for light railways.

3. Although it appears impracticable to define in set terms the difference between a steam tramway and a railway, it is noteworthy that in none of the Acts relating to tramways is any provision made in regard to stations, signals, fencing, gates and crossings. Generally speaking, projects which require these equipments, as well as projects which contemplate the running of trains at a speed exceeding 12 miles an hour, should, *prima facie*, be held to come under the classification of railways.

4. The use of steam tramways as a means of communication in districts which are not well served by roads, and as feeders to existing railways, may be encouraged with advantage. Care should, however, be taken that the provision of steam tramways is not permitted to interfere with progress in railway construction by conceding to tramway companies the possession of alignments that may be likely to be required within a reasonable period for the location of railways.

In cases where such a result may be anticipated, and in which nevertheless it may be considered expedient to allow the construction of a steam tramway, the tramway 'Order' should always contain terms on which the tramway may, when necessary, be compelled to give way to a railway.

5. Attention is invited to the resolution of 1892 read above, with which was circulated a note—by Lieutenant-Colonel R. R. Pulford, R. E., Superintending Engineer of the 1st Circle, Provincial Works, North-Western Provinces and Oudh—describing the Powayan Steam tramway and giving particulars regarding its construction and working.

RESOLUTION.—The Government of India, without wishing to lay down any hard-and-fast rule which might have the effect of discouraging the construction of steam tramways, desire to call the attention of Local Governments and Administrations to the necessity for closely scrutinising, immediately that they are received and before negotiations are proceeded with, all applications for permission to construct steam tramways outside municipal limits with the object of determining whether the projects concerned will more properly and conveniently be classified as tramways to be constructed under the provisions of the Tramways Acts, or as railways to be constructed under the Indian Railways Act.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, and Assam.
The Residents at Hyderabad and in Mysore.
The Agents to the Governor General in Central India, Rajputana, and Baluchistan.

ORDER.—Ordered, that this resolution be communicated, for information and guidance, to the Local Governments and Administrations marginally noted.

Also that it be forwarded for information to the Director General of Railways, the Accountant General, Public Works Department, and the Consulting Engineers to the Government of India for Railways, Calcutta, Central Division, Lucknow and Assam.

Ordered also, that this resolution be published in the *Gazette of India* for general information.

F. B. HEBBERT,
Under Secretary.

Documents accompanying.
Nil.

Camp,

Dated 15th January 1895.

Ref No. 15th 9/1895
Cny

FROM N. J. H. Lee Farm Esq.

Collector,
Godavari District.

To

The Secretary to Government,
Public Works Department,
Railway Branch

Sir,

I have the honor to submit for approval and publication in the Port Saint George Gazette a Draft Declaration under Section 6 of Act I of 1870 for the Acquisition of

Acres 2.48 Cents of land required for the Rajah's tramway.
Bhinnadole.

2. The land owners have no objection to the acquisition of their lands.

I have the honor to be,

Sir,

Your most obedient Servant,

Disposed in G.O. No. 31.12
22.1.95

T. H. M.

Collector,

87

87

8

5-1-

No 3613C 9.11.93

Received

M. J. R. U.

R

REVENUE No. 377

Revenue {1895} Department.

From

The Collector,
Godavari District.

Ref on Cdr No. 15 of 1895
Eng

Dated 15th January 1895
Despatched 15th
Received 17th

NUMBER OF ENCLOSURES. /

SUBJECT.

Submitting for approval and publication in
the Fort St. George Gazette a draft declara-
tion under Section 6 of Act X of 1870 for the
acquisition of land required for the *Rajah's*
Tramway, Bhimadole.

P. 31. R. dated 22.1.95
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

SERIAL
No. 6

PROCEEDINGS OF THE MADRAS GOVERNMENT

Read the following

Letter from the Collector } H.E. No. Ref on Cdr. dated 15.1.95 submitting
of *Godavari* } No. 15 of 95
Eng
draft notification for the acquisition of land required for
the *Rajah's* tramway, *Bhimadole*. The notification as amended by Govern-
ment is approved and will be published in the
Fort St. George Gazette.

File
21
1

To
The Manager East Coast Ry.
Collector of *Godavari*
Notification to Press *sent Despatch Office*

№ 31. R. dated 22.1.95

✓ 94264.7.I.

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

J. H. T. V. S. V.

Under Secretary.

Document accompanying:-

Nil.

Recd: 28.5.95

Recd

*ask Political Dept. to
inform 25/5*

*The Political Dept. Reporting
to the Home Dept. that the
the Local & the Municipal Departments
have been having some papers sent
be available, & that the
for publication etc. that if the
harmony is not without management
Committee the same is to be
the same is to be*

21/5

Station *Obtained* date *31st May* 1895.

No. 22

OFFICE NOTE.

From *Apparent* this office
made no inquiries when
To *asked to provide for
the land for W. to have
Collector for the same Dis-
tributed*

*The Collector is to be
asked of the Com. Engr.
to give details of the
harmony - Full*

*Done for the
21/5*

21/5

Railway Department.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 31st May 1895

SERIAL

No. 8

To

The Collector of
GodavariNo. $\frac{22}{8}$ Reply No. , dated

SIR,

Reminders.

No. $\frac{22}{8}$ a/31st May/95

Reminder to K. Gosawan

 $\frac{22}{8}$ a/27.6.95. Ind2nd Reminder $\frac{22}{8}$ 29.7.95

Ind 30/7/95

Gosawan
31/6

With reference to
G.O. No 31 R, dated 22nd
January 1895, I have the
honor to request that
I may be furnished, as an
early date, with details
of the Bhiniadole branch
referred to.

Yours
31/5

SERIAL

No. 9

GODAVARI DISTRICT,
COLLECTOR'S OFFICE,

Cocanada,

189

FROM

U. A. Broori Esquire,
Collector,
Godavari District.

Ans. 2/10/95
9.2

TO

The Head Assistant Collector

SIR,

In continuation of this office
endorsement, Ref no 824 of 25/6/95
on letter no 22 of 31/5/95, from
the Consulting Engineer, for
Railways, I have the honor
to forward herewith in original
a reminder received from the
him, and request that the
details of the Bhimadole tramway
may be expedited

I have &
/s/ U. A. Broori

Collector

(True Copy) Mr. Subramaniam

Encl. 3.7 by Mr. Collector

To the Consulting Engineer for railways

no. 22 of 31st May/95

753
7/95

Revenue {189 } Department.

The Collector,
Godavari District.

No. _____
Eno.

atched
red

189

SUBJECT.

SERIAL

No. 10

No. 611 R. 6

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.
RAILWAY Constn.

To THE Joint Secretary to the
Govt of Madras, P. W. Dept.
Simla, the 19th July 1895.

The undersigned is directed to invite attention
to the letter noted below, and to request that the
reply may be expedited.

Steuernstrut
Assistant Secretary.
J. 4.

P. W. D. No. 611 R: 6, dated 22. 5. 1895.

Requesting to be furnished
with particulars of the Bhima-
hole tramway in the Godavari
district.

Papers are at hand

La R. Please send assistance
under to R. Godavari
papers to copy. 1895

5709

Ans: 24.7.95

Dis 2158 of 95. Head Assistant Collector's office

Ellore 30.7.95.

SERIAL

No. 11

From.

L. G. Moore Esq.

Ag. Head Asst. Collector.

To.

The Collector

Godavari.

X

Sir,

I have the honor to reply to your Ltr no 824 of 95 d/25.6.95.

2. A tramway was constructed by the Zamindar of Pangidigudem about 7 years ago from Pangidigudem to the Ellore Canal Bank through the land of Surappagudem. The tramway was originally intended for the conveyance of materials from the canal to Pangidigudem and back; but it does not seem to have been much used. The length of the tramway is about four miles, but it terminates at a point on the canal bank opposite to the 48th mile post of the E.C. Ry. i.e. nearly one mile east of the Rhimadole station. The E.C. Ry. when constructed crossed the tramway and cut off about 450 ft in length.

this tramway from the Canal. It appears that the Railway authorities, considering that it was inadvisable to allow the tramway to cross the Railway, proposed to provide a level crossing & to compensate the Rajah for the extra labour that might be required for the conveyance of the materials. The Rajah, however, objected to this, & the Railway authorities came to an amicable agreement with him and promised to lay the line towards the Bhimadole station. For this purpose land has been acquired and made over to the Railway Department.

3. The Rajah's tramway passed both through his Zamindari land and also through the Govt. Jernyaki land which the Rajah appears to have purchased. It is not known whether or not permission was given to the Rajah to lay the line on Govt. land. The extension of the line from its present terminus to the Bhimadole station will be constructed by the Railway Dept. at its cost, the Rajah supplying the materials as far as possible.

I have &c &c
Jsd/ L. G. Moore
(True copy) Asstd Asstt Collector

To 1031 of 8-8-95.
Engd 13-8-95

Forwarded to the Consulting Engineer for Railways, Madras, in reference to his letter no 22 of 31.5.95

/sd/ V. A. Brodie

ag collector

M. S. S. S.
By for collector

10-8

ask whether a steam tramway or what is the motive power of the engine.
File 14

3569
17.5.95

Revenue {1895} Department.

From

The Collector,

Godavari District.

No. 1031 of 95
Eng

Dated 8th

Despatched 13th

Received

August 1895

SUBJECT.

Forwarding the
2d part collection
report on the
detailed history
of the Rajah's beam-
way Bhimadole.

22/8/95
C.M.P.

SERIAL

No. 12

No. 611 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTN.

TO

THE Joint Secretary to the
Govt of Madras, P. W. Dept.
Railway Branch
Simla, the 16th Aug 1895.

The undersigned is directed to invite attention
and to request that the
reply may be expedited.

St. Michael's

Assistant Secretary.

24

C.M.P. 21/8

Patel

P. W. D. No. 611 R.C. , dated 22nd Aug 1895.

Requesting to be furnished with
particulars of the Bhimadole
Tramway.

Avail further copy by
from Collector of Godavari

True

23

5/5

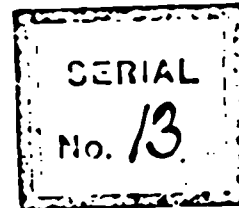
P. W. CURRENT No. 6414

Form No. 10.

Dated 20 August 1895
MADRAS,

To

The Collector of
Gadagore.



No. $\frac{100}{8}$ Reply No. of

Sir,

Reminder.

Date for reply
20/8/95

Subject.

With reference to
your endorsement No.
 $\frac{1031}{2nd}$ of 8 August 1895,
on letter from the
Head Quarter Collector
Dn $\frac{2058}{Res}$ of 30 July 1895
regarding the Shimadde
Tramway. I have the
honor to inquire what
is the motive power &
the gauge of the tramway
in question is -

Yrll $\frac{20}{T}$

Recd: 21-8-95

SERIAL

No. 14

No. $\frac{611}{3}$ R. 6.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY-Constn.

To THE Joint Secretary to the
Govt of Madras, P.W. Dept.
Railway Branch
Simla, the 19th Sept 1895.

The undersigned is directed to invite attention
and subsequent reminders,
to the letter noted below, and to request that the
reply may be expedited.

Sturges
Assistant Secretary.
P.W.

no: $\frac{100}{8}$ a/20 Aug 1/95

93-7-15
noted

MU 26
5

P. W. D. No. 611 R. 6, dated 22nd May 1895.
Requesting that the Govt of
India may be furnished
with particulars of the Bhina-
dole tramway referred to.

7319

Form No. 20.

SERIAL
No. 15

TELEGRAM

URGENT
ORDINARY
DEFERRED

FROM

E. R.

TO

K. Kodanari.

Dec 26. 8. 55

" D/281 Please reply my 100

August 20 regarding motive power
and gauge Bhimadole tramway
Information reqd for India

4/11
3/10

Despatched
3/10

P.D. 10

5

INDIAN TELEGRAPHS

73907 1884

To: <i>Asst. Secy.</i>				From: <i>Secy.</i>		SERIAL No. 16
Words. 28-3	Day. 7	Hr. 16	Minute. 33	Official Initials <i>[Signature]</i>		

To: (Person) <i>The Consulting Engineer for Railways</i>	From: (Office) <i>Collector Gadagari</i>
--	--

Yours 4th October
Information not available
Revenue Department Railway
Executive Engineer Rajahmundry
addressed to wire direct

64 Word Form.

assist 24/10/14
from 11/10/14
Recd. Secy. 11/10/14

MADRAS 7-10-35

Recd. from	LY.	Sent to	LY.		
At	Hrs.	Mts. by	At	Hrs.	Mts. by

Telegraph Master.

C. No. 1331
 Date 5.10.95

1581 SERIAL 17
 INDIAN TELEGRAPHS

To Madras, Pery From Rajahmundry
 21.1. 10. 15. 10. d.f.d.

To Consulting Engineer of Railways. From Ex. Engineer No. 1. Open Line on E. C. Ry

Rajahm tramway Chhimadole
 power feet eight
 and half inch
 gauge motive power
 Steam.

Word Form.
 Sent to MADRAS 10-10-95
 Telegraph Master.

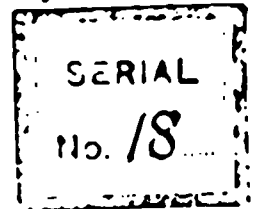
P. W. D., RAILWAY BRANCH.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAY.

Madras, 11 Oct

1895.

No 3203



OFFICE NOTE.

From E. R.

To Manager E.C.R.
Sir,

I should feel much obliged if you could furnish me with particulars of the Rajah's tramway at Bhimadole. I have been informed by the Collector Goudarri that it runs from Pangidigudam to the canal bank near Bhimadole, distance of about four miles & that it was constructed sixteen years ago for the conveyance of materials to the canal. I have also ascertained from the Executives of the E.C.R. through the collector that the gauge is 4' 8 1/2" and the motive power steam. The collector having been informed me of this. I hope that no other information is available with the collector. I should be glad if you inform me whether the railway is still being worked, what engines and rolling stock are in use, whether passengers and goods for the public are carried, what signals, stations, & engine sheds, if any

have been provided and abstracts
from what funds the railway
has been constructed, together
with other information which you
may be able to give me.

11/10

2. K. on return

It is as we I think writing to
the collector ^{Sodani} as he has informed
us in his telegram that no in-
formation is available in his office
~~and he has already~~ ^{Dr. Dabhi}
has already sent us two reminders
So we cant wait for reply but
must send such information
as we have at present - a full
report later on. I am issuing this
to save time a put up a draft li-
died in for approval Y.S.

Office

Send the papers (with description of the
his drafts) over to Mr. Ashpittell's
office. He will perhaps be able to give
us information as to whether the
drainage was constructed by the Canal
authorities or not, & for what purpose.

Approved: I. J. J. HJ

Why is this first life in such
an incomplete form

Five $\frac{21}{10}$

No 3217 dated 12 oct 1895.

Office: 106

SERIAL

No. 167

To AI.

R163

Can you please
give me any information
as to whether the tramway
referred to in the accom-
panying case was con-
structed by the canal
authorities or not and
for what purpose it was
constructed.

407 12/10

On ER

W-267- 9/22 10-58-

DR.

There is no information available
in this or W's spec. ~~Examine~~

Walt
2410
D-29

En

nine letters to Works
 drafted our leaf and
 await reply from Emil
 Sell?

И.И. Вино

SERIAL
No. 20

No. 1254 R.C.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

All communications
should be addressed
to the Secretary.

To

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

Sir, the 17th October 1895.

Sir,

I am directed to invite attention to Government of India letter No. 611 R.C., dated 22nd May 1895 and the three subsequent reminders requesting to be furnished with particulars of the Elimadole Tramway in the Godavari District, and to enquire when a reply may be expected.

I have the honour to be,

Sir,

Your most obedient servant,

J. A. K. K. K.

Under Secretary.

Documents accompanying:-

Nil.

R.D.

TELEGRAM NO. 8206

Recd. 24.10.95

Form No. 34.

P. W. D., RAILWAY BRANCH

OFFICE OF THE CONSULTING ENGINEER

Madras,

SERIAL
FOR RAILWAY
No. 21

189 .

OFFICE NOTE.

From E. R.

13/7/8. R. dated 28.10.95

To Works.

Notes

The land for the Bhimadole
canal is resumed to con-
struct the proposed
from Pangidigudem to a point 4
miles N of Bhimadole
the mile 48 on the E.C.R.
The E.C.R. canal at
Bhimadole which line
was severed by the construction
of the E.C.R. 450' from the
canal aforesaid -

The ^{reported} ~~canal~~ ^{is} 1/2 mile
long of 4' 6" gauge & was
worked for steam - it was
originally constructed for the
Raj of Pangidigudem used for
the irrigation dept. & has
not been disused.

In reply to your letter No. 611
Re. d. 22/5/91 asking for par-
ticulars of the Bhimadole can-
al I have now decided to forward
inform you that the canal is
on the 4' 6" gauge and that the
motion power is steam. Its length
is four miles and it was constructed
by the irrigation dept. to convey water
from a village named Pangidigudem
to the ^{canal} bank near Bhimadole
station on the E.C.R. It is not now
in use. Further particulars have
been called for and will be commu-
nicated as soon as possible.

forwarded to the Com.
before opening.
To Collector
Mangalore.
E.C.R.
24.10.95

SERIAL

No. 22

Letter from the Joint Secretary to the Government of
Madras, P. W. Department, Railway Branch, to the Secretary
to the Government of India, P. W. Department, No. 718, dated
28th October 1905.

In reply to your letter No. 611 R.C., dated 2nd
May 1905, I am directed to inform you that the land for
the Rhinivole tramway is required to complete the origi-
nal tramway from Pangidigudem to a point 4 miles North
of Rhinivole the mile 16 on the East Coast Railway to --
the Ellore Canal at Rhinivole which line was severed by
the construction of the East Coast Railway 150' from the
Canal aforesaid.

The tramway is reported 4 miles long of 4 ft
gauge and was worked by mules. It was originally construct-
ed by the Peta of Pangidigudem and used by the Irriga-
tion department and has of late years been disused on --
completion it will be inspected by the Consulting Engi-
neer before opening.

PC. 3410 dated 28 October 1905.

Copy forwarded to the Collector
of Godavari & Manager, E.C.R. for
information. M. R.

Copy to the Collector of Godavari
& Manager E.C.R.

No 718. R. dated 28.10.95

u. 20/10. 6/11

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

Form No. 14gr.

SERIAL
No. 23

No. 8740
226

4/11/11

7/11/11

FROM

THE MANAGER,
EAST COAST RAILWAY.

TO

The Consulting Engineer
for Railways,
MADRAS.

Dated Waltair, the 7 November 1995.

Rajah's Tramway at Ehiracole.

Sir,

I have the honor to acknowledge receipt of your letter No. 3203 of the 11th October 1995, asking for certain particulars in connection with ^{the} Rajah of Pangidigudem's tramway near Ehiracole, and in reply to state as follows:-

- [1] From enquiries made, it appears that the tramway was constructed by the Rajah at his own expense about 17 years ago from his palace at Pangidigudem direct to the canal bank, a length of about 4 miles for his own convenience and not for public traffic. [I find from the records in this office that the Rajah once lanced ^{and} carried coal for the canal by means of this tramway]
- [2] The gauge is 4'-8 1/2" and the motive power steam.
- [3] The Tramway is reported to be worked by the Rajah but there has not, as far as I know, been any traffic on it since the opening of the E.C. Railway.
- [4] The Rolling stock consists of one old Tank Engine, Brown's patent, Sheffield, by Manning Wardle, No. 129, 1965,

and

Accompaniments.

8/-
No. 718. R. dated 28.10.95

[Handwritten signature and notes]

[Handwritten notes]

C. No. 4875
11/11/95

and 3 or 4 Trucks which it is believed were purchased from the Irrigation Department, Dowlaishweram, and which were used during the construction of the Anicut.

[5] No passengers or goods for the public are carried by the Tramway.

[6] No signals, stations, or Engine sheds are provided for.

[7] Owing to the East Coast Railway having cut off about 450 feet of this Tramway from the canal the Rajah at first wanted to bring an action against Government for a large sum of money for cutting his railway in two. The matter was settled by the then Engineer-in-Chief, Mr. F. J. E. Spring undertaking to relay the tramway and to make the terminus near our Bhimadole station. An estimate for the work amounting to Rs. 1,000 was sanctioned and the work is nearly finished.

I have the honor to be,

Sir,

Your most obedient servant,

[Signature]
Manager,
E. C. Railway.

[Signature]
11/11

File
11/12/11
11/11

SERIAL
No. 24

No. 1444 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 November 1895.

Sir,

With reference to your letter No. 718 R., dated 28th October 1895, reporting that the Bhimadole tramway will on completion be inspected by the Consulting Engineer before opening, I am directed to point out that if the line is to be worked as a railway the sanction of the Governor General in Council is required in accordance with section 18 of the Indian Railways Act IX of 1890, and if as a tramway the sanction of the Local Government is necessary under section 12 of the Indian Tramways Act XI of 1886.

I have the honour to be,

Sir,

Your most obedient servant,

[Signature] Colonel, R.E.,
Deputy Secretary.

Documents accompanying :-

Nil.

[Handwritten notes and signatures]
Should seem from 27/11 last section of line to be used for
of passenger & letter that steam power be used for the
Royal is then but with completion of the line be
may perhaps wait again without
S.C.B.
See 11/11/11
11/11

9385

Recd 27.11.95

P. H. C. No. 922

SERIAL
No. 25

Letter from Govt.
of India No: 1444 A.L.
of 21st November 1895.

No 3853
2.12.95

Copy forwarded
to the Manager East
Coast Railway with
reference to his letter
No. 8940 of 7th Nov 1895.

Wm
20
11

D. 11/11

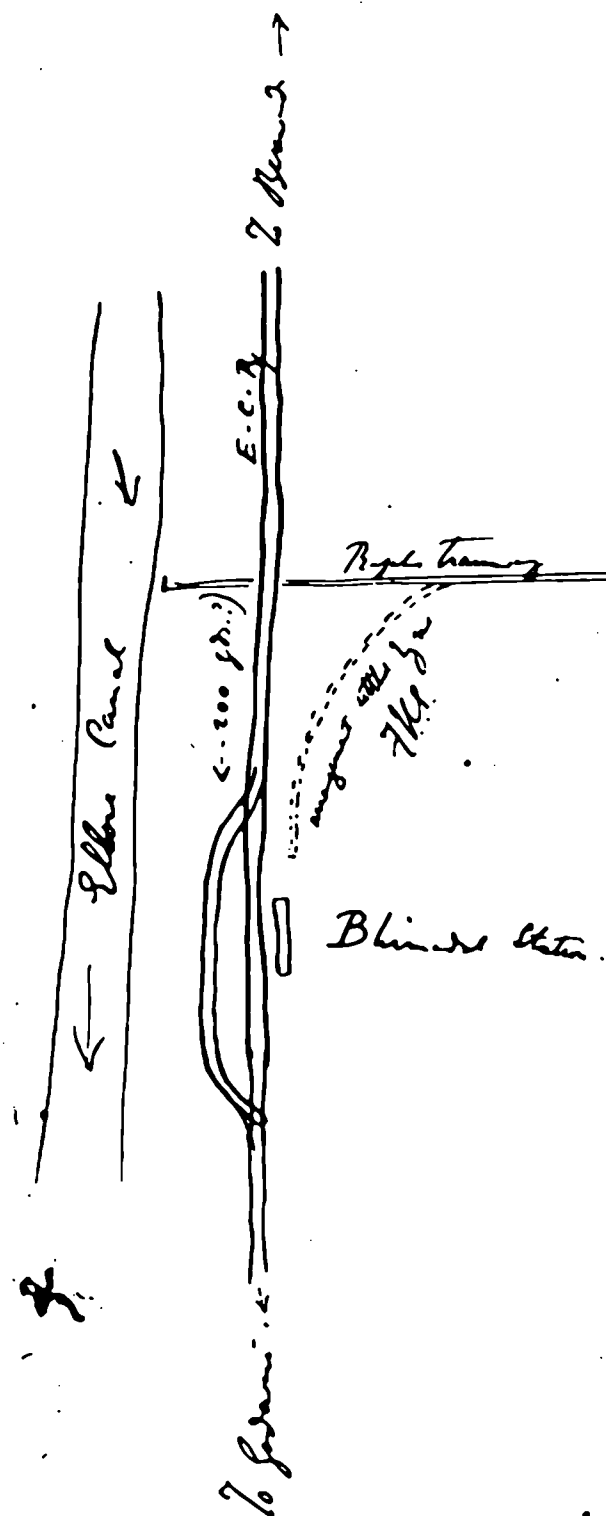
The Blindfold Training P.C.R.

D.

As I have happened to come across the
case I may as well leave a note which
will prevent further misunderstanding
as everyone concerned seems to have got
like of the wrong end of the stick.

I don't know why anyone got the
idea that it was proposed to give the
training at all. It is a common
misapprehension that a blindfold
a person judges one a train a year.
Finding that the P.C.R. had broken
bit off the end of his foot by the
first with an action and said he would
claim very long damage: so I settled
the matter amicably with him, promising
to fix on the bit broken off. Let it give
it a twist so as to terminate it at
the blindfold station instead of
at the canal.

He still has to try to play with
preparing the hunting of the signs which
is I believe imminent. Let him do it
till he can make any sense out of it. 7/1/26



Wm. H. G. G. G.
C.M.A.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

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<i>Trial Station.</i> —Government of India approval to the name "Adiyakkamangalam" and to the code initials "A. Y. M." being adopted for the — on the Negapatam branch of the South Indian Railway at mileage 255/10 from Madras, communicated to officers concerned.	16th Nov., No. 771 R.	...	

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GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

TABULAR STATEMENT OF MISCELLANEOUS PROCEEDINGS
AND MATTERS OF ROUTINE,

RAILWAY,
FOR THE MONTH OF NOVEMBER 1895.

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<i>Index.</i> —Letter to the Government of India forwarding copies of the — to the Minutes of Official Meetings, South Indian Railway, held in 1892.	1st Nov. 1895, No. 723 R.	✓
<i>Travelling allowance.</i> —Letter to the Government of India forwarding, for orders, a list of disallowances from the — bill of the Engineer-in-Chief, Tinnevely-Quilon Railway Survey, for April 1895.	1st do. do. No. 723 R.	.....
<i>Official Meeting and Stores Committee.</i> —The Minutes of the —, Madras Railway (No. 9 of 1895), held on 26th September 1895, approved, and copies ordered to be forwarded to the Government of India.	1st do. do. No. 724 R.	3 }
Forwarded	1st do. do. No. 725 R.	.....
<i>Act of Parliament.</i> —Letter to the Government of India requesting to be furnished with copy of the — passed to enable the East Coast Railway to raise capital for construction of certain branch lines.	1st do. do. No. 726 R.	.....
<i>Standard Class list.</i> —Letter to the Government of India returning, duly corrected, copies of the — of the South Indian Railway with a statement of terminal charges leviable on the railway on 1st January 1895.	1st do. do. No. 727 R.	.....
<i>Consignments of saltpetre and lead.</i> —Government of India letter requesting that Railway Administrations may be reminded that they should refuse to carry — to any station in any district on the external land frontier of British India and throughout Burma unless covered by a license, communicated to Railway Administrations concerned.	4th do. do. No. 728 R.	.....
<i>Land.</i> —Notification for the acquisition of — required for the East Coast Railway in Kistna district, ordered to be published in <i>Fort St. George Gazette</i> .	4th do. do. No. 729 R.	✓ }

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Land.</i> —Notification for the acquisition of — required for the East Coast Railway in Ganjam district, ordered to be published in <i>Fort St. George Gazette</i> .	4th Nov. 1895, No. 730 R.	✓ ✓
<i>Land.</i> —Notification for the acquisition of — required for the East Coast Railway in Ganjam district, ordered to be published in <i>Fort St. George Gazette</i> .	4th do. do. No. 731 R.	✓
<i>Land.</i> —Notification for the acquisition of — required for the Bezwada-Madras Railway in Nellore district, ordered to be published in <i>Fort St. George Gazette</i> .	4th do. do. No. 732 R.	.....
<i>Madura-Pamban Railway Survey.</i> —Letter to the Government of India on the subject of the letters of credit issued for the — for October 1895.	5th do. do. No. 733 R.	.....
<i>Third-class traffic.</i> —Letter to the Government of India forwarding copy of report by the Chief Auditor, Madras Railway, showing particulars of the working of — in the half-year ended 30th June 1895.	6th do. do. No. 734 R.	.....
<i>Special Deputy Collector, Bezwada-Madras Railway, Nellore District.</i> —Orders sanctioning the establishment and the supply of furniture, &c., required for the —.	6th do. do. No. 735 R.	.....
<i>Honorarium.</i> —An — of Rs. 15 each for certain clerks of the office of the Consulting Engineer for Railways for work done out of office hours during September 1895, sanctioned.	6th do. do. No. 736 R.	.....
<i>Journey.</i> —The — to Ootacamund made by the Engineer-in-Chief, Arakeri-Mangalore Railway Survey, when the project was submitted, sanctioned.	6th do. do. No. 737 R.	✓
<i>Arakeri-Mangalore Railway Survey.</i> —Government of India sanction to an additional grant of Rs. 35,000 to meet expenditure to be incurred during the current official year towards completing the —, communicated to the Engineer-in-Chief.	7th do. do. No. 739 R.	.....
<i>Mr. F. J. Waring, C.M.G.</i> —Government of India endorsement forwarding letter from the Colonial Secretary, Colombo, conveying the thanks of the Government of Ceylon for the courtesy and promptitude with which —, was afforded information on Indian Railways, recorded.	7th do. do. No. 740 R.	✓
<i>Madura-Pamban Railway.</i> —Letter to the Government of India reporting that the project for the — will be forwarded after the arrival of the Agent, South Indian Railway, from England, and enquiring whether provisional concession has been granted to Messrs. Wallace Brothers.	7th do. do. No. 742 R.	.....
<i>Timber.</i> —Sanction accorded to the adjustment of certain deficiency in the value of <i>teak</i> — in the accounts of the Locomotive Workshop at Negapatam as proposed by the Examiner, Railway Accounts.	7th do. do. No. 743 R.	

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<i>Forms.</i> —Letter to the Government of India stating that the — sent by that Government to be filled with certain particulars of the late Honorary Lieutenant and Deputy Assistant Commissary W. M. Cargill cannot be filled, as his papers were already forwarded to the Government of India.	8th Nov. 1895, No. 744 R.	
<i>Office of the Special Deputy Collector, Bezwada-Madras Railway.</i> —The renting of a private building at Bapatla for use as —, sanctioned.	8th do. do. No. 745 R.	✓
<i>South Indian Railway Board's letter.</i> —Letter to the Government of India forwarding copies of — No. 157, dated 11th October 1895.	8th do. do. No. 746 R.	✓
<i>General rules for open lines of railway.</i> —Letter to the Government of India stating that the proofs of the vernacular translations of the — have not been returned by the Railway Administrations, and that the proof the Malayalam translation has not been received from the Government Translator.	8th do. do. No. 747 R.	.....
<i>Carriages reserved for Hon'ble Members of Council.</i> —Government of India circular regarding provision of third-class accommodation for servants in the —, communicated to the Agents, Madras and South Indian Railways.	8th do. do. No. 749 R.	.....
<i>Risk Note Form E.</i> —Letter to the Government of India requesting their approval to the adoption of the revised — in the Madras Railway.	8th do. do. No. 750 R.	.....
<i>Land.</i> —Notifications for the acquisition of — required for the Bezwada-Madras Railway in Kistna district, ordered to be published in <i>Fort St. George Gazette</i> .	8th do. do. No. 751 R.	✓
<i>Lead Traffic.</i> —Ordered that the statements of — on the South Indian and Madras Railways for quarter ended 30th September 1895, be forwarded to the Government of India.	8th do. do. No. 752 R.	.....
Forwarded	8th do. do. No. 753 R.	.....
<i>Land.</i> —Notification for the acquisition of — required for the Bezwada-Madras Railway in Chingleput district, ordered to be published in <i>Fort St. George Gazette</i> .	11th do. do. No. 754 R.	✓
<i>Land.</i> —Notification for the acquisition of — required for the extension of the Perambur Station, Madras Railway, ordered to be published in <i>Fort St. George Gazette</i> .	11th do. do. No. 755 R.	.....
<i>Land.</i> —Notification for the acquisition of — required for the Bezwada-Madras Railway in Kistna district, ordered to be published in <i>Fort St. George Gazette</i> .	12th do. do. No. 756 R.	✓
<i>Matches.</i> —Letter to the Government of India requesting their orders in the matter of the applicability to — of certain rule with regard to the carriage of dangerous goods.	12th do. do. No. 757 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Mr. A. B. Strange, Assistant Engineer.</i> —Letter to the Government of India forwarding copy of letter from the Agent and Manager, Madras Railway, regarding the proposed grant to — of an allowance of Rs. 100 per mensem.	13th Nov. 1895, No. 758 R.	.....
<i>Madras-Ennore Section.</i> —Letter to the Government of India stating that no grant is required for 1896-97 for the — of the Bezwada-Madras Railway, as the line will be completed by March 1896.	13th do. do. No. 759 R.	.....
<i>Copies.</i> —Letter to the Government of India forwarding five more — of Proceedings, No. 638 R., dated 3rd October 1895, embodying a note by the Chief Auditor, South Indian Railway, on the Capital and Revenue Accounts, Mayavaram-Muttupet Railway, for half-year ended 30th June 1895.	13th do. do. No. 760 R.	.....
<i>Surplus Profits.</i> —The Accountant-General authorised to pay to the Agent and Manager, Madras Railway, the — due to the Company for half-year ended 30th June 1895, as also the additional contribution to the Provident Institution due for the same period.	13th do. do. No. 761 R.	.....
<i>Corrigendum</i> to rules for inspection of railways, prior to opening for passenger traffic from the Government of India, communicated to officers concerned.	13th do. do. No. 762 R.	.....
<i>G. Raghunatha Rao, Draftsman.</i> —The services of —, transferred from the office of the Executive Engineer, Tanjore Division, to the office of the Consulting Engineer for Railways, Madras, in the interests of the public service.	14th do. do. No. 763 R.	.....
<i>Objectionable Items.</i> —Sanction accorded to certain — in the accounts of the Tinnevely-Quilon Railway Survey for August 1895.	14th do. do. No. 764 R.	.....
<i>Special Deputy Collector, Bezwada-Madras Railway, Ongole Division.</i> —The proposed change of the headquarters of the —, from Nellore to Kāvali, approved.	14th do. do. No. 765 R.	.....
<i>East Coast Railway.</i> —Letter to the Government of India forwarding copies of certain correspondence on the subject of the division of the — for working purposes between the Madras and the Bengal-Nagpur Railways.	14th do. do. No. 767 R.	.....
<i>Land.</i> —Notification for the acquisition of — required for the Bezwada-Madras Railway in Chingleput district, ordered to be published in <i>Fort St. George Gazette</i> .	15th do. do. No. 768 R.	.....
<i>Land.</i> —Notification for the acquisition of — required for the Bezwada-Madras Railway in Chingleput district, ordered to be published in <i>Fort St. George Gazette</i> .	15th do. do. No. 769 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Land.</i> —Notification for the acquisition of — required for the Bezwada-Madras Railway in North Arcot district, ordered to be published in <i>Fort St. George Gazette</i> .	16th Nov. 1895, No. 770 R.	✓
<i>Kanchili Station, East Coast Railway.</i> —Letter to the Government of India requesting their approval to the name —, being altered to Sompēta.	16th do. do. No. 772 R.	.....
<i>Special Deputy Collector, Bezwada-Madras Railway, Nellore District.</i> —Proceedings, Financial Department, communicating to the Accountant-General, for necessary action, Proceedings in the Railway Branch sanctioning the requisite establishment, &c., for the —, recorded.	16th do. do. No. 773 R.	✓
<i>Official Meeting, South Indian Railway.</i> —The Minutes of — (No. 5 of 1895) held on 19th September 1895, approved, and copies ordered to be forwarded to the Government of India.	18th do. do. No. 776 R.	.....
Forwarded	18th do. do. No. 777 R.	.....
<i>Land.</i> —Notification for the acquisition of — required for the Bezwada-Madras Railway in Chingleput district, ordered to be published in <i>Fort St. George Gazette</i> .	18th do. do. No. 778 R.	✓
<i>Land.</i> —Notification for the acquisition of — required for the Bezwada-Madras Railway in Chingleput district, ordered to be published in <i>Fort St. George Gazette</i> .	18th do. do. No. 779 R.	✓
<i>Land.</i> —Notification for the acquisition of — required for the Bezwada-Madras Railway in Chingleput district, ordered to be published in <i>Fort St. George Gazette</i> .	18th do. do. No. 780 R.	.....
<i>Land.</i> —Notification for the acquisition of — required for the Bezwada-Madras Railway in Chingleput district, ordered to be published in <i>Fort St. George Gazette</i> .	18th do. do. No. 781 R.	.....
<i>Railway from Vizianagram to Pārcallpuram.</i> —Letter to the Government of India stating that, in the opinion of this Government, the extension of the line of — to the port of Bimlipatam will undoubtedly interfere with the main line of the East Coast Railway.	19th do. do. No. 782 R.	.....
<i>Revenue Inspector.</i> —The employment of an additional — under the Special Deputy Collector, Bezwada-Madras Railway, Chingleput district, on Rs. 60 per mensem, approved.	19th do. do. No. 783 R.	.....
<i>Land.</i> —Notification for the acquisition of — required for the Bezwada-Madras Railway in Nellore district, ordered to be published in <i>Fort St. George Gazette</i> .	20th do. do. No. 785 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Steel sleepers.</i> —Letter to the Government of India replying to their enquiry as to whether a large number of — on the Nizam's State Railway, or possibly all of them, will require renewal within the next three years.	21st Nov. 1895, No. 786 R.	.....
<i>Corrigendum.</i> —to paragraphs 1 and 2 of the Resolution promulgated with Government of India Circular No. VIII Railway, dated 26th May 1891, regarding Government Inspectors of Railways, recorded.	21st do. do. No. 787 R.	✓ ✓
<i>Watering arrangements.</i> —Estimate of Rs. 11,635 for permanent — at Tulukapati station, South Indian Railway, sanctioned.	21st do. do. No. 788 R.	.....
<i>Mr. T. A. T. Manning, Assistant Engineer, South Indian Railway.</i> —The exemption of — from the operation of the rule with respect to prolonged halts sanctioned for the period he was placed on special survey duty at Madras.	21st do. do. No. 789 R.	✓ ✓
<i>South Indian Railway Board's letter.</i> —Letter to the Government of India forwarding copies of — No. 158, dated 25th October 1895.	22nd do. do. No. 790 R.	✓ ✓
<i>Madras-Ennore Section of the Bezwada-Madras Railway.</i> —Government of India letter sanctioning the re-appropriation of Rs. 5,000 from the head "II Land" to "XII General charges (2) Engineering" in the construction estimate of the —, communicated to the Agent, Madras Railway.	23rd do. do. No. 791 R.	✓ ✓
<i>Land.</i> —Notification for the acquisition of — required for the Bezwada-Madras Railway in Chingleput district, ordered to be published in <i>Fort St. George Gazette</i> .	23rd do. do. No. 794 R.	✓ ✓
<i>General rules for working open lines.</i> —Letter to the Government of India reporting that the French Government have no objection to the application of the — to the Pondicherry Railway.	25th do. do. No. 795 R.	.....
<i>South Indian Railway.</i> —Letter to the Government of India forwarding, with remarks, explanation from the Agent, —, on certain points, noticed in the Government Inspector's inspection report of the railway for half-year ending 30th June 1895.	25th do. do. No. 796 R.	.....
<i>Map of India.</i> —Letter to the Government of India forwarding certain revised sheets of the — showing progress made with the feeder roads and navigable canals to railways in the Madras Presidency corrected up to date.	26th do. do. No. 797 R.	.....
<i>Land.</i> —Notification for the acquisition of — required for the Bezwada-Madras Railway in Kistna district, ordered to be published in <i>Fort St. George Gazette</i> .	26th do. do. No. 798 R.	✓ ✓
<i>Land.</i> —Notification for the acquisition of — required for the East Coast Railway at Sitanagram, Kistna district, ordered to be published in <i>Fort St. George Gazette</i> .	26th do. do. No. 799 R.	✓ ✓

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Land.</i> —Notification for the acquisition of — required by the East Coast Railway for a flag station at Gollaprola, Gódvári district, ordered to be published in <i>Fort St. George Gazette</i> .	26th Nov. 1895, No. 800 R.	✓ ✓
<i>Land.</i> —Notification for the acquisition of — required for the Bezwada-Madras Railway in Kistna district, ordered to be published in <i>Fort St. George Gazette</i> .	26th do. do. No. 801 R.	✓ ✓
<i>Madras Electric Tramways.</i> —Ordered that a plan of the future alignment of the — be furnished to the Oriental Telephone Company and the Tramway authorities requested to carry out certain necessary alterations.	26th do. do. No. 802 R.	.....
<i>Accounts.</i> —Sanctioning certain items in the — of the Madura-Pámban and Tinnevely-Quilon Railway surveys brought to notice by the Examiner.	27th do. do. No. 803 R.	.....
<i>Accounts.</i> —Sanctioning certain items in the — of the Madura-Pámban and Tinnevely-Quilon Railway surveys brought to notice by the Examiner.	27th do. do. No. 804 R.	✓ ✓
<i>Works estimated to cost over Rs. 50,000.</i> —Letter to the Government of India stating that provision will be made in the schedule of demands of South Indian Railway for 1896-97 for certain —.	27th do. do. No. 805 R.	.....
<i>Vacuum brake gear.</i> —Letter to the Government of India requesting sanction to an estimate of Rs. 37,200 for fitting 10 engines and 50 carriages on the Madras Railway with —.	27th do. do. No. 806 R.	.....
<i>Stephen's blue-black ink.</i> —Sanction accorded to the local purchase of six jars of — for use in the office of the Joint Secretary to Government, Public Works Department, Railway Branch.	27th do. do. No. 807 R.	.....
<i>Calicut-Cannanore Branch of the Madras Railway.</i> —Certain positioners to be informed by the Collector of South Canara that the extension of the — to Baliapatam will be considered when the construction of the branch is sanctioned by the Government of India.	27th do. do. No. 808 R.	.....
<i>Wood cross sleepers.</i> —Letter to the Government of India stating that there are no standard gauge lines using — under the control of the Government of Madras.	28th do. do. No. 809 R.	✓ ✓
<i>Girders.</i> —Letter from the Agent, South Indian Railway, stating that the Board of Directors have sanctioned the estimate of Rs. 16,157 for renewing the — of Devanuddy bridge and strengthening others, recorded.	28th do. do. No. 810 R.	✓ 16th Sept. 1894, No. 583 R.
<i>Land.</i> —Statement of — required temporarily for diversion of traffic near Kumarapuram Railway station, South Indian Railway, in the Tinnevely district, ordered to be published in <i>Fort St. George Gazette</i> .	29th do. do. No. 812 R.	.....

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Land</i> .—Notification for the acquisition of — required for the Berwada-Madras Railway in Nellore district, ordered to be published in <i>Fort St. George Gazette</i> .	29th Nov. 1895, No. 813 R.	.....
<i>Land</i> .—Notification for the acquisition of — required for the Madras-Ennore Section of the Berwada-Madras Railway in Madras district, ordered to be published in <i>Fort St. George Gazette</i> .	29th do. do. No. 816 R.	.....
<i>Madras-Ennore Section</i> .—Letter to the Government of India requesting, with remarks, to be informed from what source funds for the construction of certain embankments for the — of the Berwada-Madras Railway in connection with the Cooum Improvement scheme will be provided.	29th do. do. No. 817 R.	.....
<i>Statement of the Capital Accounts of the Indian Railway Companies on the 30th September 1895</i> .—Letter from the India Office drawing attention to an error in the —, communicated to the Examiner of Railway Accounts.	29th do. do. No. 818 R.	24th Oct. 1895, No. 715 R.