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LIGHT RAILWAYS

AT

HOME AND ABROAD.

BY

WILLIAM HENRY COLE, M.Inst.C.E.

LATE DEPUTY MANAGER, NORTH-WESTERN RAILWAY, INDIA.)

WITH PLATES AND ILLUSTRATIONS.

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PREFACE.

LIGHT RAILWAYS postulate greater facilities for promotion, cheaper construction, simpler working, and more lenient conditions generally than are applied to ordinary or standard railways; but, as pointed out in Chapter I., light and standard railways only differ from each other in degree, and no sharp line can be drawn between them. We are all feeling our way in the matter of light railways, and the treatment of a subject which is more or less unformed and undefined presents peculiar difficulties. The late Mr Corrie L. Thompson's *Catalogue of Books, Reports, Papers, and Articles relating to Light Railways*, 1895, was a most useful guide to a literature which is necessarily scattered and incomplete. To sift this information, and to collect and arrange useful matter in a convenient and readable form was the result I aimed at.

In Chapter II. I have tried to give the general reader some idea of the principles which govern the classification of goods and the application of rates. Passenger fares may vary directly as the mileage, but not, as a rule, goods rates. Of all the factors which affect the cost of goods service, distance is often the least important. It will usually pay a railway better to carry properly packed foreign produce right through from port to market than small home consignments picked up at intermediate stations. Not only, however, is it generally impracticable to lower local rates to the level of import rates, but attempts to satisfy the home producer by raising the import rates have sometimes merely resulted in forcing the foreign produce to find a cheaper way to the market by sea. The British agriculturist's ultimate remedy lies, not in requiring the railways to "boycott" the foreigner, but in adopting better methods of packing, in combining to make up larger consignments, and in the development of light railways under the Act of 1896. Why—as Mr W. M. Acworth once asked—if light railways are useful to foreign farmers, must they be useless to English farmers? In the writing of this

chapter I am indebted to Acworth's *The Railways and the Traders*, to Grierson's *Railway Rates*, to Hadley's *Railroad Transportation*, and to a course of three lectures on *Railway Management* (Calcutta, Bengal Secretariat Press, 1896) delivered at the Sibpur Engineering College by S. Finney, Manager (under whom I held the post of Deputy Manager) of the Eastern Bengal State Railway.

What other European countries have done towards the development of light railways has been briefly described in Chapters III.-VI. No system, in regard to its organization and results, offers to those interested in light railways so instructive a field for study as that of Belgian Light Railways. They owe their development to the foundation in 1885—with the express object of enabling agriculturists to compete with foreign producers—of the National Society of Local Railways, which holds the monopoly of light railway concessions, determines the contributions of the State, provinces, communes, and private individuals (a small proportion), and distributes the profits. Under the Act of 1896 we have, at last, secured equal facilities and as simplified a procedure; but, as our Light Railway Commissioners simply deal with applications made to them for an order authorizing a light railway, State aid is practically unknown, financial assistance from local authorities is seldom sought, and private enterprise is still the mainspring. A close parallel has been traced in some detail between the cost of Belgian Light Railways and light lines on the same (metre) gauge in India. In France the direct control of the light railways is placed in the hands of the Prefects, and the tendency is for the departments to construct the lines and to lease the working of them. This raises the question of a traffic formula which shall induce the lessee to work the light railway in the interests of the public, by making the amount of his subsidy depend upon his doing so. The Belgian and Noblemaire's formulæ, Considère's formula, and Colson's modification of it come under brief review. The consideration of these and of MM. Considère's and Colson's controversy on the claims which light railways have, not only upon local but upon national support, as well as upon the most generous treatment by the main lines which they feed, cannot be without interest, and even practical value, to all who are interested in the light-railway question. The development of Italian tramways (which are—as in Belgium, France, and Holland—light railways on roads) shows that it is far more effective, in the long-run, to offer private enterprise a fair field, unhampered by harassing restrictions, than to afford direct pecuniary assistance in the form of Government subsidies. In Prussia the pro-

vincial and district authorities, but not the Central Government, may support the undertakings of other local bodies or of private persons. Light railways on roads are far more frequent on the Continent than they are likely to be in England.

In our Colonies and in the United States, uniform adherence to a standard of perfection has not been required, and, consequently, the necessity of making light railways a distinct class seldom arises. As will be seen in Chapter VII., these countries offer suggestive examples of the cheap construction of pioneer lines in undeveloped districts.

Facilities for the acquisition of land, and the early recognition of light-railway principles, wherever the utmost economy was essential, have already added a considerable mileage to our Indian railway system (Chapter VIII.). The "Branch Line Terms of 1896" and the near prospect of a stable exchange should attract British capital to the development of light railways in India.

Unlike England and Scotland, Ireland (Chapter IX.) is no stranger to State aid; and, apart from mere figures, the construction of light railways with State assistance has been a great boon to poor and remote districts. The Irish Act of 1896 is in line with the English Act of the same year.

Chapter X. devotes a brief space to traction engines, road locomotives, and other means of road transport which offer themselves as possible alternatives to light railways in certain cases; and their recent relief from certain disabilities which restricted their use has been described.

The interpretation of the Light Railways Act of 1896 is dealt with in Chapter XI.

The notion that a light railway must be a narrow-gauge railway is far too common. Light axle-loads and low speeds, not gauge, are the first conditions of cheap construction and economical working. Gauge is quite a secondary factor, the effect of which is very often exaggerated by the advocates of narrow gauges. Its influence on the cost of different items of expenditure is discussed in Chapter XII. Unless there are very special reasons to the contrary, light railways in England—short in length and making contact with the main lines—should be on the 4 ft. 8½ in. gauge. It is many years too late to wish that in India 4 ft. 8½ in. were the standard gauge, with the 2 ft. 6 in. gauge to fall back upon for those light railways which could not or need not make physical connection with the main lines in order to carry standard-gauge goods stock. *All the world over there ought to be two gauges only, the 4 ft. 8½ in. and the 2 ft. 6 in.*

Chapter XIII. on "Construction and Working" and Chapter XIV. on "Locomotives and Rolling-Stock" (and this explanation applies to the other chapters also) were not designed to form portions of a technical text-book on "Light Railways." That would necessarily include so much information regarding the construction, equipment, and working of ordinary, as well as of light railways—information regarding which is within the knowledge of railway engineers and within the reach of all—that I have simply endeavoured in those chapters to suggest or to recall the various details which admit of simpler and more economical treatment in the case of light railways. In no branch of expenditure is there more scope for economy in working than in the organization of the revenue staff—by employing cheaper servants than would be required on ordinary railways, by making the duties of the subordinate staff interchangeable, and by combining the supervision and administration of several departments under one head—and yet, in Chapter XIII., this important question is confined to one (the concluding) paragraph. The conditions of light-railway working must vary so greatly that suggestions for reducing establishment charges are best sought and considered in connection with the particular systems where such economies have actually been applied (see *Index*—"Economies in Construction and Working").

More precise illustrations of economical construction, equipment, and working are given in Chapter XV. (on "Light Railways in England, Scotland, and Wales"), which contains short studies of three light railways constructed before the Act—the Wisbech and Upwell Tramway, the Three Horse-Shoes and Benwick (Goods) Line, and the Easingwold Railway. Through the kindness of Col. G. F. O. Boughiey, R.E., C.S.I. (one of Her Majesty's Light Railway Commissioners), I have been able to bring my information regarding light railways which come under the Act of 1896 as nearly up to date as possible.

Finally, my thanks are due to the General Manager, Locomotive Superintendent, and Mr Sherlock of the Great Eastern Railway, to the Honorary Secretary of the Easingwold Railway, to Messrs John Fowler & Co., to Messrs Kitson & Co., to the Leeds Forge Co., to Mr Everard R. Calthrop, to the representatives of the Colonies in London, to Mr A. S. Jameson (Locomotive Superintendent, E.B.S.R., India), and to many others, who have kindly placed information at my disposal.

W. H. C.

January 1899.

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PREFACE.

IN this work the Locomotive Engine is looked at chiefly from the point of view of the Designer or Locomotive Draughtsman, and the scope and treatment have been mainly determined with reference to his needs. The requirements of the Engineer generally, who may desire to ascertain the practice of the Locomotive Engineer, and the needs of the Student have, however, also been kept steadily in view.

The aim has been not only to set out the most successful and generally approved modern practice, but to set it out in such manner as to aid in its intelligent adaptation, in accordance with general mechanical principles, to changed conditions or to further development. At the same time the book is intended to be of a thoroughly practical nature; and the calculations which it has been necessary to employ are accordingly suited, as far as possible, for every day use in the Engineer's Drawing Office.

There is given, after a brief historical introduction, an enumeration of particulars concerning the leading types and classes of locomotives at present in use in this country, both simple and compound. This is followed by a description of the methods of determining those factors or elements in the design of a locomotive which in large measure furnish the data for the subsequent working out of detail, but which themselves arise immediately from the conditions as to speed, loads, character of the roads, and so forth, prescribed, it may almost be said, to the Locomotive Engineer from without. The detailed construction and design of the various parts and fittings of the modern locomotive are then dealt with in a series of chapters ending with the eighteenth, and material for a comparison between British and foreign practice is also afforded by the chapter on American and Continental locomotives.

The operations of the workshop, and questions of cost, fall in general outside the scope of such a work as the present. They are, however, it will be seen, touched upon to some extent wherever they bear immediately on the design or maintenance of the locomotive—as, for example, in respect to the application of steel in boiler construction in Chapter xiii., and in regard to repairs and renewals in Chapter xxii.

A record and analysis of a series of experimental runs form the subject of Chapter xix. This chapter it is hoped will be found to afford some useful data for the Designer, and to give exact information as to the capabilities of the modern British express locomotive. An account of these trials has previously appeared in the *Proceedings of the Institution of Civil Engineers*. Thanks are due to the Institution for permission to reproduce the paper here.

The work is largely based upon experience gained in the drawing office and workshops under some of the leading locomotive engineers in this country, supplemented by information kindly furnished by the locomotive departments of the various Railway Companies. The large comparative Table forming Appendix B is compiled from information thus supplied.

The Author's best thanks are due especially to the following locomotive engineers for particulars concerning engines designed by them:—Messrs. W. Adams, J. A. F. Aspinall, F. W. Webb, J. Holden, W. Kirtley, Jas. Stirling, W. Worsdell, H. Pryce, H. A. Ivatt, J. McIntosh, D. Jones, T. F. Clark, and G. Estall, and to Mr. T. Coates for drawings of the Rocket and other old engines. Thanks are also due to Mr. A. F. Ravenshear for assistance in the final preparation for the press, and to Messrs. G. R. Sisterson, L. Gates, and E. Sharples for preparing details, diagrams, and for other aid.

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Thanks are due for the loan of blocks employed in the chapter on Continental Locomotives to the authors and publishers of the following works:—*Locomotive et Matériel Roulant*, and *Traité Pratique de la Machine Locomotive* by M. Demoulin; *La Machine Locomotive* by E. Sauvage; and *Das Eisenbahn-maschinenwesen Der Gegenwart*—the section by A. von Borries.

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STATEMENT TO ACCOMPANY MAP SHOWING FEEDERS
(ROADS AND NAVIGABLE CANALS) TO RAILWAYS IN THE
MADRAS PRESIDENCY FOR THE YEAR 1898-99.

~~_____~~

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*Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899.*

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			

Ganjám District.

			M.	F.	FT.	M.	F.	FT.	M.	F.	FT.	
Chicacole Trunk Road ..	Bengal Frontier <i>via</i> Kasi- bugga.	..	A	....	139	0	0	....				
2. Aska <i>via</i> Ballibhedra ..	Kurcholi ..	..	A	....	27	0	0	....				
3. Russellkonda ..	Kullada ..	..	A	....	4	0	0	....				<i>Too short to show</i>
4. Aska <i>via</i> Russellkonda ..	Durgaprasad ..	..	A	....	42	0	0	....				
5. Do. <i>via</i> Surada ..	Pippalaponka ..	..	A	....	30	0	0	....				
6. Do. ..	Humma ..	..	A	....	31	4	0	....				
7. Purushottapur ..	Jagannadapuram ..	..	A	....	14	4	0	....				
8. Jagannadapuram ..	Gopalpur ..	..	A	....	3	0	0	....				<i>Too short to show</i>
9. Russellkonda ..	Ballibhedra ..	..	A	....	16	4	0	....				
10. Ampura ..	Gopalpur ..	..	A	....	7	4	0	....				
11. Langapalli ..	Trunk Road ..	..	A	....	2	4	0	....				<i>Too short to show</i>
12. Berhampur ..	Burial-ground ..	..	A	....	2	4	0	....				
13. Aska ..	Berhampur ..	..	A	....	25	0	0	....				
14. Berhampur ..	Govindapur ..	..	A	....	12	0	0	....				
15. Jagupur ..	Sonapur ..	..	A	....	6	0	0	....				
16. Purushottapur <i>via</i> Chek- ati, Digupudi.	Aska ..	..	A	....	39	0	0	....				
17. Iohápur ..	Jarada ..	..	A	....	12	5	330	....				
18. Kanchilly ..	Baruva <i>via</i> Sompéta ..	..	A	....	5	4	0	....				
19. Do. ..	Jalantra ..	..	A	....	2	0	0	....				<i>Too short to show</i>
20. Korlam ..	Báruva ..	..	A	....	4	0	0	....				
21. Mandasa ..	Goppili ..	..	A	....	14	0	0	....				
22. Latchmapuram Village ..	Trunk Road ..	..	A	....	0	2	0	....				
23. Durgadévi Street, Gan- jám.	Do. ..	..	A	....	0	4	0	....				
24. Sigidipata Village ..	Gopalpur-Jagannada- puram	..	A	....	0	2	0	....				
25. Kukandakandy Village.	Aska-Berhampur ..	..	A	....	0	4	0	....				<i>Too short to show</i>
26. Golanthra Village ..	Golanthra Railway Station.	..	A	....	0	4	0	....				
27. Chekati Fort ..	Purushottapur-Aska ..	..	A	....	0	4	0	....				
28. Konisi ..	Dumidumi Road ..	..	A	....	3	0	0	....				

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

Road		Class.	PORTION COMPLETED During the last official year.	Total to date.	Portion under construction.	Remarks.
From	To					

Ganjám District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
29. Babonda ..	Pattapur ..	A	....	3 0 0	....	Too short to show
30. Chicacole ..	Palkonda ..	A	....	12 4 912	....	
31. Chintada ..	Gara ..	A	....	11 0 0	....	
32. Kota Bommali ..	Tekkali ..	A	....	9 4 0	....	
33. Maliaputti ..	Naupada ..	A	....	17 5 460	....	
34. Parlákimedi ..	Pundi ..	A	....	24 4 0	....	
35. Do. ..	Calingapatam ..	A	....	34 6 150	....	
36. Chicacole ..	Do. ..	A	....	16 5 396	....	
37. Srikurmam ..	7th mile of Chicacole- Calingapatam Road.	A	....	2 4 0	....	Too short to show
38. Parlákimedi ..	Varanasi ..	A	....	18 4 0	....	
39. Haddubhamgi on Varna- nasi Road.	Haddubhamgi on Pal- konda boundary.	A	....	14 0 0	....	
40. Parlákimedi ..	Uppalada ..	A	....	8 1 0	....	
41. Allikam ..	Buttili ..	A	....	48 4 7	....	
42. Uppalada ..	Gusadi ..	A	....	5 2 0	....	Too short to show
43. Jurgangy ..	Jagannadpuram ..	A	....	18 0 0	....	
44. Arasavalli Road ..	Trunk Road ..	A	....	1 1 220	....	
45. Chicacole ..	Mafusbander ..	C	....	4 0 0	....	
46. Naupada Station.	Railway Naupada-Maliaputti	A	....	0 6 200	....	
47. Parlákimedi ..	Trunk Road ..	A	....	0 4 510	....	
48. Chicacole Road Railway Station.	Chintada-Gara ..	A	....	0 5 448	....	
49. Chicacole ..	Trunk Road ..	A	....	0 5 653	....	
50. Mokhalingam Road ..	Do. ..	B	....	5 0 0	....	Too short to show
51. Palasa Road ..	Kasibugga ..	A	....	1 1 0	....	
52. 37th mile Trunk Road from Ganjám.	Kallikota Railway Station.	A	....	0 5 0	....	
53. 23rd do.	Humma do.	A	....	0 1 25	....	
54. 18th mile of Purushot- tapur-Jagannadpuram Road.	Jagannadpuram Railway Station near Narandra- pur.	A	....	0 0 355	....	
55. 1st mile of Trunk Road from Berhampur.	Berhampur Railway Sta- tion.	A	....	0 3 620	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

Road		Class.	PORTION COMPLETED During the last official year.	Total to date.	Portion under construction.	Remarks.
From	To					

Ganjám District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
56. 16th mile of Trunk Road from Berhampur.	Ichápur Railway Station.	A	....	0 1 330	....	
57. 33rd do.	Báruva do.	A	....	0 0 700	....	
58. Santha Bommali ..	Kota Bommali do. ..	A	....	....	0 2 4	Too short to show
59. Chatrapur (Trunk Road from Berhampur to Bengal Frontier).	Chatrapur do. ..	A	0 4 0	0 4 0	....	
60. Do. do.	Rambha do. ..	A	0 4 0	0 4 0	....	

Vizagapatam District.

			M. F. FT.	M. F. FT.	M. F. FT.	
1. Vizagapatam ..	Anakápallo ..	A	....	18 7 0	....	
2. Do. ..	Bowdara up to Chilkala- geddi.	A	....	38 4 0	....	
3. Do. ..	Vemulavalasa ..	A	....	14 0 0	....	
4. Vizianagram ..	Junction of Trunk Road at Madavalasa near Chittivalasa.	A	....	10 7 0	....	
5. Palkonda ..	Towards Chicacole ..	A	....	10 7 0	....	
6. Anakápallo ..	Pudimadaka ..	B	....	14 1 0	....	
7. Soobhavaram ..	Venkanapalum ..	B	....	11 0 0	....	
8. Gajuvaka ..	Panchadharla ..	B	....	21 6 0	....	
9. Narasipatam ..	Koudasunthu ..	B	....	8 0 0	....	
10. Chódavaramu ..	Madagole ..	B	....	12 3 0	....	
11. Sontyam ..	Simhachellum ..	B	....	6 0 0	....	
12. Gopalpatam ..	Do. ..	B	....	3 1 0	....	
13. Vepagunta ..	Pinagode ..	B	....	5 4 0	....	Too short to show
14. Waltair ..	Hanumunthavaka ..	B	....	1 0 0	....	
15. Vizianagram ..	Nathavalasa ..	B	....	7 7 0	....	
16. Jaganathapuram ..	Jargani ..	B	....	5 0 0	....	
17. Chinthavalasa ..	Trunk Road ..	A	....	4 4 0	....	Too short to show
18. Western Branch Road ..	Vizianagram ..	A	....	0 6 0	....	
19. Razam ..	Ramabhadrapuram ..	B	....	25 2 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED During the last official year.	Total to date.	Portion under construction.	Remarks.
From	To					
Vizagapatam District—cont.						
			M. F. FT.	M. F. FT.	M. F. FT.	
20. Cantonment Church Road.	Vizianagram	A		0 4 0		Too short to show
21. Palkonda Cantonment ..	Agency boundary ..	B	....	3 4 0	....	
22. West end of Vizianagram <i>viâ</i> Rega.	Junction of Vizagapatam- Pârvatîpuram Road.	A	....	1 6 0	....	
23. Gambheeram	Bimlipatam	A	....	5 1 0	....	
24. Bimlipatam	Chittivalasa	A	....	4 0 0	....	
25. Trunk Lower Road lead- ing from toll-gate near Peddacheruvu.	To the travellers' bunga- low at Vizianagram.	A	....	0 4 0	....	
26. Bhimasinghi	Srungavarupucotta ..	B	....	12 0 0	....	
27. Great Northern Trunk Road from Madras to Bengal frontier from Tuni.	Chicacole	A	....	116 7 0	....	
28. Vizianagram	Pârvatîpuram	A	....	51 1 0	....	
29. Do.	Palkonda <i>viâ</i> Chipuru- palle.	A	....	41 7 0	....	
30. Palkonda	Pârvatîpuram	A		27 0 0		Too short to show
31. Ramabhadrapuram ..	Itikavalasa	A	....	10 6 0	....	
32. Pârvatîpuram	Royaghoda	A	....	15 0 0	....	
33. Razam	Ponduru	A	....	10 3 0	....	
34. Narasipatam	Thallapalem	B	....	19 4 0	....	
35. Do.	Pôlavaram	B	....	19 3 0	....	
36. Anakâpalle	Chôdavaramu	A	....	11 0 0	....	
37. Narasipatam	Goleconda	B	....	5 0 0	....	
38. Tuni	Pentakota	B	....	5 0 0	....	
39. Vizianagram	Bowdara	A	....	19 4 0	....	
40. Do.	Kottavalasa	B		12 5 0		Too short to show
41. Nellimarla	Ranasthalam	B	....	17 2 0	....	
42. Razam	Seettaramapuram ..	C	....	4 6 0	....	
43. Vizianagram	Sontyam <i>viâ</i> Padmana- bham.	B	....	16 0 0	....	
44. Junction of Vizianagram- Sontyam Road.	New Bhimasinghi ..	B	....	5 0 0	....	
45. Salur	To the foot of Ghat at Thadivalasa.	B	....	14 0 0	....	
46. Artam	Duggi	B	....	2 4 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			

Vizagapatam District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
47. Duggi	One mile beyond Kurapam.	B	....	5 0 0	....	
48. Pulaparty	Trunk Road	C	....	0 4 0	....	
49. Rifle Range Road ..	Vizagapatam	C	....	0 6 0	....	
50. Madhavadara	Maripalliem	C	....	2 0 0	....	
51. Do.	Butchiregapallum ..	C	....	3 0 0	....	
52. Trunk Road	Magilipuram	C	....	4 0 0	....	
53. Do.	Rampuram	C	....	2 0 0	....	
54. Do.	Guramapalem	C	....	3 0 0	....	
55. Do.	Juthada	C	....	0 5 0	....	
56. Narasipatam	Kotamandur	C	....	2 0 0	12 0 0	Isosht to Sh
57. Gopalapalli	Pendu	C	....	6 0 0	....	
58. Regulavalasa	Medapalli	C	....	6 0 0	....	
59. Narayanapatnam ..	Trunk Road	C	....	3 4 0	....	
60. Jannavalasa	Do.	C	....	2 0 0	....	
61. Venkatapuram	Padmanabham	C	....	7 6 0	....	
62. Ponduru	Ponduru Railway Station.	B	....	....	1 2 0	
63. Narasapatam	Vaddadi	B	....	....	21 6 264	
64. Cheepurupalli	Trunk Road	C	....	....	11 4 0	

Gôdâvari District.

1. Kothur	Ellore	B	....	1 6 0	....	
2. Ponangy	Do.	B	....	2 7 0	....	
3. Sreepartipadu	Do.	A	....	5 0 0	....	
4. Chattaparru	Do.	A	....	0 6 0	....	
5. Sanivarapupeta	Do.	A	....	3 4 0	....	
6. Chintalapudy	Do.	A	....	29 0 0	....	
7. Jangareddigudem ..	Do.	A	....	33 0 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED During the last official year.	Total to date.	Portion under construction.	Remarks.
From	To					

Gódvári District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
8. Kovvali	Ellore	A	....	4 0 0	....	
9. Pangidigudem	Bhimadole	A	....	4 0 0	....	
10. Bhimadole Village	Do.	A	....	0 4 0	....	
11. Malikimahamedpuram	Poolla	B	....	2 2 0	....	
12. Nallacherla	Tadépalligudem	A	....	14 0 0	....	
13. Koderu	Do.	A	....	31 0 0	....	
14. Tadépalligudem Railway Station.	Do.	A	....	2 0 0	....	
15. Pangidy	Nidadavolu	A	....	8 0 0	....	
16. Chettipatti	Do.	B	....	2 0 0	....	
17. Paravali	Do.	A	....	12 0 0	....	
18. Nidadavolu Railway Station.	Do.	A	....	2 0 0	....	
19. Pangidy	Kovoor	A	....	5 0 0	....	
20. Tallapudy	Do.	B	....	6 0 0	....	
21. Gokavaram	Rajahmundry	A	....	22 0 0	....	
22. Rajanagaram	Do.	A	....	12 0 0	....	
23. Kasavaram	Do.	A	....	7 0 0	....	
24. Katair	Do.	A	....	5 0 0	....	
25. Dowlaishweram	Do.	A	....	4 0 0	....	
26. Canal Bank	Kadium	A	....	5 0 0	....	
27. Dowlaishweram	Do.	A	....	4 0 0	....	
28. Alamur	Dwarapudy	A	....	12 0 0	....	
29. Rámachendrapur	Do.	A	....	12 0 0	....	
30. Somaswaram	Biccavole	A	....	8 0 0	....	
31. Rámachendrapur	Do.	A	....	13 0 0	....	
32. Rajanagaram	Do.	A	....	12 0 0	....	
33. Canal Bank	Do.	A	....	0 1 0	....	
34. Rajanagaram	Samalcottah	A	....	19 0 0	....	
35. Jaggammappeta	Do.	A	....	12 0 0	....	
36. Prattipadu	Do.	A	....	13 0 0	....	
37. Pithápuram	Cocanada	A	....	10 0 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED During the last official year.	Total to date.	Portion under construction.	Remarks.
From	To					

Gódvári District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
38. Kotipilli	Cocanada	A	....	23 0 0	....	
39. Nilapalli	Do.	A	....	17 0 0	....	
40. Kattipudy	Gollaprolu	A	....	8 0 0	....	
41. Annavaram	Kothapilly	A	....	2 0 0	....	
42. Thondongy	Do.	A	....	4 0 0	....	
43. Kotanandur	Tuni	A	....	6 0 0	....	
44. Pentakota	Do.	A	....	2 0 0	....	
45. Annavaram	Do.	A	....	11 0 0	....	
46. Nakkapalli	Do.	A	....	12 0 0	....	

CANAL.

1. Kistna Frontier ..	Vizagapatam frontier vid Ellore, Rajahmundry.	..		49 0 0		
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Kistna District.

1. Masulipatam	Hyderabad Frontier vid Bezawada and Nandigama.	A		111 6 0		
2. Do.	Nuzvid vid Gudivada and Perikeed.	A	....	35 0 0	....	
		B	....	15 0 0	....	
3. Nidumole	Ilur	A	....	1 0 0	....	
		B	....	12 6 0	....	
4. Guntur	Hanumanulapalam ..	A	....	22 4 0	....	
5. Nakarikai	Perala	A	....	43 0 0	....	
		B	....	4 0 0	....	
6. Kopparapad	Pondugal	A	....	62 0 0	....	
7. Nakarikai	Gurazala	A	4 4 0	12 7 0	4 0 0	
		B	10 6 0	10 6 0	....	
8. Sattenapalle	Narasaraopet	A	1 0 0	4 4 0	3 0 0	
		B	2 7 0	2 7 0	....	
9. Toallapalli	Kottapalem	A	....	7 0 0	....	
		B	....	9 0 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD				March 1899—cont.							
From	To	Class.	PORTION COMPLETED	During the last official year.		Total to date.		Portion under construction.		Remarks.	
Kistna District—cont.											
10. Pamarru	 Gudiváda	 A	M. F. FT.			M. F. FT.		M. F. FT.			
11. Gudiváda	 Bantumalli	 B	....	7 6 0		....					
12. Mudinepalli	 Kykalur	 B	....	20 2 0		....					
13. Kykalur	 Vinjaram	 B	....	11 4 0		....					
14. Inkollu	 Chinna Ganjám	 B	....	1 4 0		....					
15. Vellatur	 Bápatla	 B	....	8 0 0		....				Too short to show	
16. Bápatla	 Pedda Ganjám	 B	....	28 0 0		....					
17. Ponnuru	 Intúr	 B	....	26 0 0		....					
18. Tenali	 Narakoduru	 A	....	4 0 0		....				Too short to show	
19. Santaravoor	 Vatapalam	 B	....	10 0 0		....					
20. Bápatla	 Nallamada	 B	....	3 4 0		....				Too short to show	
21. Répalle	 Penumudi	 B	....	7 0 0		....					
22. Gurazala	 Tummercodu	 A	....	1 6 0		....					
23. Vinukonda	 Karempudi	 A	....	12 4 0		....				Too short to show	
24. Dáhepalle	 Gurazala	 A	....	29 0 0		....					
25. Piduguralla	 Julakallu	 A	....	7 0 0		....					
26. Nambur	 Do.	 B	1 4 0	1 0 0		0 7 0					
27. Guntúr. Chintala Cheruvu Road.	 Sattenapalle Railway Station.	 A	3 4 0	3 4 0		0 0 240					
28. Phirangipuram	 Railway Station	 A	....	0 0 164		....					
29. Satúlúr	 Do.	 A	....	0 2 470		....					
30. Narasaraopet	 Do.	 A	....	0 2 110		....					
31. Santamágulúr	 Do.	 A	....	0 4 280		....				Too short to show	
32. Vinukonda	 Do.	 A	....	0 4 60		....					
33. Gannavaram	 Do.	 A	....	0 2 30		....					
34. Viravalli	 Do.	 A	....	1 5 100		....					
35. Mangalagiri	 Do.	 A	....	0 3 0		....					
36. Kankipaud	 Gudiváda	 B	....	0 1 430		....					
37. Toallapalli	 Nádákudúru	 B	....	16 0 0		....					
38. Do.	 Mopidevi	 B	....	3 6 0		....					
39. Ibrahimpatnam	 Mylavaram	 A	....	3 6 0		....				Too short to show	
			....	15 4 0		....					

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD				Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To				During the last official year.			
Kistna District—cont.								
					M. F. FT.	M. F. FT.	M. F. FT.	
40. Bezwada	..	..	Perikeed	..	{ A	10 0 0	....	
				..	{ B	16 0 0	....	
41. Kankipad	..	..	Gannavaran	..	B	6 0 0	....	
42. Chillakallu	..	..	Jaggiapet	..	A	3 0 0	....	} Too Short to Show
43. Jaggiapet	..	..	Sher Muliammadpet	..	A	2 0 0	....	
44. Sathanapalli	..	..	Krosuru	..	A	9 4 0	....	} Too Short to Show
45. Jaggiapet	..	..	Muktyala	..	A	5 2 0	....	
46. Percherla	..	..	Piduguralla	..	A	30 6 0	....	
47. Guntúr	..	..	Amarávathi	..	A	20 0 0	....	
48. Guntúr (called Ring Road).	..	..	Guntúr	..	A	6 0 0	....	
49. Oleru	..	..	Nizampatam	..	B	20 0 0	....	
50. Seetanagaram	..	..	Nellore Frontier, G.N.R.	..	A	55 2 0	....	
51. Guntúr	..	..	Bápatla	..	A	30 6 0	....	} Too Short to Show
52. Gundlakamma	..	..	Railway Station	..	A	0 2 400	....	
53. Guntúr	..	..	Chintalacheruvu	..	A	66 0 0	....	
54. Ponnur	..	..	Tsandole	..	B	6 0 0	....	} Too Short to Show
55. Chillakallu	..	..	Bonakal Road	..	{ A 0 1 0	0 1 0	....	
				..	{ B 10 5 0	10 5 0	....	
56. Gannavaram	..	..	Railway Station	..	A	1 0 760	1 0 760	} Too Short to Show
57. Viravalli	..	..	Do.	..	A	0 0 1,980	....	
58. Chillakalur	..	..	Bonakallu Station	..	B 10 5 0	10 5 0	....	
CANAL.								
Western Section.								
1. Nellore Frontier and Kanuparti.	..	..	Kistna River	..	..	72 0 0	....	
2. Branch	..	..	Nizampatam	..	..	41 0 0	....	
3. Do.	..	..	Mouth of Kistna	..	..	53 0 0	....	
Eastern Section.								
4. Bezwada	..	..	Ellore	..	..	40 0 0	....	
5. Do. Branch	..	..	Do.	..	..	48 0 0	....	
6. Do. do.	..	..	Gódávri Frontier	..	..	24 0 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To					
			During the last official year.			

Nellore District.

			M. F. FT.	M. F. FT.	M. F. FT.	
1. Vencatachellam Choultry.	Nellore	A	....	10 0 0	....	
2. Copperapaud	Ulavapaud	B	....	58 0 0	....	
3. Ulavapaud	Nellore	A	....	52 0 0	....	
4. Mypaud	Do.	A	....	14 0 0	....	
5. Kodur	Do.	A	....	12 0 0	....	
6. Krishnapatam	Do.	A	....	16 0 0	....	
7. Kanupartipad	Do.	B	....	2 1 0	2 3 0	Too short to show
8. Dornal Pass	Do.	B	....	60 0 0	....	
9. Manubolu	Vencatachellam Choultry.	A	....	10 0 0	....	
10. Muthukur	Do.	A	....	14 0 0	....	
11. Podalakur	Manubolu	A	....	16 0 0	....	
12. Manubolu	Do. Railway Station.	A	....	0 4 0	....	Too short to show
13. Rapur	Gudur	B	....	22 0 0	....	
14. Dugarajapatam	Do.	B	....	25 0 0	....	
15. Manubolu	Do.	A	....	4 0 0	....	Too short to show
16. Gollapalli	Venkatagiri	B	....	14 0 0	....	
17. Naidupet	Do.	B	....	15 6 0	7 2 0	
18. Venkatagiri Town	Do. Railway Station.	A	....	2 0 0	....	Too short to show
19. Tippavarapaudu	Gollapalli	B	....	6 0 0	....	
20. North Arcot Frontier	Venkatagiri	A	....	3 0 0	....	Too short to show
21. Darsi	Kuruchedu	B	....	10 7 0	2 5 0	
22. Tadivaripalli	Thurlupaud	C	As a bandy track 6 miles long.			
23. Podili	Donakonda	C	Do. do.			
24. Podanampad	Kocherlakota vid Dona-konda.	O	....	....	20 5 0	
25. Venkatagiri	Rapur	B	....	4 3 0	13 0 0	
26. Vendodu	Gollapalli	B	....	2 4 0	3 3 0	Too short to show
27. Someswaram	Nellore vid Podalakur	A	....	42 0 0	3 0 0	
28. Narasimhulukonda	Nellore	B	....	7 0 0	....	
29. Anamaduga	3rd furlong 146th mile of G.N. Road.	A	....	1 4 0	....	
30. Ammanabrolu	Ammanabrolu Railway Station.	B	....	....	0 7 280	Too short to show

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To					
			During the last official year.			

Nellore District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
31. Allur Railway Station ..	3rd furlong of 127th mile of G.N. Road.	B	....	....	0 1 140	Too short to show
32. Buchireddipallem	Kodavalur	B	....	9 0 0	....	
33. Bagolu (G.N. Roads, 130th mile).	Chinakraka, viz., Betragunta Railway Station.	A	....	4 0 0	....	Too short to show
34. Coveragunta	Allur	A	....	6 0 0	....	
35. Chundi	Kundukur	B	....	15 7 0	....	
36. Cumbum	Ongole vid Podili	B	....	60 0 0	....	
37. Durajapatam	Naidupett	B	....	13 0 0	5 0 0	
38. Duttalore	Pomur	B	....	4 0 0	....	Too short to show
39. Do.	Bhata	B	....	18 0 0	....	
40. Ethamukkalu	Vallur	B	....	4 3 0	1 5 0	Too short to show
41. Gangapatam	Mypaud Road	B	0 4 0	0 4 0	....	
42. Kavali	Sitarampuram vid Kaligiri, Vinjamur, Duttalore and Udayagiri.	B	....	65 0 0	....	
43. Kandukur	Tettu Railway Station vid Gudlur.	B	....	16 0 0	....	
44. Karedu	Ulavapadu Railway Station.	A	....	3 0 0	....	Too short to show
45. Kottapatnam	Ongole	A	....	10 4 0	....	
46. Kaligiri	Chundi	B	....	12 0 0	16 0 0	
47. Kanigiri	Pomur	B	....	18 5 0	4 7 0	
48. Do.	Podili	B	....	10 0 0	....	
49. Kavali Railway Station.	G.N. Road	A	....	....	0 0 600	Too short to show
50. Kaligiri	Sangam	B	....	18 0 0	....	
51. Malakonda	Chundi	B	....	2 0 0	3 4 0	
52. Ongole Railway Station.	Ongole Municipal limits ..	A	....	....	0 1 390	Too short to show
53. Oollapuliem	Singarayakonda	B	....	3 0 0	....	
54. Padugupadu Railway Station.	2nd furlong 112th mile, G.N. Road.	B	....	....	0 2 99	
55. Podili	Addanki vid Darsi	B	....	32 4 0	....	
56. Peddapariah Railway Station.	8th furlong 75th mile, G.N. Road.	A	1 4 620	1 4 620	....	Too short to show
57. Penchelu Kovil	Adurupalli	B	....	0 1 0	15 0 0	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED. During the last official year.	Total to date.	Portion under construction.	Remarks.
From	To					

Nellore District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
58. Ramapatam	Tettu Railway Station ..	A	....	2 7 0	....	<i>Too short to show</i>
59. Rapur	Podalakur	B	....	7 0 0	14 0 0	
60. Singarayakonda Railway Station.	7th furlong 164th mile, G.N. Trunk Road.	A	....	....	0 1 56	<i>Too short to show</i>
61. Singapett	Ulavapallu	A	....	4 0 0	....	
62. Surareddipallium Railway Station.	3rd furlong 1st mile of Vallur-Ethamukkala Road.	A	....	....	0 2 0	<i>Too short to show</i>
63. Sulurpett	do. 3rd furlong 50th mile, G.N. Trunk Road.	B	....	....	0 1 190	
64. Sungam	Podalukore Road ..	B	....	12 0 0	2 0 0	
65. Talamanchi Railway Station.	4th furlong 119th mile of Rajapaliem-Iskupalli.	B	....	....	1 4 430	
66. Tada	Satti Vedu	A	....	0 7 0	....	
67. Tikkanarum	Gudur	B	....	6 0 0	....	<i>Too short to show</i>
68. Tada Railway Station ..	3rd furlong 42nd mile, G. N. Trunk Road.	B	....	....	0 0 300	
69. Tettu	do. G.N. Trunk Road ..	A	....	....	0 2 560	
70. Tanguturu	do. 7th furlong 170th mile, G. N. Trunk Road.	B	....	....	0 0 240	
71. Ulavapadu	1st furlong 159th mile, G. N. Trunk Road.	B	....	....	0 1 380	
72. Udayagiri	Nandavaram	B	....	19 0 0	....	
73. Venkatagiri	Naidupett	B	....	14 4 0	8 0 0	
74. Vemulapad	Singarayakonda <i>via</i> Kanigiri and Kundukur.	B	....	57 0 0	....	

CANAL.

Buckingham Canal.

1. Chingleput Frontier ..	Kistna Frontier <i>via</i> Arumugam Light-house, Mypaud and Kanuparti.	..		157 6 0		
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Kurnool District.

1. Kurnool	Dhone	A		33 0 0		
2. Pyapalli	Gooty	A		5 0 0		<i>Too short to show</i>

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED. During the last official year.	Total to date.	Portion under construction.	Remarks.
From	To					

Kurnool District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
3. Pyapalli	Dhone	A	....	15 0 0	....	
4. Kurnool	Aspari	A	....	52 0 0	....	
5. Pattikonda	Tuggalli	A	....	7 0 0	....	
6. Do.	Aspari	A	....	9 0 0	....	
7. Maddikera	Nancherla	B	....	2 0 0	....	<i>Too short to show</i>
8. Dhavarbanda	Malleyala	B	....	20 4 0	....	
9. Yenigamarri	Do.	B	....	7 0 0	....	
10. Nandyal Town	Nandyal Railway Station.	A	....	2 0 0	....	<i>Too short to show</i>
11. Atmakur	Nandyal	A	....	32 0 0	....	
12. Koilkuntla	Muddanur <i>via</i> Nossam ..	A	....	20 0 0	....	
13. Do.	Nandyal	A	....	20 0 0	....	
14. Chagalamarri	Do.	A	....	39 0 0	....	
15. Banganapalle	Paniem	A	....	7 0 0	....	
16. Do.	Tadpatti Frontier ..	A	....	29 0 0	....	
17. Kalva	Bethamacherla	C	....	10 0 0	....	
18. Mahanadi	Gazalapalli	C	....	6 0 0	....	
19. Banganapalle	Rungapuram	C	....	12 0 0	....	
20. Allinagaram	Cumbum	A	....	32 0 0	....	
21. Mundlapud	Giddalur	A	....	3 4 0	....	<i>Too short to show</i>
22. Vemalakota	Markapur Railway Station <i>via</i> Markapur.	A	....	7 0 0	....	
23. Dupad	Markapur Railway Station.	C	....	16 0 0	....	
24. Banganapalle	Bethamcherla	C	....	12 0 0	....	
25. Kurnool <i>via</i> Chitoor Road.	Paniem	A	....	36 0 0	....	
26. Maddikera	Maddikera Railway Station.	A	....	0 2 80	....	
27. Nandyal Railway yard ..	Nunepalli level crossing ..	A	....	0 6 0	....	
28. Rungapuram	Rungapuram Railway Station <i>via</i> Gutapalli.	A	2 0 0	2 0 0	....	<i>Too short to show</i>
29. Sirvell	Gazalapalli Railway Station <i>via</i> Boilakuntla.	A	2 5 0	2 5 0	....	
30. Racherla	Malkapuram Railway Station <i>via</i> Garladinne.	B	3 0 0	3 0 0	....	
31. Pattikonda	Molagavally Railway Station <i>via</i> Hosur.	A	3 0 0	3 0 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			

Kurnool District—cont.

32. Kapatrala	Pendakal Railway Station via Marella.	B	M. F. FT. 2 0 0	M. F. FT. 2 0 0	M. F. FT.	} See Short to Show
33. Mallyala	Mallyala Railway Station.	A	2 3 0	2 3 0		

CANAL.

1. Cuddapah Frontier ..	Kurnool via Nandyal ..		136 0 0		
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Bellary District.

1. Chitivadaghi	Hospet Railway Station ..	A		1 0 0		} See Short to Show
2. Hospet	Do. do. ..	A	....	1 1 0	....	
3. Tornagallu	Pornool do. ..	A	....	1 6 0	....	
4. Kudatini	Kuddary do. ..	A	....	1 4 0	....	
5. Hagari	Hagari do. ..	A	....	0 4 0	....	
6. Verapur	Verapur do. ..	A	....	2 0 0	....	
7. Penchikalapad on Bel- lary-Gooty Road in Anantapur district. }	Bantanhal do. ..	A	....	2 4 0	....	
8. Chippigery	Bantanhal do. ..	B	....	5 6 0	....	
9. Do.	Nancherla do. ..	A	....	4 2 0	....	
10. Molagavalli	Molagavalli do. ..	B	....	2 7 0	....	
11. Aspari	Aspari do. ..	A	....	1 0 0	....	
12. Nagarur	Nagarur do. ..	B	....	1 7 0	....	
13. Kupagal	Kupagal do. ..	A	....	1 5 0	....	
14. Dharwar Road from Bellary via Hospet.	Bellahoonsky	A	....	51 0 0	....	
15. Dharwar Road from Bel- lahoonsky.	Sovinhuilly	B	....	18 0 0	....	
16. Bellary, viz., Hirihall ..	Mysore Frontier ..	A	....	13 4 0	....	
17. Bellary via Bomanhall to Kalyandrug Fron- tier from Bellary. }	Huggri River	A	....	33 0 0	....	
18. Madavaram	Kupagal	B	....	18 0 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			

Bellary District—cont.

19. Kupagal	Aspari	A		22 0 0		} See Short to Show
20. Bellary-Tekkalakotta, 28th mile	10th mile on Road from Bellary to Siroogoppah. 34th mile Siroogoppah.	A	....	17 0 0	....	
21. Bellary to Siroogoppah from 10th mile.	Tekkalakotta	B	....	17 0 0	....	
22. Bellary via Jaladrasi ..	Gooty	B	....	17 0 0	....	
23. Bellary via Allur to Kur- nool Frontier.	Bellary-Halaharivi, Hagari River, Aspari.	A	....	27 0 0	....	
24. Hagri River	Halaharivi	B	....	13 0 0	....	
25. Guntakal	Allur	A	....	16 4 0	....	
26. Hospet	Kampli	A	....	19 0 0	....	
27. Hospet	Sandur State Frontier ..	A	....	6 0 0	....	
28. Junction of Sandur ..	Ramandrug-Yettinhutty side.	A	....	13 0 0	....	
29. Ramandrug to the Fron- tier.	Hospet side	A	....	8 0 0	....	
30. Doogavathy to Gowripur from Gowripur. Huggri	Pinjar-Heggadahall .. Harpanahally	A	....	52 4 0	....	
31. Pinjar-Heggadahall ..	Huggri	B	....	5 0 0	....	
32. 8th mile stone of Bellary Harrihall Road.	Rayadrug	A	....	25 0 0	....	
33. Bellary	Roopenagudy	C	....	12 0 0	....	
34. Adoni	Siruguppa	B	....	25 0 0	....	
35. Rayadrug via Boopasa- mudram.	Anantapur Frontier ..	A	....	9 0 0	....	
36. Halvi	Kosgi	B	....	8 0 0	....	
37. Kosgi	Malapally on Madavaram Road.	A	....	7 0 0	....	
38. Adoni	Alur	B		14 0 0		
39. Do.	Nagaldinny	B	....	30 0 0	....	
40. Main Road	Kowtallam	B	....	8 0 0	....	
41. Gowripur	Kudligi	B	....	24 0 0	....	
42. Hadagally	Hampasagar	B	....	12 0 0	....	
43. Tornagallu	Sandur State	B	....	7 0 0	....	
44. Kudatini	Kampy	B	....	20 4 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			

Bellary District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
45. Hospet Railway Station.	Kallirampuram ..	A	....	1 0 0	....	Too Short to Show
46. Rayadrug vid Veerapur.	Anantapur Frontier	A	....	9 0 0	....	
47. Rayadrug vid Avooldotla.	Do.	B	....	14 0 0	....	
48. Kudligi	Somalapur..	B	....	12 0 0	....	
49. Do.	Oogany ..	C	....	17 0 0	....	
50. Do. vid Kottur ..	Harpenhully ..	B	....	29 0 0	....	
51. Harpenhully ..	Hadagalli ..	B	....	16 4 0	....	
52. Rayadrug ..	Kanakal ..	B	....	18 0 0	....	
53. Hadagally ..	Magalam ..	C	....	7 0 0	....	
54. Majlar ..	Hoorin Hadagally ..	B	....	23 0 0	....	
55. Harpenhully ..	Oochinghidroog ..	C	....	21 0 0	....	
56. Kottur vid Ittigi and Holagoondi.	Mullenkerri ..	C	....	24 0 0	....	
57. Kudligi ..	Chornoor ..	C	....	10 0 0	....	
58. Do. ..	Goodakotta ..	C	....	20 0 0	....	
59. Kamalapur ..	Devalapur ..	C	....	12 0 0	....	
60. Hosur ..	Chilivadaghi ..	C	....	2 4 0	....	
61. Hampi ..	Kamalapur ..	B	....	3 0 0	....	Too Short to Show
62. Do. ..	Badrasettybanda ..	B	....	2 4 0	....	

Cuddapah District.

1. Muddunur Railway Station.	Muddunur..	A		0 2 0		Too Short to Show
2. Koduri do.	Trunk Road ..	A	....	0 4 0	....	
3. Do. do.	Chitvoil ..	B	....	16 0 0	....	
4. Do. do.	Pullampet ..	A		17 0 0		
5. Chinna Urampadu ..	Urampadu Railway Station.	A		1 4 0		Too Short to Show
6. Reddipalle ..	Reddipalle Railway Station.	A	....	0 4 0	....	
7. Reddipalle Railway Station.	Pullampet ..	A	....	2 4 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			

Cuddapah District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
8. Pullampeta ..	Chitvail ..	C	....	11 4 0	....	
9. Razampéta Railway Station.	Razampéta ..	A	....	1 0 0	....	Too Short to Show
10. Do. do.	Pullampet ..	A	....	7 1 0	....	
11. Do. do.	Obli ..	B	....	10 0 0	....	
12. Do. do.	Ráyachóti ..	A	....	34 3 165	....	
13. Do. do.	Nandalur ..	A	....	7 1 0	....	
14. Nandalur do.	Do. ..	A	....	0 5 0	....	Too Short to Show
15. Vontimitta do.	Vontimitta ..	A	....	0 2 39	....	
16. Vontimitta do.	Nandalur ..	A	....	11 7 0	....	
17. Do. do.	Tungattoor ..	B	....	21 6 0	....	
18. Do. do.	Siddhavattam ..	B	....	8 1 165	....	
19. Do. do.	Budvail ..	B	....	29 1 165	....	
20. Cuddapah do.	Cuddapah ..	A	....	2 0 0	....	Too Short to Show
21. Do. do.	Siddhavattam ..	B	....	12 3 330	....	
22. Do. do.	Budvail ..	B	....	33 3 330	....	
23. Budvail ..	Porumamilla ..	B	....	20 2 330	....	
24. Cuddapah Railway Station.	Venpalli ..	B	....	25 4 0	....	
25. Do. do.	Ráyachóti ..	A	....	31 4 0	....	
26. Do. do.	Kazipet ..	A	....	16 0 165	....	
27. Vallur ..	Feeder ..	A	....	1 0 418½	....	Too Short to Show
28. Kamalapuram Railway Station.	Do. ..	A	....	0 6 0	....	
29. Do. do.	Kazipet ..	B	....	9 6 0	....	
30. Yerraguntla do.	Prodattur ..	B	....	7 6 0	....	
31. Prodattur ..	Dhoor ..	B	....	10 6 165	....	
32. Yerraguntla ..	Thungadipalli ..	B	....	20 0 0	....	
33. Kalamalla ..	Trunk road ..	B	....	2 0 0	....	Too Short to Show
34. Muddanuru Railway Station.	Jammalamadugu ..	B	....	12 5 0	....	
35. Do. do.	Pulivendla ..	B	....	22 6 0	....	
36. Pulivendla ..	Vampalli ..	B	....	18 3 495	....	
37. Kondápuram Railway Station.	Kondapuram ..	A	....	2 0 0	....	Too Short to Show

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED		Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.				
Cuddapah District—cont.							
38. Regadapalli Railway Station.	Tallapreddatur	A	M. F. FT.	M. F. FT.	M. F. FT.		
39. Kondapuram do.	Simhadripalli	A	....	2 0 0	....		Too Short to Show
40. Simhadripalli	Royalpuram	A	....	12 4 0	....		
41. Pelair Railway Station ..	Kalakada	A	....	12 4 0	....		
42. Kalakada	Ráyachóti	A	....	18 3 0	....		
43. Pelair Railway Station..	Kalikiri	A	....	16 4 330	....		
44. Kalikiri do. ..	Do.	B	....	9 0 0	....		
45. Do. do. ..	Voyalpad	A	....	0 2 183	....		Too Short to Show
46. Voyalpad do. ..	Mahal	B	....	12 6 0	....		
47. Do. do. ..	Gurrakonda	B	....	17 2 0	....		
48. Gurrakonda	Ráyachóti	B	....	11 4 0	....		
49. Do.	Kalakada	B	....	24 3 0	....		
50. Do.	Konampet	C	....	14 2 0	....		
51. Chinnatippasamudram Railway Station.	Voyalpad	C	....	36 2 0	....		
52. Do. do. ..	Madanapalle	B	....	5 2 0	....		Too Short to Show
53. Kurabalakota Passenger gate.	Do.	A	....	7 6 0	....		
54. Kurabalakota Goods shed.	Gurrakonda	A	....	8 2 0	....		
55. Kurabalakota Railway	Passenger gate	B	....	11 5 0	....		
56. Do do. ..	Goods shed	A	....	0 2 381	....		
57. Tummanamgutta Railway Station.	Tummanamgutta	A	....	0 0 570	....		
58. Battulapuram do.	Battulapuram	A	....	0 1 129	....		Too Short to Show
59. Tanakallu do.	Balasamudram	A	....	0 4 138	....		
60. Balasamudram	Pulikunta	A	....	3 6 0	....		
61. Kadiri Railway Station.	Ráyachóti	B	....	21 1 0	....		
62. Do. do. ..	Kadiri	B	....	43 7 330	....		
63. Do. do. ..	Malakalacheruvu	A	....	0 1 219	....		
64. Yerragudipad do. ..	Panthadalapulli	B	....	5 7 0	....		Too Short to Show
65. Tanakallu do. ..	Tanakallu	B	....	1 2 8	....		
66. Do. do. ..	Do.	B	....	0 2 399	....		
	Do.	A	....	0 4 0	....		

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To					

Cuddapah District—cont.

67. Kadiri Railway Station..	Kuttagula ..	B	M. F. FT.	M. F. FT. 3 1 0	M. F. FT.	Too Short to Show
68. Do. do.	Pulivendla ..	A	....	29 1 330	....	
69. Kálasamudram Railway Station.	Kálasamudram ..	A	....	0 0 351	....	Too Short to Show
70. Malaka Yémala do.	Malaka Yemala ..	A	....	0 0 216	....	
71. Mudigubba do.	Mudigubba ..	A	....	0 0 222	....	Too Short to Show
72. Kalikiri do.	Mahal ..	C	7 4 3	7 4 3	....	
73. Mangapatnam do.	Pugudapalli ..	C	....	7 2 0	....	Too Short to Show
74. Yerragudipad do.	Kokatam ..	A		3 2 0		

CANAL.

1. Cuddapah ..	Kurnool Frontier ..		34 0 0	
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Anantapur District.

1. Chittoor Frontier ..	Bombay Frontier..	A		73 0 0	
2. Kurnool ..	Mysore ..	A		104 0 0	
3. Cuddapah Frontier via Gooty.	Trunk Road ..	A	....	73 0 0	....
4. Anantapur ..	Tadpatri ..	B	....	32 4 0	....
5. Do. ..	Kalyandrug ..	B	....	38 0 0	....
6. Damajipalli ..	Nayanapalli via Dharmavaram.	B	....	37 0 0	....
7. Anantapur ..	Dharmavaram ..	B	....	12 0 0	....
8. Guntakal ..	Uravakonda ..	B	....	21 0 0	....
9. Pattikonda ..	Gooty ..	B	....	7 0 0	....
10. Royalecheruvu ..	Bhogasamudram ..	B	....	14 0 0	....
11. Tadpatri ..	Do ..	B	....	8 0 0	....
12. Penukonda ..	Bukkapatnam ..	B	....	16 0 0	....
13. Do. via Roddam ..	Mysore Frontier near Pawghur.	B	....	13 0 0	....

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To					
			During the last official year.			

Anantapur District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
14. Kambadur	Bellary	B	....	31 0 0	....	
15. Penukonda	Madakasira	B	....	25 0 0	....	
16. Kalyandrug	Dharmavaram	B	....	45 4 0	....	
17. Mysore Frontier near Chowlar vid Hindupur and Charkullapalli.	Somandapalli	B	....	25 4 0	....	
18. Mysore Frontier near Pawghur vid Madakasira.	Madhodee	B	....	20 0 0	....	
19. Amarapur vid Madakasira and Hindupur.	Kodikonda	B	....	68 0 0	....	
20. Singanamala	Garladinne	B	....	10 0 0	....	
21. Kurnool Road	Gooty	B	....	2 0 0	....	
22. Guntakal Village	Guntakal Junction Station.	B	....	2 0 0	....	
23. Tadpatri Town	Tadpatri Railway Station.	B	....	1 6 0	....	Too Short to Show
24. Bangalore High Road ..	Penukonda do.	B	....	0 2 0	....	
25. Kalyandrug vid Cunderpu.	South (to Amarapur) ..	C	....	25 0 0	....	
26. Damajipalli-Nayampalli Road.	Nagasamudram Railway Station.	B	....	0 2 0	....	Too Short to Show
27. Kothacheru	Dharmavaram	B	....	17 0 0	....	
28. Do.	Meeting the Penukonda-Anantapur Road near Guttur.	B	....	9 0 0	....	
29. Bukkapatnam	Kotakota, North	C	....	10 0 0	....	
30. Vanavolu	Kadiri Road	C	....	5 0 0	....	Too Short to Show
31. Kottacheru	Chilmathur vid Chyagalaru.	C	....	27 0 0	....	
32. Amarapur	Madhodee	B	....	20 0 0	....	
33. Rayadrug	Erradikera	B	....	6 0 0	....	
34. Mysore Frontier near Belgappa.	Kudair	B	....	9 0 0	....	
35. Rayadrug	Kalyandrug	B	....	10 0 0	....	
36. Alur-Guntakal	Madras Railway Goods-shed Platform.	B	....	0 4 0	....	
37. Vanganur Railway Station.	Join the Cuddapah-Bellary Road.	B	....	....	0 6 0	
38. Cuddapah-Bellary Road.	Vanganur Railway Station.	B	....	....	0 6 0	
39. Tadpatri Town	Tadpatri do.	B	....	1 6 0	....	Too Short to Show
40. Cuddapah-Bellary Road.	Pennair do.	B	....	1 2 0	....	Too Short to Show
41. Kurnool-Bangalore High Road.	Gooty do.	B	....	2 0 0	....	
42. Cuddapah-Bellary Road near Guntakal Village.	Guntakal Junction Railway Station.	B	....	2 0 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To					
			During the last official year.			

Anantapur District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
43. Alur-Guntakal Road ..	Madras Railway Goods-shed Platform.	B	....	0 4 0	....	Too Short to Show
44. Singanamala	Garladinne Railway Station.	B	....	10 0 0	....	
45. Kurnool-Bangalore High Road.	Penukonda do.	B	....	0 2 0	....	Too Short to Show
46. Damajipalli-Nayampalli Road.	Nagasamudram do.	B	....	0 2 0	....	

North Arcot District.

			M. F. FT.	M. F. FT.	M. F. FT.	
1. Ambur Railway Station.	Pallikonda	A	....	18 0 0	....	
2. Vellore	Do.	A	....	13 4 0	....	
3. Mailpatti Railway Station.	Sadgur	A	....	7 4 0	....	
4. Do. do.	Alinjikuppum	C	....	7 4 0	....	
5. Do. do.	Gudiyattam	A	....	7 2 0	....	
6. Ulli (now called Valathoor Railway Station).	Ulli	A	....	0 4 0	....	Too Short to Show
7. Ulli	Valathoor	A	....	1 0 0	....	Too Short to Show
8. Gudiyattam Railway Station.	Pallikonda	A	....	2 1 0	....	
9. Do. do.	Vencatagirikota	A	....	26 0 0	....	Too Short to Show
10. Do. do.	Gudiyattam	A	....	3 0 0	....	
11. Do. do.	Palamanair	A	....	24 0 0	....	
12. Gudiyattam	Paradrami	A	....	11 0 0	....	
13. Chittoor	Do.	A	....	14 0 0	....	
14. Viringhipuram Railway Station.	Viringhipuram	A	....	2 3 0	....	Too Short to Show
15. Katpadi do.	Tiruvallam	A	....	9 0 0	....	
16. Tiruvallam do.	Join Bombay Trunk Road.	A	....	2 4 0	....	Too Short to Show
17. Ponnai	Tiruvallam	A	....	10 6 0	....	
18. Tiruvallam	Palar River	A	....	1 0 0	....	Too Short to Show
19. Do.	Naraharipet	A	....	11 0 0	....	
20. Do.	Ranipet	A	....	5 0 0	....	Too Short to Show

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

Road		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			
North Arcot District—cont.						
21. Arcot Railway Station ..	Sholinghur <i>via</i> Valam ..	A	M. P. FT.	M. P. FT. 3 3 0	M. P. FT.	} Too short to show
22. Do. Town ..	Lalapet ..	A	....	3 0 0	....	
23. Do. do. ..	Walajapet ..	A	....	2 2 0	....	
24. Do. do. ..	Acharavakam ..	A	....	54 4 0	....	
25. Do. do. ..	Ranipet ..	A		4 0 0		} Too short to show
26. Ranipet ..	Wandiwash ..	A	....	37 0 0	....	
27. Sholinghur	Railway Station. Perungangee ..	A	....	6 2 0	....	
28. Do. do.	Satyamangalam ..	A	....	14 2 0	....	
29. Sholinghur	Káverippákkam ..	A		10 7 0		} Too short to show
30. Sholinghur	Railway Station. Sholingapuram ..	A	....	7 4 0	....	
31. Minnal	do. Peranje ..	A	....	4 0 0	....	
32. Manur	do. Manur ..	A	....	0 5 0	....	
33. Chinnamápet	do. Kanakammal Chattram ..	A		8 2 0		} Too short to show
34. Arkónam	do. Tirutani ..	A	....	8 0 0	....	
35. Nagari	do. Nagari ..	A	....	1 4 0	....	
36. Arkonam	 Ochery <i>via</i> Ammanur ..	A	....	20 0 0	....	
37. Tiruttani Railway Station.	Ramakrishnarajampet ..	A		12 6 0		} Too short to show
38. Tiruttani ..	 Ponpadi Railway Station	C	....	4 0 0	....	
39. Ponpadi Railway Station.	Nagari ..	C	....	4 0 0	....	
40. Tiruttani ..	 Ramanjeri ..	A	....	11 2 0	....	
41. Puttúr Railway Station.	Nagalapuram ..	A		13 0 0		} Too short to show
42. Puttúr ..	 Nagaram ..	A	....	7 1 0	....	
43. Nagari ..	 Nagalapuram ..	A	....	11 0 0	....	
44. Púdi Railway Station ..	Tirupati ..	A	....	9 4 0	....	
45. Nagari ..	 Nadium ..	A		7 0 0		} Too short to show
46. Kuppam Railway Station.	Palmanair..	A	....	47 2 0	....	
47. Do. do.	Kangundi ..	A	....	7 0 0	....	
48. Arkonam	do. Pálúr Railway Station ..	A	....	9 2 0	....	
49. Yellakkúr	do. Pullampet ..	A		4 4 0		} Too short to show
50. Yérpédu ..	 Venkatagiri ..	A	....	15 4 0	....	
51. Tirupati ..	 Kirkambady ..	A	....	7 0 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			
North Arcot District—cont.						
52. Pulicherla Railway Station.	Pulicherla	A		1 0 0		Too short to show
53. Mangalampeta do.	Mangalampeta	A	....	1 6 0	....	
54. Damalcheruvu do.	119½th mile of Kurnool Trunk Road.	A	....	1 4 0	....	
55. Damalcheruvu	Pákala	A	....	5 0 0	....	
56. Pákala	Ranidragunta Junction ..	A	....	3 4 0	....	
57. Puthalapattu Railway Station.	Puthalapattu	A		0 4 0		Too short to show
58. Chittoor	Penamoor	A	....	10 4 0	....	
59. Do.	Iroll	A	....	15 0 0	....	
60. Do.	Kotralapully	A	....	9 2 0	....	
61. Do.	Ponnai	A	....	14 0 0	....	
62. Ramapuram Railway Station.	Ramapuram	A		0 6 0		Too short to show
63. Kaniyambadi	Thellai Forest	A	....	4 0 0	....	
64. Kannamangalam ..	Arni	A	....	12 0 0	....	
65. Do. Railway Station.	Yettuvadi	A	....	13 4 0	....	
66. Do. do.	Main Road	A	....	0 4 0	....	
67. Kalambur do.	Do.	A		0 4 0		Too short to show
68. Pólúr	Yettuvadi	A	....	6 0 0	....	
69. Do.	South Arcot Frontier ..	A	....	7 4 0	....	
70. Do.	Chetput	A	....	17 0 0	....	
71. Ránipet	Ponnái	A	....	13 1 0	....	
72. Arkonam	Arkonam Goods-shed ..	A		0 0 1000		Too short to show
73. Vinnamangalam Railway Station.	Joining 120th mile of Madras-Calicut Road.	A	....	0 0 1416	....	
74. Do. do.	Salem Frontier	A	....	4 0 0	....	
75. Do. do.	Ambúr Railway Station ..	A	....	4 0 0	....	
76. Ambúr do.	Satghur	A	....	10 4 0	....	
77. Do. do.	Thuthipet	A		1 4 0		Too short to show
78. Gudiyáttam do.	Virinjipuram Railway Station.	A	....	10 0 0	....	
79. Virinjipuram	Lathori do.	A		3 4 0		Too short to show

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED During the last official year.	Total to date.	Portion under construction.	Remarks.
From	To					
North Arcot District—cont.						
80. Kátpádi Railway Station.	Lathari Railway Station..	A	M. F. FT.	M. F. FT.	M. F. FT.	
81. Puttur do.	Pudi do. ..	A	....	5 0 0	....	Too short to show
82. Nagari do.	Puttur do. ..	A	....	12 0 0	....	
83. Pudi do.	Rénigunta Junction Sta- tion.	A	....	7 2 0	....	
84. Rénigunta Junction Sta- tion.	Mamanduru Railway Sta- tion.	A	....	6 0 0	....	
85. Mamanduru Railway Station.	Cuddapah Frontier	A	....	9 0 0	....	
86. Kalahasti	Naidupet	A	....	7 0 0	....	
87. Do.	Yerpet	A	....	12 4 0	....	
88. Yerpet	Rénigunta	A	....	9 0 0	....	
89. Rénigunta	Tirupati	A	....	8 0 0	....	
90. Tirupati	Chendragiri	A	....	6 0 0	....	
91. Chendragiri	Panapak Railway Station.	A	....	8 0 0	....	
92. Panapakam	Naindragunta Junction ..	A	....	11 0 0	....	
93. Puthalpet Railway Sta- tion.	Do.	A	....	4 0 0	....	Too short to show
94. Do. do.	Chittoor	A	....	9 0 0	....	
95. Yerpet do.	Yerpet	A	....	10 0 0	....	
96. Chittoor	Palmanre	A	....	0 4 0	....	Too short to show
97. Do.	Naraharipet	A	....	26 0 0	....	
98. Kátpádi Railway Station.	Do.	A	....	11 0 0	....	
99. Do. do.	Vellore	A	....	7 0 0	....	
100. Vellore	Kaniyambadi	A	....	5 0 0	....	Too short to show
101. Kaniyambadi	Kannamangalam	A	....	8 0 0	....	
102. Damalcheruvu	Cuddapah Frontier	A	....	4 0 0	....	Too short to show
103. Do.	Puthalpet	A	....	12 0 0	....	
104. Kalahasti	Varadapaliem	A	....	10 0 0	....	
105. Yellakur Railway Station.	Yellakur	A	....	21 0 0	....	
106. Tirupati, West do.	139½ mile of Naidupet Road, 3rd Section.	A	....	3 4 0	....	
107. Chendragiri	Chendragiri Railway Sta- tion.	A	....	0 1 0	....	Too short to show
108. Kolambur	Arni	A	....	0 6 420	....	
109. Mangalampet Railway Station.	Kothapet	A	....	6 0 0	....	
		A	0 6 0	0 6 0	0 6 0	Too short to show

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED During the last official year.	Total to date.	Portion under construction.	Remarks.
From	To					

North Arcot District—cont.

110. Ranipet	Vellore	A	M. F. FT.	M. F. FT.	M. F. FT.
111. Do.	Madras	A	....	14 0 0	....
			....	16 4 0	....

Chingleput District.

1. Great Northern Trunk Road.	Nellore Frontier	A	....	30 0 0	....
2. Great Southern do.	South Arcot Frontier ..	A	....	58 4 0	....
3. Great Western do.	North Arcot Frontier ..	A	....	50 0 0	....
4. Road from Korttalaiyár Bridge on the 16th mile of Great Northern Trunk Road.	Puthur Railway Station viá Nagalapuram.	A	....	33 0 0	....
5. Saint Thomas' Mount ..	Poonamallee and Avadi Railway Stations.	A	....	11 0 0	....
6. Thirumushi Junction ..	Tiruvallúr Railway Sta- tion, Uttukota and Sa- thiavedu.	A	....	39 0 0	....
7. Sadras	Surappan's Choultry on the Western Trunk Road viá Chingleput Railway Station.	A	....	42 0 0	....
8. Kódambákkam Railway Station.	Sríperumbúdur viá Kunnathur Section II.	A	....	8 0 0	....
9. Tiruvallúr Railway Station.	Manimangalam Junction viá Sríperumbúdur.	A	....	17 0 0	....
10. Walajabad Railway Sta- tion.	Vandalúr Railway Station 18 miles and thence to Keelambakam 14 miles.	A	....	32 0 0	....
11. Walajabad do.	Keelacheri	A	....	19 0 0	....
12. Road near Mamanduru Junction on the Southern Trunk Road.	Conjeeveram Railway Station viá Uttramerur.	A	....	27 0 0	....
13. Nelvoy	Thirukalikundrum viá Karunguli.	A	....	20 0 0	....
14. Madurántakam Railway Station.	Chunnampet	A	....	18 4 0	....
15. Chényur	Wandiwash up to North Arcot Frontier.	A	....	20 0 0	....

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			

Chingleput District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
16. Marmalong Bridge <i>via</i> Pallicarni.	Erumbuliyur on the 17th mile of Southern Trunk Road.	A	....	13 0 0	....	
17. Palur Railway Station ..	Conjeeveram Railway Station.	A	....	8 0 0	....	
18. Chingleput do. ..	Tirúpporur	A	....	14 0 0	....	
19. Kódambákkam do. ..	Sríperumbúdur <i>via</i> Kunnathur Section I.	A	....	14 0 0	....	
20. Korattur	Tinnanúr Railway Station.	B	....	4 0 0	....	
21. Madavaram	Tondaiyarpur	B	....	4 0 0	....	
22. From the 13th mile of South Trunk Road.	Tiruneermalai thence to Palanthandalam.	B	....	4 0 0	....	
23. Kódambákkam Railway Station.	Saidapet (2½ miles) with a branch from Mettupalai to Puliyur (2 miles).	A	....	4 4 0	....	<i>Too short to show</i>
24. Paper Mills Road ..	Perambúr Railway Station.	A	....	1 4 0	....	
25. Poonamallee	Kunnathur	A	....	3 0 0	....	
26. Pallávaram Railway Station.	Pammal	A	....	2 0 0	....	
27. Red Hills	Tiruvallúr Railway Station.	A	....	21 0 0	....	
28. Tiruvallúr Railway Station.	Padappai on the road from Vandalur to Walajabad <i>via</i> Sríperambúdur.	A	....	3 0 0	....	<i>Too short to show</i>
29. Do. do.	Ramanjery	A	....	8 2 0	....	
30. Palúr Railway Station ..	Sogandy	B	....	16 0 0	....	
31. Singaperumal Kovil Railway Station.	Sríperambúdur (portion of road).	A	....	3 0 0	....	
32. Acharapákkam Railway Station.	Puriambakum	B	....	5 0 0	....	<i>Too short to show</i>
33. Tada	Sathiavedu	B	....	22 0 0	....	
34. Tinnanúr Railway Station.	Periyapaliyam and Pudukaval.	B	....	20 0 0	....	
35. Tiruvottiyúr Bridge ..	Ponnéri 14 miles and thence to Punjetty 4 miles on the 19th mile of North Trunk Road.	B	....	18 0 0	....	
36. Pudukaval on the 22nd mile of the Northern Trunk Road.	Pulicat <i>via</i> Ponnéri ..	B	....	13 0 0	....	
37. Tiruppasur	Kadambattur Railway Station.	B	....	3 0 0	....	<i>Too short to show</i>

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			

Chingleput District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
38. Tiruvottiyúr Bridge ..	Ponnéri	B	....	4 0 0	....	
39. Ennúr Railway Station ..	Kathivakkam Village ..	A	....	0 1 0	....	<i>Too short to show</i>
40. Tiruvottiyúr Railway Station.	Madras-Ennúr Road ..	A	....	0 2 0	....	
41. Madurántakam	Madurántakam Railway Station.	A	....	0 4 0	....	
42. Tandalam on the 20th mile of the Great Western Trunk Road.	Mappedu, Kuam, &c., Villages.	A	....	17 0 0	....	
43. 1st mile of Walajabad to Keelacheri Road.	Goods-shed of Walajabad Railway Station.	A	....	0 1 0	....	<i>Too short to show</i>
44. Kavarapet Railway Station.	Sathiavedu	A	....	14 0 0	....	

CANAL.

1. Alambarai	Madras .. ..	..	....	64 0 0	....	
2. Madras	Nellore Frontier <i>via</i> Pulicat.	..	....	32 0 0	....	

South Arcot District.

1. Madras	Trichinopoly	A	....	86 0 0	....	
2. Salem Frontier from Merkanam.	Samalpatty	A	....	94 0 0	....	
3. Mailam	Pondicherry	A	....	20 0 0	....	
4. Pólur	Tyágradrugam <i>via</i> Tiruvannámalai.	A	....	35 0 0	....	
5. Tiruvannámalai	Tirukkóyilúr	A	....	21 0 0	....	
6. Do.	Kangee	A	....	13 0 0	....	
7. Vridhachalam	Ulundúrpéttai	A	....	14 0 0	....	
8. Vikravándi	Coleroon Anicut	A	....	49 4 0	....	
9. Cuddalore	Salem Frontier <i>via</i> Panruti, Ulundúrpéttai and Kallakurchi.	A	....	65 4 0	....	
10. Do.	Salem Frontier <i>via</i> Vridhachalam and Veppur.	A	....	72 0 0	....	
11. Merkanam	Coleroon or Coast Road ..	A	....	54 0 0	....	
12. Cuddalore	Tirukkóyilúr <i>via</i> Pólur, Panruti and Arasalar.	B	....	23 0 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED During the last official year.	Total to date.	Portion under construction.	Remarks.
From	To					

South Arcot District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
13. Tiruvannámalaí ..	Pondicherry vid Villu- puram.	B	....	63 0 0	....	
14. Villimodu ..	Pondicherry vid Killianur.	B	....	27 0 0	....	
15. Do. ..	Mailam	B	....	14 0 0	....	
16. Bramadasam ..	Killianur	B	....	7 2 0	....	
17. Avalurpett ..	Thandarampet vid Tiru- vannámalaí called Chetput Chekkadi Road.	B	....	24 0 0	....	
18. Chetput ..	Villupuram vid Gingee ..	B	....	34 4 0	....	
19. Thandarampet ..	Cheyár vid Sathamir ..	B	....	11 2 0	....	
20. Tiruvannámalaí ..	Pólúr	B	....	11 0 0	....	
21. Pennathur ..	Avalurpett	B	....	6 0 0	....	
22. Kandamangalam ..	Cuddalore	B	....	11 0 0	....	
23. Tirukkóyilúr ..	Arasamur	B	....	25 4 0	....	
24. Kallakurchi ..	Sankarapuram	B	....	11 0 0	....	
25. Do. ..	Katcharayapoliám ..	B	....	8 0 0	....	
26. Katcharayapoliám ..	Salem Frontier Road ..	B	....	8 0 0	....	
27. Tirukkóyilúr ..	Semnadu vid Vettavalam.	B	....	8 0 0	....	
28. From 104th mile of Trunk Road No. 9.	Serdanur Railway Station.	A		3 0 0		

Too short to show

CANAL.

1. Merkanam	Alambarai		7 0 0		
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Salem District.

1. Husur	Vániyambádi Railway Station.	A		64 6 0		
2. Vániyambádi Station.	Reddiyur in Alangyam ..	B		14 5 0		
3. Kéttándapatti ..	Kéttándapatti Station.	B	....	1 0 0	....	
4. Nathampalli-Edyampatti.	Jalarpet	A	....	6 0 0	....	
5. Mallapadi	Tiruppattúr	A	....	10 1 0	....	

Too short to show

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED During the last official year.	Total to date.	Portion under construction.	Remarks.
From	To					

Salem District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
6. Singarapatti ..	Tiruppattúr	A	....	17 4 0	....	
7. Alangyam ..	Do.	A	....	19 0 0	....	
8. Natharampalli ..	Do.	A	....	9 0 0	....	
9. Kannaripattanam ..	Kagankara Railway Sta- tion.	B	....	24 2 0	....	
10. Dowlatabad ..	Samalpatti	A	....	24 0 0	....	
11. Uttangarai ..	Do.	A	....	6 0 0	....	
12. Korapatti ..	Kallavi Railway Station..	B	....	11 0 0	....	
13. Mukkanur ..	Morappur Railway Sta- tion.	A	....	8 0 0	....	
14. Thippanapalli ..	Do. do.	A	....	12 0 0	....	
15. Harur ..	Do. do.	A	....	8 0 0	....	
16. Kadathur ..	Buddireddippatti do.	B	....	3 2 0	....	Too short to show
17. Pappareddipatti ..	Mallapuram do.	B	....	10 4 0	....	
18. Mukkanur ..	Do. do.	B	....	11 0 0	....	
19. Deevathipatti ..	Kadiampatti	B	....	4 0 0	....	Too short to show
20. Yercaud ..	Do.	C	....	11 0 0	....	
21. Do. ..	Hastampatti	B	....	11 0 0	....	
22. Taramangalam ..	Salem (Suramangalam) Railway Station.	B	....	10 4 0	....	
23. Salem ..	Do. do.	A	....	2 1 0	....	
24. Hathampatti ..	Do. do.	A	....	3 1 0	....	Too short to show
25. Salem-Omalúr Road ..	Do. do.	A	....	1 3 0	....	
26. Salem-Sankaridrug Road.	Ariyanur do.	A	....	0 4 0	....	
27. Musukalipatti ..	McDonald's Choultry do.	B	....	11 2 0	....	
28. Chinnappanpatti ..	Do. do.	B	....	8 0 0	....	
29. McDonald's Choultry ..	Do. do.	A	....	0 4 0	....	
30. Sankaridrug ..	Sankaridrug do.	A	....	2 2 0	....	Too short to show
31. Second mile of Sankari- komarapalayam.	Do. do.	A	....	2 0 0	....	
32. Námakkal ..	Do.	A	....	27 0 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			

Salem District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
33. Trichengode	Cauveri Railway Station	A		10 4 0		Too short to show
34. Komarapalayam ..	Do. do.	B	....	1 6 0	....	
35. Pallipalayam	Do. do.	A	....	7 0 0	....	
36. Patchur	Patchur do.	B		1 6 0		Too short to show
37. Hosur (Salem District).	Malur do.	A	....	1 1 0	....	
38. Yedapadi	Sankaridrug	B		9 0 0		Too short to show
39. Alangyam	Reddiyur	B	....	4 3 0	....	
40. Salem	Komarapalayam	A	....	34 3 0	....	
41. Pallipalayam	Sankaridrug-Komarapalayam Road.	B		9 0 0		Too short to show
42. Trichengode	Anangur Railway Station.	B	....	5 3 0	....	
43. Nalliampalli-Edyampalli.	Jalarpet	B	....	0 4 0	....	
44. Kadiampatti Railway Station.	Vadugampatti Village ..	B		2 1 0		Too short to show
45. Dinnappatti do.	Omalúr-Thoppúr Road ..	B	....	3 4 0	....	

Coimbatore District.

			M. F. FT.	M. F. FT.	M. F. FT.	
1. Bhavani	Walayar	A		73 0 0		Too short to show
2. Madura Frontier ..	Minkarai	A	....	43 0 0	....	
3. Erode	Mysore Frontier	A	....	63 0 0	....	
4. Do.	Andiyur	A	....	21 0 0	....	
5. Karúr	Méttupálaiyam	A	....	87 4 0	....	
6. Méttupálaiyam	Kallar	A	....	5 4 0	....	
7. Coimbatore	Méttupálaiyam	A	....	21 0 0	....	
8. Do.	Satyamangalam	A	....	41 0 0	....	
9. Erode	Karúr	A	....	47 0 0	....	
10. Coimbatore	Polláchi	A	....	24 0 0	....	
11. Do.	Kangyam	A	....	42 0 0	....	
12. Udamalpat	Karúr	A	....	64 4 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			

Coimbatore District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
13. Udamalpet	Tiruppúr	A		38 0 0		Too short to show
14. Dhárápúram	Do.	A	....	29 4 0	....	
15. Polláchi	Palladam	A	....	29 0 0	....	
16. Gopichettipálaiyam ..	Cheyúr	A	....	19 4 0	....	
17. Satyamangalam	Sirimugai	A	....	20 0 0	....	
18. Coimbatore	Bollampatti	A	....	11 0 0	....	
19. Perandurai	Satyamangalam vid Sirivalur.	A	....	21 4 0	....	
20. Bhaváni	Satyamangalam vid Attou.	A	....	32 4 0	....	
21. Do.	Kavondapadi	A	....	9 0 0	....	
22. Andiyúr	Ammapet	A	....	11 0 0	....	
23. Dhárápúram	Palni	A	....	10 0 0	....	
24. Do.	Kangyam	A		17 0 0		Too short to show
25. Do.	Dindigul	A	....	6 0 0	....	
26. Do.	Polláchi	A	....	12 0 0	....	
27. Karúr	Aravakurchi	A	....	17 0 0	....	
28. Do.	Dindigul	A	....	11 0 0	....	
29. Do.	Trichinopoly	A	....	5 0 0	....	
30. Chinna Dhárápúram ..	Madura Frontier	A	....	18 0 0	....	
31. Karúr	Vengal	A	....	6 0 0	....	
32. Do.	Nerur	A	....	6 0 0	....	
33. Do.	Púgalúr	A	....	11 0 0	....	
34. Peramatli	Noyil	A		7 0 0		Too short to show
35. Polláchi	Anamalai Hills	A	....	14 0 0	....	
36. Do.	Palghat	A	....	10 0 0	....	
37. Sómanúr	Sómanúr Railway Station.	A	....	5 0 0	....	
38. Avanásbi	Palladam	A	....	14 0 0	....	
39. Do.	Pulliyampatti	A	....	14 0 0	....	
40. Sómanúr Railway Station.	Annur	A	....	11 0 0	....	
41. Gottampet	Polláchi	A	....	8 0 0	....	
42. Palladam	Dhárápúram	A	....	20 0 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To					
			During the last official year.			

Coimbatore District—cont.

				M. P. FT.	M. P. FT.	M. P. FT.	
43. Udamalpet ..	Dhali ..	A	....	8 0 0	....		
44. Do. ..	Modathukolliem ..	A	....	8 0 0	....		
45. Kollegal ..	Ajippuram ..	A	....	20 0 0	....		
46. Do. ..	Seriansamudram ..	A	....	10 4 0	....		
47. Do. ..	Lockampally ..	A	....	12 0 0	....		
48. Dhārāpuram ..	Alangyam ..	A	....	7 0 0	....		
49. Kangyam ..	Kodumundi ..	A	....	22 4 0	....		
50. Erode ..	Vellakoil ..	A	....	29 0 0	....		
51. Andiyūr ..	Attani ..	A	....	6 0 0	....		
52. Bhavāni ..	Nerinjipet ..	A	....	15 0 0	....		
53. Vellakoil ..	Mulanur ..	A	....	15 0 0	....		
54. Tiruppūr ..	Uttukuli ..	A	....	10 0 0	....		
55. Pūgalūr ..	Noyil ..	A	....	6 0 0	....		
56. Nirur ..	Vangul ..	A	....	5 0 0	....		
57. Sūlūr ..	Sūlūr Railway Station ..	A	....	4 0 0	....		
58. Kollegal ..	Mysore Frontier, West ..	A	....	6 0 0	....		
59. Do. ..	Do. South ..	A	....	3 0 0	....		
60. Coimbatore ..	Thodagam ..	A	....	10 0 0	....		
61. Gopichettipālaiyam ..	Savandapur ..	A	....	10 0 0	....		
62. Perundurai ..	Kunnathur ..	A	....	12 0 0	....		
63. Trichinopoly Road ..	Avanāshi Road ..	A	....	2 0 0	....		
64. Odanthurai Village ..	Kotagiri ..	A	....	2 0 0	....		
65. Avanāshi Road ..	Méttupālaiyam ..	A	....	3 0 0	....		
66. Coimbatore ..	Nunjundapuram ..	A	....	3 0 0	....		
67. Pollāchi Road ..	Pōdanūr ..	A	....	1 0 0	....		
68. Noyil Bridge ..	Do. ..	A	....	3 0 0	....		
69. Vadavalli ..	Marudamalai Hills ..	A	....	4 0 0	....		
70. Pūgalūr Railway Station ..	Nanjaipogalūr ..	A	....	3 0 0	....		
71. Chinna Dhārāpuram ..	Visvanathapuri ..	A	....	1 0 0	....		
72. Visvanathapuri ..	Pallapalayam ..	A	....	1 0 0	....		
73. Pasupathipalaiyam ..	Tirumallur ..	A	....	1 0 0	....		

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To					
			During the last official year.			

Coimbatore District—cont.

				M. P. FT.	M. P. FT.	M. P. FT.	
74. Pasūr Railway Station.	Malayampalayam ..	A	....	1 4 0	....		
75. Erode Municipal Limits.	The Cauveri River ..	A	....	0 4 0	....		
76. Kangyampalaiyam ..	Vellodu ..	A	....	1 6 0	....		
77. Mamangalam ..	Kadambakurchi ..	A	....	0 4 0	....		
78. Town of Kollegal ..	The Cauveri River ..	A	....	2 0 0	....		
79. Coimbatore ..	Madukarai ..	A	....	2 0 0	....		
80. Irumbarai ..	Pettikuttai ..	A	....	1 0 0	....		
81. Coimbatore ..	Thondamuthur ..	A	....	8 0 0	....		
82. Do. ..	Sundakamuthur ..	A	....	3 0 0	....		
83. Chettipalayam ..	Pōdanūr ..	A	....	6 0 0	....		
84. Méttupālaiyam ..	Srimugai ..	A	....	6 0 0	....		
85. Karamadai ..	Marudur Market ..	A	....	4 0 0	....		
86. Pōdanūr ..	Vellalore ..	A	....	3 0 0	....		
87. Bolampatti Road ..	Walliar Road ..	A	....	4 0 0	....		
88. Kangyam ..	Perundurai ..	A	....	20 0 0	....		
89. Padiyur ..	Kolappalur ..	A	....	21 0 0	....		
90. Erode ..	Perundurai ..	A	....	11 0 0	....		
91. Andancovil ..	Kangyam Road ..	A	....	1 0 0	....		
92. Aravakurchi ..	Chinna Dhārāpuram ..	A	....	6 0 0	....		
93. Uttukuli ..	Uttukuli Railway Station.	A	....	1 0 0	....		
94. Chinnamalai ..	Uttukuli ..	A	....	12 0 0	....		
95. Kanakapuram ..	Perundurai Railway Station.	A	....	5 0 0	....		
96. Viziamangalam ..	Viziamangalam do. ..	A	....	3 0 0	....		
97. Olagadam ..	Tiruppūr ..	A	....	5 0 0	....		
98. Neringapatti Road ..	Mylambadi Market ..	A	....	3 0 0	....		
99. Buthapādi ..	Bhāvani-Neringapatti Road.	A	....	1 4 0	....		
100. Mylambadi ..	Olagadam ..	A	....	4 0 0	....		
101. Dhārāpuram ..	Viranjimangalam ..	A	....	2 0 0	....		
102. Erode ..	Kangyam ..	A	....	17 0 0	....		
103. Perundurai Railway Station.	Chinnamalai Market ..	A	....	6 0 0	....		

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			

Coimbatore District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
104. Chinna Dhárápura	Tennalai Market ..	A	....	7 0 0	....	
105. Vellianai ..	Uppadamangalam ..	A	....	6 4 0	....	
106. Perundurai Railway Station.	Perundurai Market ..	A	....	4 0 0	....	} Too short to show
107. Andiyúr ..	Chellampalayam ..	A	....	3 0 0	....	
108. Anamalai ..	Sethumadai ..	A	....	8 0 0	....	
109. Mangalam ..	Tiruppúr ..	A	....	5 0 0	....	} Too short to show
110. Marchinoikumpalayam.	Anamalai ..	A	....	4 0 0	....	
111. Sorvanur-Sómanúr ..	Mangalam ..	A	....	6 0 0	....	
112. Tiruppúr ..	Dhárápura Road ..	A	....	0 4 0	....	} Too short to show
113. Satyamangalam ..	Kodevele ..	A	....	7 0 0	....	
114. Punjai ..	Varapalayam ..	A	....	6 0 0	....	
115. Kavalipalayam ..	Second mile from Satyamangalam.	A	....	8 0 0	....	
116. Periakoduveli ..	Kunpanikumpalayam ..	A	....	4 0 0	....	} Too short to show
117. Satyamangalam ..	Kottamangalam ..	A	....	7 0 0	....	
118. Irumbari ..	Puliyampatti ..	A	....	5 0 0	....	
119. Second mile from Singánallur Railway Station.	Papampatty Market ..	A	....	4 0 0	....	} Too short to show
120. Nulganundapalayam ..	Nanji Buliyampetti ..	A	....	4 0 0	....	
121. Neringipett ..	Kaveripuram ..	A	....	20 0 0	....	
122. Oothiyur ..	Kundadum ..	A	....	6 0 0	....	
123. Matheripalayam ..	Senjeri Malai ..	A	....	7 0 0	....	
124. Tudyalúr ..	Leading Bank at the Tudyalúr Railway Station.	A	....	2 0 0	....	
125. Karaiyadipalayam ..	Approach Road to Chá-vadipalayam Railway Station.	B	....	0 1 0	....	} Too short to show
126. Kallár ..	Forming a Railway Feeder Road of Nilgiri to Kallár Railway Station.	B	....	0 1 0	....	
127. Polláchi ..	Ponnapuram ..	C	....	22 0 0	....	
128. Cheyár ..	Kunnathur ..	C	....	12 0 0	....	
129. Perundurai ..	Kodumudi ..	C	....	22 0 0	....	
130. Hassanur ..	Lockenhalli ..	C	....	27 0 0	....	
131. Ajjipuram ..	Chenniyampalayam ..	C	....	32 0 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			

Coimbatore District—cont.

			M. F. FT.	M. F. FT.	M. F. FT.	
132. Pogalur ..	Noyil ..	B	....	6 0 0	....	
133. Aravakurichi ..	Andipatti ..	B	....	6 0 0	....	
134. Samballi ..	Kolattur ..	B	....	4 3 0	....	} Too short to show
135. Getticheyur ..	Kolappalur ..	A	....	3 0 0	....	
136. Thandakkarampalaiyam.	Pasur via Mandipalaiyam.	B	....	7 0 0	....	
137. Kumbargundi ..	Thalavady ..	B	....	5 0 0	....	
138. Sivagiri ..	Erode-Muthur Road ..	A	....	2 4 0	....	} Too short to show
139. Gúdálúr Railway Station.	Gúdálúr Village ..	A	....	1 0 0	....	
140. Bolumpetty Road ..	Walaiyur Road via Sundakymetta joining Perur.	A	....	4 0 0	....	
141. Kunnathur Market ..	Getticheyur ..	A	....	5 0 0	....	
142. Paliyur ..	Uppadimangalam ..	A	....	3 0 0	....	
143. Gopichettipalayam ..	Siruvallur ..	A	....	8 0 0	....	
144. Thandamuthur Road ..	Seventh mile of the same road via Vadapatti and Perur.	A	....	6 1 0	....	
145. Tirupúr and Udamalpet Road.	Pulavadi ..	A	....	2 0 0	....	} Too short to show
146. Bhaváni ..	Kannudappadi ..	A	....	9 0 0	....	
147. Pallappatti ..	Dindigul ..	A	....	6 0 0	....	
148. Kangyam ..	Palayakottai ..	A	....	11 0 0	....	} Too short to show
149. Poraripalayam ..	Coimbatore-Polláchi Road.	A	....	5 5 0	....	
150. Tirupúr ..	Kunnathur ..	A	....	11 0 0	....	
151. Nambiyur ..	Puliembatty ..	A	....	8 0 0	....	
152. Cochin Frontier ..	Ettimadai-Pudur ..	B	....	5 0 0	....	
153. Kulipálaiyam ..	Forming a Road to open a n-w Railway Feeder Road to the Kulipálaiyam Railway Station.	B	....	3 6 0	....	} Too short to show
154. Viziamangalam Railway Station.	Uttukuli Channel Road ..	A	3 6 0	3 6 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED During the last official year.	Total to date.	Portion under construction.	Remarks.
From	To					

Trichinopoly District.						
			M. F. FT.	M. F. FT.	M. F. FT.	
1. Trichinopoly	Salem District <i>via</i> Musiri.	A	....	39 0 0	....	
2. Thotem	Kathaputhur	B	....	8 0 0	....	
3. Trichinopoly	Anthur <i>via</i> Turaiyur .. {	A	....	27 0 0	....	
4. Turaiyur	Perambalur	B	....	12 0 0	....	
5. Trichinopoly	Madras <i>via</i> Turaiyur ..	A	....	23 0 0	....	
6. Do.	Mánnargudi <i>via</i> Udayar- paliám.	B	....	43 4 0	....	
7. Do.	Grand Anicut	A	....	28 0 0	....	
8. Do.	Tanjore District <i>via</i> Tiue- rumbúr.	A	....	34 0 0	....	
9. Do.	Madura District	A	....	9 0 0	....	
10. Sirndaiyur	Lower Anicut <i>via</i> Sanga- raiýur.	B	....	112 0 0	....	
11. Jayankondasólapuram ..	Rajandrapatnam	B	....	42 0 0	....	
12. Kílappaluvúr	Tirumalavadi	B	....	25 0 0	....	
13. Athur Taluk Limit	Tirumanur	B	....	15 0 0	....	
14. Kumbakónam	Chidambaram	B	....	9 0 0	....	
15. Trichinopoly	Dindigul Taluk Limit ..	A	....	49 4 0	....	
16. Do.	Karúr do.	A	....	12 0 0	....	
17. Seelaputhur	Selem District Limit <i>via</i> Kathapattur.	B	....	40 0 0	....	
18. Jayankondasólapuram ..	Madanakurichi	B	....	6 6 0	....	
19. Musiri	Turaiyur	A	....	11 2 0	....	
20. Manappárai	Thuvarankurichi	B	....	16 4 0	....	
21. Kulittalai	Koilpati <i>via</i> Manappárai {	A	....	17 0 0	....	
22. Vaiyampatti	Mogavanur	B	....	24 0 0	....	
23. Kistnapuram	Arumbavur	B	....	8 0 0	....	
24. Kolattur Railway Station.	Veeralimalai	B	....	6 0 0	....	
25. Malavadipatti	Kodambalur	B	....	5 0 0	....	
26. Road No. 3	Chettikolam Village ..	B	4 4 0	4 4 0	....	
27. Marungapari	Puthanathem	B	....	....	7 0 0	
28. Thovarankurichi	Natham	B	....	....	4 4 0	

Too short to show

Too short to show

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the
Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			
Tanjore District.						
1. Ayyampéttai Railway Station.	Ayyampéttai	A		M. F. FT. 2 7 0	M. F. FT.	} Too Short Show
2. Anátándavapuram do.	Road No. 53	A	....	4 4 0	....	
3. Anaikkaran Chuttrum Railway Station.	Anaikkaran Chuttrum Town.	A	....	2 0 0	....	
4. Ammápéttai do.	Ammápéttai Town ..	A	....	1 0 0	....	
5. Koradáchéri do.	Kudavásal	A	....	7 3 0	....	
6. Kulikarai Village Road.	Ammayappan	A		8 0 0		} Too Short Show
7. Munganallur Railway Station.	Road No. 35	A	....	0 1 0	....	
8. Kottagam do.	Do.	A	....	1 5 0	....	
9. Pándi	Road No. 26	A	....	0 2 0	....	
10. Senjipatti	Coleroon South Bank ..	A	....	9 2 0	....	
11. Kumbakónam	Shiyáli	A		51 0 0		} Too Short
12. Tanjore	Tiruvadi	A	....	10 0 0	....	
13. Kumbakónam	Coleroon Bank	A	....	5 4 0	....	
14. Tanjore	Kumbakónam	A	....	18 4 0	....	
15. Lower Anicut	Anaikkaran Chuttrum ..	A	....	21 0 0	....	
16. Kuttálam	Lower Anicut	A		12 0 0		} Too Short
17. Vaidísvarankóil	Pandanellur	A	....	13 0 0	....	
18. Shiyáli	Coleroon Bank	A	....	6 0 0	....	
19. Road from Anaikkaran Chuttrum.	Achalapuram	A	....	2 0 0	....	
20. Shiyáli	Thirumalavasal	A	....	7 4 0	....	
21. Anaikkaran Chuttrum ..	Tranquebar	A		30 0 0		
22. Máyavaram	Coleroon-Tranquebar Road.	A	....	9 0 0	....	
23. Do.	Do. do.	A	....	11 0 0	....	
24. Kumbakónam	Karaikkal	A	....	17 4 0	....	
25. Máyavaram	Tirutturaippúndi	A	....	43 0 0	....	
26. Kivalur	Máyavaram-Tirutturaip- pundi Road.	A	....	11 0 0	....	
27. Tirutturaippúndi	Muttupet	A	....	22 0 0	....	
28. Mannárgudi	Mallayar-Melamarudur Road.	A	....	22 0 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			
Tanjore District—cont.						
29. Mannárgudi	Máyavaram-Tirutturaipúndi Road.	A	....	M. F. FT. 9 0 0	M. F. FT.	
30. Sengipatty	Negapatam	A	....	72 0 0	....	
31. Orthanad	Tanjore	A	....	14 0 0	....	
32. Gandharavakottai ..	Do.	A	....	15 0 0	....	
33. Mannárgudi	Do.	A	....	22 0 0	....	
34. Muttupet	Pattukkóttai	A	....	12 0 0	....	
35. Mannárgudi	Kumbakónam	A	....	22 0 0	....	
36. Saliámangalam	Pápanásam	A	....	11 0 0	....	
37. Lutchmangudi	Koradáchéri	A	....	5 0 0	....	
38. Tanjore	Sundaraperumálkóyil ..	A	....	15 4 0	....	Too short to show
39. Saliámangalam	Alangudi	A	....	6 0 0	....	
40. Pándi Railway Station ..	Muttupet-Védáranniyam Road.	A	....	4 0 0	....	Too short to show
41. Vettár do.	Nagore	A	....	16 0 0	....	
42. Nannilam	Tirupugalore	A	....	8 0 0	....	
43. Peralam	Ambagarattur	A	....	5 0 0	....	Too short to show
44. Kudavásal	Tiruválúr	A	....	12 0 0	....	
45. Vallam	Tanjore	A	....	5 0 0	....	Too short to show
46. Tranquebar	Velanganni	A	....	25 0 0	....	
47. Adirámpatnam	Muttupet	C	....	10 0 0	....	
48. Budalore	Tanjore	C	....	12 0 0	....	
49. Kudavásal	Nannilam	A	....	10 0 0	....	
50. Kumbakónam	Kudavásal	A	....	10 4 0	....	
51. Puducheri	Palakurichi	A	....	....	6 0 0	
52. Road No. 16	Melapalayur	A	....	3 0 0	....	Too short to show
53. Madukkur	Muttupet	A	....	10 0 0	....	
54. Kottur	Sengathy	A	....	5 0 0	....	Too short to show
55. Road No. 51 from Road No. 18.	Road No. 35	A	....	9 0 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD				Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To				During the last official year.			
Madura District.								
					M. F. FT.	M. F. FT.	M. F. FT.	
1. Mólúr	Madura	A	....	18 0 0	....			
2. Ramnad	Do.	A	....	68 0 0	....			
3. Pandalgudy	Do.	A	....	40 0 0	....			
4. Allinagaram	Do.	A	....	46 0 0	....			
5. Dindigul	Do.	A	....	36 0 0	....			
6. Nattam	Do.	A	....	21 4 0	....			
7. Alagar Covil	Do.	A	....	10 0 0	....			
8. Tondi	Do.	A	....	59 0 0	....			
9. Vattanam	Dindigul	A	....	93 0 0	....			
10. Aruppukóttai	Virudupatti	A	....	11 0 0	....			
11. Annapandi	Madura	A	....	1 0 0	....			Too short to show
12. Palni	Dindigul	A	....	34 0 0	....			
13. Aravarkurchi	Do.	A	....	20 0 0	....			
14. Karúr	Do.	A	....	33 0 0	....			
15. Trichinopoly Frontier	Do.	A	....	18 0 0	....			
16. Butlagundu	Do.	A	....	21 0 0	....			
17. Védasandúr	Vadamadura	A	....	14 0 0	....			
18. Periyakulam	Ammayanáyakkanúr	A	....	28 4 0	....			
19. Palakanath	Do.	A	....	23 0 0	....			
20. Pallapatti	Tirumangalam	A	....	24 0 0	....			
21. Srivilliputtúr	Do.	A	....	20 0 0	....			
22. Usilampatti	Do.	A	....	16 0 0	....			
23. Thathampatti	Sólavandán	A	....	2 0 0	....			Too short to show
24. Railway Girder Bridge at Madura.	Samaiyanallúr	B	....	6 0 0	....			
25. Veraloor	Madura	B	....	8 0 0	....			
26. Sólavandán	Sólavandán Railway Station.	A	....	0 6 0	....			
27. Tirumangalam	Tirumangalam do.	A	....	0 2 0	....			
28. Kalligudi	Kalligudi do.	A		0 2 0				
29. Ambatorai	Ambatorai do.	A		0 4 0				Too short to show

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Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

Road		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			

Madura District—cont.

30. Madura	Tirupparangundrum ..	A	....	M. F. FT.	M. F. FT.	M. F. FT.
31. Tirupparangundrum ..	Tirumangalam ..	A	....	4 0 0	....	Too Short to Show
32. Tirumangalam ..	Kalligudi ..	A	....	8 2 0	....	
		A	....	12 2 0	....	

Tinnevely District.

1. Palamcottah ..	Madura ..	A	....	71 0 0	....	
2. Do. ..	Tuticorin ..	A	....	29 6 331	....	
3. Third mile of Palamcottah Road.	Tiruchendūr ..	A	....	31 7 0	....	
4. Palamcottah ..	Travancore viā Nāngunéri.	A	....	31 2 9	....	
5. Do. ..	Kalladaikurichi ..	A	....	19 4 0	....	
6. Do. ..	Travancore viā Senkōta ..	A	....	36 3 0	....	
7. Tinnevely ..	Rajahpalayam ..	A	....	52 4 0	....	
8. Do. ..	Pottalpudur ..	A	....	23 1 0	....	
9. Tuticorin ..	Vembur viā Ettiyapuram.	A	....	41 3 0	....	
10. Ettiyapuram ..	Kōvilpatti ..	A	....	10 0 0	....	
11. Palamcottah ..	Nāgalāpuram ..	A	....	56 1 0	....	
12. Do. ..	Melapālayam ..	A	....	8 7 0	....	
13. Tinnevely ..	Srīvaikuntam ..	A	....	15 0 0	....	
14. Sankaranayinārkōyil ..	Neelthampudur viā Kalugumalai.	A	....	20 4 0	....	
15. Kelavatham (Branch Road).	Palamcottah ..	A	....	6 6 0	....	
16. Marudur ..	Do. ..	A	....	1 4 0	....	
17. Thachanallūr ..	Palamcottah to Madura ..	A	....	1 0 0	....	
18. Road (Palamcottah to Kalladaikurichi).	Tinnevely ..	A	....	1 4 0	....	
19. Road (Palamcottah to Madura).	Udayarpatti Tank ..	A	....	0 6 240	....	
20. Hindu College ..	Seshagiri Row's Bungalow.	A	....	0 1 420	....	
21. Malanatham ..	Palamcottah to Travancore viā Melapālayam.	A	....	3 1 0	....	

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

Road		Class.	PORTION COMPLETED	Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.			

Tinnevely District—cont.

22. Road (Palamcottah to Madura.	Alagavary Village ..	A	....	0 2 264	....	
23. Thachanallūr Road ..	(Tinnevely to Rayapaliyam viā Ramienpetta).	A	....	1 1 0	....	
24. Road (Palamcottah to Madura).	Gangaikondān Railway Station.	A	....	1 2 0	....	
25. Maniyāchi ..	do.	A	....	1 4 0	....	
26. Road (Palamcottah to Madura).	Maniyāchi do.	A	....	1 3 0	....	
27. Tuticorin ..	Kumārāpuram ..	A	....	13 0 0	....	
28. Kadambūr ..	Athur and Sevanthankulam.	A	....	8 0 0	....	
29. Srīvaikuntam ..	Kayatār ..	A	....	3 0 0	....	
30. Tyur Madavam ..	Tattappārai Railway Station.	B	....	15 0 0	....	
31. Sāttūr ..	Cape Comorin ..	A	....	22 0 0	....	
32. Do. Railway Crossing.	Srīvilliputtūr ..	A	....	6 0 0	....	
33. Virudupatti Railway Station	Nunmony ..	A	....	0 6 0	....	
34. Sāttūr ..	Perali Village ..	A	....	0 3 0	....	
35. Mannārkōttai ..	Sāttūr Town ..	A	....	6 0 0	....	
36. Lakshimipuram ..	Road from Palamcottah to Madura.	A	....	0 3 0	....	
37. Kōvilpatti ..	Road from Srīvilliputtūr to Sāttūr.	A	....	0 7 0	....	
38. Road (Palamcottah to Madura).	Elavarasanendal ..	A	....	0 1 0	....	
39. Tulukkapatti Railway Station on Road No. 1.	Tulukkapatti Railway Station.	A	....	1 7 399	1 7 399	
40. Sankaranayinārkōyil ..	Kannuseri ..	A	....	5 0 0	5 0 0	4 5 0
41. Ettayapuram ..	Road No. XI near Chinthamany.	A	....	11 5 174	....	11 5 174
42. Arumuganeri Salt Pans.	Vilāttikulam ..	A	....	2 0 0	2 0 0	1 5 0
43. Sankaranayinārkōyil ..	Kayalpatnam ..	A	....	5 0 0	5 0 0	4 5 0
44. Ettayapuram ..	Road No. XI near Chinthamany.	A	....	7 0 0	7 0 0	4 5 174
45. Arumuganeri Salt Pans.	Vilāttikulam ..	A	....	2 0 0	2 0 0	1 5 0
	Kayalpatnam ..	A	....			

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Sheets Nos 3, 4 and 5 of the Map of India together with a statement showing feeders (Roads and Navigable canals) to railways constructed and in progress up to 31st March 1899 -
No 1013 By dated 11/7/99 -
Ordered that the Government of India be addressed.

No 1014 By dated 11/7/99
To,
The Secretary to the Govt of India
P. W. D.

Sir,
With reference to Govt of India P. W. D. Resolution No 591 R.C. dated 9th June 1893. I am directed to forward herewith sheets Nos 3, 4 and 5 of the Map of India together with a statement showing feeders (Roads and Navigable canals) to

Statement to accompany Map showing Feeders (Roads and Navigable Canals) to Railways in the Madras Presidency up to 31st March 1899—cont.

ROAD		Class.	PORTION COMPLETED		Total to date.	Portion under construction.	Remarks.
From	To		During the last official year.				
Malabar District.							
1. Válayár Railway Station.	Main Road from Calicut to Coimbatore Frontier.	A	M. F. FT.	M. F. FT.	M. F. FT.		
2. Kanyikódj do.	Do. do.	A	....	2 0 0	....		
3. Parli do.	Munduron Main Road from Calicut to Coimbatore.	A	....	1 0 0	....		
4. Mankarai do.	Road from Pudunagaram to Mankarai.	A	....	3 4 0	....		
5. Lakkiti do.	Road from Palghat to Ponnáni.	A	....	0 6 0	....		
6. Shoranúr do.	Road Junction with Road from Palghat to Ponnáni.	A	....	1 6 0	....		
7. Pattámbi do.	Road from Palghat to Ponnáni.	A	....	0 1 330	....		
8. Edakkolam do.	Road from Beypore to Trittala.	A	....	0 1 0	....		
9. Tirúr do.	Road from Tirúr Railway Station to Ponnáni.	A	....	3 0 0	....		
10. Tanúr do.	Road from Beypore to Trittala.	A	....	2 0 0	....		
11. Parpanangádi do.	Road from Parpanangádi to Malappuram.	A	....	2 0 0	....		
12. Kadalundi do.	Chaliam	A	....	0 0 145	....		
13. Kuttipuram do.	Road from Kuttipuram to Edappaud.	B	....	2 4 0	....		
14. Palghat	Alathúr and Trichúr ..	A	....	0 0 330	....		
15. Do.	Collingode and Waniampara.	A	....	22 4 0	....		
16. Do.	Manar Ghat to Angádi-puram.	A	....	18 6 0	....		
17. Cherpulacheri ..	Ottappálam	A	....	20 0 0	....		
18. Angádipuram ..	Pattámbi	A	....	10 5 0	....		
19. Malappuram-Manjeri ..	Tirúr	A	....	14 4 0	....		
20. Palghat	Wálayár	A	....	16 0 0	....		
21. Do.	Elival	A	....	15 0 0	....		
22. Cherpulacheri ..	Pattámbi	A	....	11 0 0	....		
23. Shoranúr	Trichúr	A	....	10 1 0	....		
24. Malappuram	Ferok	A	....	20 0 0	....		
25. Do.	Parpanangadi	A	....	25 5 0	....		
26. Calicut	Tamracheri and Wynaad.	A	0 3 399	17 4 399	....		
			....	35 0 0	....		
CANAL.							
1. Canal from Tirúr ..	Ponnáni and Cochin ..	..		60 0 0			
2. Conolly's Canal ..		..		36 0 0			

See sheet to
Plan

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to Railways constructed and in progress
up to the 31st March 1899.

FM

of the railways of India, 1899.
and the railways of India, 1899.
(and the railways of India, 1899.)
11/9/99

Sheets No. 3, 4, & 5 of the
Map of India with 10 } By Packet Post
Copies of the statements

