Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 972 Ry

DATED 30th Augt 1899.

Includes G.O. No. 256 Ry of 4/3/99
— Do — Do — 558 Ry " 10/5/99
— Do — Do — 594 Ry " 22/5/99
— Do — Do — 640 Ry " 8/6/99.
61 R.M. of 10-2-99.

[Despatch Abstract.]

Feeder Roads

Comm: to the Manager, E.C.Ry, Press in the L & M Dept, embodying letter from the Chingleput Dist Board reporting that the Tiruvallur taluq Board has allotted the necessary funds for lock spitting the & L to the Stations on the B.M.Ry.

P. W. Ry.

Indexed.

BACK PAPERS.

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

FURTHER PAPERS.

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

RAILWAY.

Government (1898) of Madras.

PUBLIC WORKS.

Recd. } 1898. *Enclosures*
Regd. } *Spare copies*

G.O., No. 983 Ry., 2nd August 1898.

AUGUST.

Bezwada-Madras Section of the East Coast Railway

Ordered that the Senior Government Inspector's report of inspection of the — be forwarded to the Government of India.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

BEZWADA-MADRAS SECTION OF THE EAST COAST RAILWAY.

STANDARD 5′ 6″ GAUGE.

Inspection made by the Senior Government Inspector of Railways, Madras.

1. *Mileage.*—The 262¼ miles of which the southern extension of the East Coast Railway consists may be considered as divided into the following sections :—

Bezwada (Kistna Canal Junction) to Nellore	154¾ miles.
Nellore to Gudur (converted section)	17½ ,,
Gudur to Ennore	75 ,,
Ennore to Madras (open section)	9 ,,
Total ...	262¼ miles.

2. *General.*—The first two only of these four sections were inspected upon this occasion. The inspection was made on July 10th and 11th in company with the Executive Engineers of the three divisions comprising the 172¼ miles. The Manager of the East Coast Railway and his Traffic Superintendent were also present with a view to ascertaining what remains to be done before the section can be opened to traffic.

3. *Opening for Traffic.*—The proposal at present is to open from Kistna Canal Junction to Gudur on the 1st of October. But since the inspection I have seen Mr. Moore who assures me that there is at least quite as much prospect of the Gudur-Ennore section being ready for opening by any assigned date as of the upper section being ready. It looks, therefore, as if it might be advisable not to be in too great a hurry to open any part of the line until the whole is ready. It might also be as well to defer all opening arrangements until after the cessation of the north-east monsoon.

4. *Formation.*—Banks and cuttings are everywhere in very good order. Most of them have passed through from one to three rainy seasons and have been thoroughly tested. But several miles of bank have been recently raised, most of it in black cotton soil, and the newly thrown up earth has not yet had much rain over it, and much of it has very little sand covering, and it is certain to give trouble in October and November. Naturally the Manager of the East Coast Railway does not like the prospect of being badly knocked about, and perhaps breached, after the opening for traffic.

5. *Ballast.*—I was told that most of the permanent ballast has been collected, partly along the line, partly in large depots and partly laid in place. But it has been laid in place only in cuttings and on low or firm banks where there is no chance of its sinking and being wasted. On soft or high banks, where stone ballast would be certain to sink if put on now, sand or moorum gravel ballast has been laid. But I do not think that enough sand ballast has been laid or collected on the worst sections. It will be swallowed up wholesale during the first two or three monsoons, and once a line is open it is not so easy to collect or to spread it as it would now be. I therefore strongly recommend that a very ample provision of sand ballast be made now, and that it be spread, all over the sections of bank which require it, in order that there may be no temptation for the open line staff to spread, and so to waste, the expensive permanent ballast on the soft banks for at least two or three years after opening.

6. *Rails and Sleepers.*—The permanent-way consists of flat-footed rails spiked on wooden sleepers. All is still new, and in good order. The sleepering of the bridges has been done well.

7. *The Road.*—The running is very good indeed, and the road is for the most part fit for any speed, except for a few miles where the bank has been recently raised.

8. *Platforms.*—High masonry platform walls have been, or are being, built at every station. They are all so far forward that with a push they could be ready by October, and there is certainly nothing to prevent their being completely finished and all expenditure closed by the end of the north-east monsoon. I understand that at minor flag stations it is intended to edge the rail level platforms with a mere row of large square stones. It seems a pity that this was not done at nearly all the stations ; it is quite good enough.

9. *Station Buildings.*—These are in various stages of advancement. But I was surprised to see so little progress since my inspection made in January last. Some few buildings are roofed, none are finished, many are only up to plinth level and a few in various stages of advancement above that ; some few have scarcely been begun. In many cases staff quarters have not been begun. The Engineers assured me that it would be possible to get one building at each of the stations ready by the 1st of October to give shelter to a stationmaster, just enough to allow of trains being worked. But, taking many circumstances into consideration which I need not detail here, I am disposed to recommend that opening be not unduly hurried, but that time be given to get the buildings into a more advanced state. The Engineers ought now to strain every nerve to train up building stone and ought to concentrate all available skilled labour on the buildings. I saw remarkably little skilled labour about, and it looks as if contractors were trying to work off advances.

10. *Signals.*—I do not know why engineers nearly always leave these to the last and then try to rush them. At facing points of stations List-Morse signals are to be used. I do not think that more than four or five of these have been erected yet, and perhaps one only is in working order. Only two or three distant signals have been erected, and so far as I can learn the arrangements for them are very backward. It would take a strong special gang in each division to get all the signals up by the 1st October, and I could see no sign of any determination to work to this programme. This is another reason for deferring the opening until after the monsoon.

11. *Wells, Ash-pits, and Watering arrangements.*—There are sufficient temporary arrangements to keep construction trains running, and doubtless traffic trains could be watered temporarily under the same arrangements. But nothing seems finished anywhere. Tanks, ash-pits, water columns, wells, pumps all along the line ought to be in a more forward state before the line can be opened with any satisfaction. I am surprised not to see Mr. G. Moyle's most efficient system adopted instead of the 9 or 10 inch pipes to the far water column.

12. *Station sidings.*—It is not, in my estimation, good practice, when designing a railway containing, as this does, a large preponderance of third-class stations, to sometimes put the platform on the straight and sometimes on the loop. I consider it to be the right practice, on our Indian single lines with Indian conditions, to put the platforms of all third-class stations on the main line. My reason for this opinion is that on such a line the number of mixed and slow trains will be far greater than the number of non-stopping trains, and the inconvenience of side-tracking an occasional slow train,

to allow a fast to run through over the straight without stopping, is of less account than the inconvenience and risk of switching every single slow train on to the loop, over facing points, at every single station, to enable it to take the platform. Moreover there is a certain element of safety in a driver knowing where exactly at every third-class station his platform is; not to mention the slight risk involved in aberration of mind leading a stationmaster, newly arrived from a loop platform station, to send a fast through train over the loop instead of over the straight.

13. On the Madras-Bezwada Railway platforms are sometimes put on the loop and sometimes on the straight; the reasons apparently being the position of whichever of the petty villages happens to be nearest, and a desire to put the loop on the side which may at some future period possibly carry the double line. I do not think that the contingency of possible future doubling is of sufficiently serious moment to be taken into account on such a line as this; and even if it were taken into account so far as to necessitate all loops being put at the double line side, it would not in the least matter if the platform were at the opposite side from the nearest village, because there are always level-crossings not far off, and also because it is not the nearest village which supplies most passengers, but the ten or twenty villages up to several miles away at both sides of the line.

14. When the platform is on the loop, and it is desired to bring a short dead end for goods up to the platform, there is no difficulty, because fast through trains will run on the straight and will have only the one entrance facing point. But when it is desired to bring up to the platform a short dead end for goods at a station where the platform is on the straight, fast through trains in one direction have an additional facing point to pass over, which is objectionable.

15. To my mind the best position for the goods dead end, at ordinary third class stations, is off the loop and terminating about opposite to centre of platform. Waggons are then under the station master's eye and if a small goods platform with shed is necessary it also is under the station master's eye and only a few paces off across the lines. Many of the Bezwada-Madras Railway dead ends are carried away out into the jungle as far as possible from the station master. Most of the loops are far too long, 1,700 feet in the clear, I believe, or about 2,000 feet over points, so that buffer stops of dead ends are four or five hundred yards away from the station master. Clear 1,400 ft. loops would be amply long enough for three quarters of the third class stations. When the line is opened the position of these far away dead ends is certain to be altered, and it would therefore be better to do it now once for all, and also to shorten up a lot of the preposterously long loops.

16. What I advise is as follows:—(a) *stations on the straight with goods sidings coming up to platform:* take out these sidings, on account of the objectionableness of an extra facing point on the straight, and lead a short dead end from the loop to opposite the middle of platform, fixing the position of switch of this dead end so that there may be at least three rail lengths between it and the fouling mark of loop so as to allow of hand shunting without fouling the main points. (*b*) *Stations on the loop with goods sidings coming up to platform:* do not alter. (*c*) *Stations whether on the loop or the straight with no platform goods sidings:* remove the present dead end, which stretches away into the jungle after the manner of the type-drawing of a quarter of a century ago, and start the dead end siding three rail lengths from fouling mark of loop and bring it up to a buffer stop opposite centre of station.

17. The above remarks refer solely to third class stations which are likely to be run through by non-stopping fast trains. The larger stations where all trains are certain to stop seem well enough designed.

18. *Unfinished bridges.*—The diversion for the Romperu bridge will probably have been removed and the bridge brought into use by the time this comes out of press. The masonry of a culvert of 10 spans of 6 ft. arches is not all up to springings yet, but the work ought to be finished, they say, by the middle of August. The Gandlakama bridge, 13 spans of 60 ft. girders, at mile 186, has several of its piers still unbuilt and none of its girders up yet, but the Executive Engineer said that it would be ready by the end of August. The Maddigonda bridge, 13 spans of 40 ft. girders, at mile 183, is all ready for girders and ought to be finished by the end of August. The Verava bridge, 6 spans of 40 ft., mile 180½, is already for girders. The Palar bridge, 21 spans of 40 ft., at mile 167, is the most backward, but work is being pushed with much vigour and there is every reason to hope that with luck and good arrangements it may be completed before the end of September. Three of its wells have still some distance to sink to reach the 50ft. limit. The mistake has been made of loading the wells insufficiently, and when at last a few hundred tons of rails were supplied, the Executive Engineer, instead of piling them all on one well at a time and so driving it down, has distributed them amongst all three. Plant too has been insufficient, though the Executive Engineer had only to run up to Waltair to pick up as much as he liked. Except on these three unfinished wells the piers are nearly all up, but no girders.

19. *Artesian Water.*—Just as artesian water of the purest quality and in unfailing quantity has been found at Samalkot, Rajahmundry, Ellore and other places on the East Coast Railway, so at Ulavapad, mile 156, Mr. P. Duncan has found it on the Bezwada-Madras Railway. It is therefore very probable that it can be found at many more places along the coast. Mr. Duncan first sank a masonry well 35 feet deep without success. Then he put down a common 4-inch water pipe, and at 72 feet from ground level the water spouted and filled up the masonry well to within 14 feet of ground level. Heavy bailing with two motes and a pump fails to dry the well and a diver had to be sent down to unscrew the upper part of the pipe. This is exactly a repetition of what occurred at Rajahmundry, Samalkot, &c., in 1893. The boring, piping and all, cost only Rs. 3 per foot sunk. Considering the filth that is drunk by the East Coast villagers, and the eagerness with which they come long distances for the railway artesian water, one would think that the Civil officers, District Boards and charitable native gentlemen would think it worth while to try for artesian water. Mr. Duncan's man Futteh Mahomed is an expert and will contract to do trial borings. If the 8-inch pipe which the railway are about to put down at Cocanada proves a success, a most important epoch in the history of that town will have been reached, for they have never before seen a bucket of natural clean water.

20. *Holding down bolts of bridges.*—I do not approve of the deliberate omission of holding down lewis bolts from girder bed stones. It appears that they were first put in in a slovenly manner, so that when the girders contracted or expanded they fouled the oval holes in the steel bed plate. The obvious thing to do would have been to pack up the girders for a few hours and file the holes longer; but the course adopted was to cut out all the bolts. They ought now to be replaced; they need not be lewised, plain jagged bolts cemented into jumped holes will be good enough to prevent the girders moving about. There is no need to lift the girders.

21. *Gate huts.*—Masonry huts are everywhere in progress.

22. *Station approach roads.*—I was told by the engineers that the District Boards are nowhere doing anything in the matter of bringing the roads in the vicinity of stations into connection with the pieces of road made by the railway engineer inside station limits. This is a matter which might be taken up by Government. The railway is being made for the benefit of the districts, and expensive stations are being built, for the convenience of traffic, at distances averaging 6 miles apart all along the line, and the obvious duty of District Boards is to connect these stations with the existing roads of the country, and to do so in advance of the opening of the railway. They have now had three years in which to act, and if they are not intelligent enough to perform a duty so obviously imposed on them in the interests of their districts, it would appear to be time for Government to intervene, as the Governments of Bengal and of Assam were obliged to do when it was brought to their notice that a similar lapse of duty was occurring in the districts traversed by the Assam-Bengal Railway. There ought to be no difficulty in the Chairmen of the District Boards working out a proper scheme in correspondence with the railway officers.

23. *Bitragunta Locomotive Station.*—Considering that this will be, or ought to be, a mere running shed station, and not a homing station, it seems to me that considerably more money, perhaps half or three-quarters of a lakh more, than will ever be

necessary, is being spent upon staff quarters. I spoke about this to the Chief Engineer six months ago, but his plans have remained unaltered and the superfluous buildings have been begun. I was told that in addition to running rooms for guards and drivers, and houses for a locomotive foreman, a carriage examiner, a shedman and menials, they are building houses for two European drivers, two firemen, four guards and eight clerks, and for a corresponding lot of menials. This seems to be far in excess of any possible requirements on any conceivable system of economical working and management. The water-supply from the well here is said to be insufficient, but I am told that there is a good and unfailing supply within half a mile or a mile which can be delivered by pumping.

24. *Nellore-Gudur Section.*—The conversion of this section from metre to broad gauge is now nearly finished. Five diversions have yet to be removed, but I was told, and could see, that all may easily be completed, given immunity from floods, by the middle of August.

25. *Tadêpalli terminal arrangements.*—These do not seem to me to have advanced very much since six months ago. The tranship platform walls are finished, but not quite filled in with earth yet, and some roofing is going up. No metre gauge lines have yet been laid in. As I said in my East Coast inspection report, the whole of the arrangements between Kistna Canal junction and Bezwada require careful attention. To treat this problem properly now will save any amount of trouble, expense of working, and capital outlay hereafter. From the south end of Mr. Moore's station, Kistna Canal junction, and the south end of the Southern Mahratta Railway station, Tadêpalli, to the north end of Bezwada station, ought to be treated as a whole instead of piece-meal. It is not under my administration. Although the Tadêpalli tranship arrangements are not very forward, this does not really much matter, because the little joint platform at Bezwada is quite good enough at present for all that is likely to be transhipped between the metre and broad gauge railways. I do not know what, except coal, the extensive arrangements at Tadêpalli are intended to do, especially if, as it ought to be, the metre gauge line is extended into the Eastern Kistna delta.

26. *Gudur terminal arrangements.*—The South Indian Railway are getting on very fast with their somewhat extensive new terminus. Their 500′ × 22′ tranship platform has its walls built; engine shed is well above plinth; turntable ironwork is on the ground; staff quarters are well up to near roof, and station buildings too are well above plinth. The overbridge is not yet begun; it ought to be got in as soon as possible I did not see much done at the broad gauge side, but there will be really very little to do. Gudur will not be a joint station, the South Indian Railway will own and work its own station quite apart from the East Coast Railway.

27. *Traffic prospects.*—These do not seem very promising. Part of the country is exceedingly rich, but much of it is sterile or at least unutilized. The Telugu people are slow to move, so it will probably be many years before much local traffic grows up, and there is canal competition all the way to be reckoned with. I was met by a large deputation at Bapatla who begged that the line might be opened quickly for passengers and goods to Chinna Ganjám from Bezwada. But opening will have to wait until things are more finished. Chinna Ganjám, Ongole and Singariakonda appear to be places of some commercial importance.

28. *Opening for traffic.*—Although, as a general rule, I am anxious to give a country the benefit of the very early opening of its railway, even at slow speeds, and with many conveniences absent or unfinished, I am on the whole disposed to think that, taking many circumstances into consideration which it is unnecessary to enter into here, it will be as well to defer the opening of the Bezwada-Gudur section for passenger traffic until the 1st January 1899. By that date the engineers ought surely to have everything, or at least all essentials and conveniences, complete, and the north-east monsoon will have been over, and the new parts of the banks will have been tried and again consolidated and put into a condition fit for running.

MADRAS,
14th July 1898.

FRANCIS J. E. SPRING,
Senior Government Inspector of Rys., Madras.

ORDER—No. 983 Ry., dated 2nd August 1898.

The report will be forwarded to the Government of India, with reference to Circular No. II, Railway, dated 4th May 1895.

The particular attention of the Local and Municipal Department is invited to paragraphs 19 and 22.

[Here enter No. 984 Ry., dated 2nd August 1898.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Engineer-in-Chief, Bezwada-Madras Railway.
" Agent, South Indian Railway Company, with reference to paragraph 26.
" Local and Municipal Department.

Exd T. K. Narayana Aiyangar.

P. W. Current No: 7753
P. W. Ry C No. 1097

Government {1898} of Madras.

LOCAL AND MUNICIPAL.

Recd. 19-9-98

JOINT SECRETARY TO GOVT. OF MADRAS
19 SEP 1898

Recd. 19 · 9 · } 1898. *Enclosures* -
Regd. 19 · 9 · } 1898. *Spare copies* 5

G.O., No. 1645 L., 6th September 1898.

SEPTEMBER.

Report on the inspection of the Bezwada-Madras Railway.

Drawing the attention of certain Local Boards and Municipal Councils to paragraph 19 of the — regarding the discovery of artesian water at Ulavapad in the Nellore district, and requesting the Public Works Department to furnish a list of the railway feeder roads most needed in the order of their importance, together with their approximate length in each case.

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

Read—the following paper:—

G.O., No. 983, Railway, dated 2nd August 1898.

Read—the following paper:—

BEZWADA-MADRAS SECTION OF THE EAST COAST RAILWAY.

Standard 5′ 6″ Gauge.

Inspection made by the Senior Government Inspector of Railways, Madras.

* * * * *

19. *Artesian water.*—Just as artesian water of the purest quality and in unfailing quantity has been found at Samalkot, Rajahmundry, Ellore and other places on the East Coast Railway, so at Ulavapad, mile 156, Mr. P. Duncan has found it on the Bezwada-Madras Railway. It is therefore very probable that it can be found at many more places along the coast. Mr. Duncan first sank a masonry well 35 feet deep without success. Then he put down a common 4-inch water pipe, and at 72 feet from ground level the water spouted and filled up the masonry well to within 14 feet of ground level. Heavy baling with two motes and a pump fails to dry the well and a diver had to be sent down to unscrew the upper part of the pipe. This is exactly a repetition of what occurred at Rajahmundry, Samalkot, &c., in 1893. The boring, piping and all, cost only Rs. 3 per foot sunk. Considering the filth that is drunk by the East Coast villagers, and the eagerness with which they come long distances for the railway artesian water, one would think that the Civil Officers, District Boards and charitable native gentlemen would think it worth while to try for artesian water. Mr. Duncan's man Fatah Muhammad is an expert and will contract to do trial borings. If the 8-inch pipe which the railway are about to put down at Cocanada proves a success, a most important epoch in the history of that town will have been reached, for they have never before seen a bucket of natural clean water.

* * * * *

22. *Station approach roads.*—I was told by the engineers that the District Boards are nowhere doing anything in the matter of bringing the roads in the vicinity of stations into connection with the pieces of road made by the railway engineer inside station limits. This is a matter which might be taken up by Government. The railway is being made for the benefit of the districts, and expensive stations are being built, for the convenience of traffic, at distances averaging 6 miles apart all along the line, and the obvious duty of District Boards is to connect these stations with the existing roads of the country, and to do so in advance of the opening of the railway. They have now had three years in which to act, and if they are not intelligent enough to perform a duty so obviously imposed on them in the interests of their districts, it would appear to be time for Government to intervene, as the Governments of Bengal and of Assam were obliged to do when it was brought to their notice that a similar lapse of duty was occurring in the districts traversed by the Assam-Bengal Railway. There ought to be no difficulty in the Chairmen of the District Boards working out a proper scheme in correspondence with the railway officers.

* * * * *

Order—No. 983, Railway, dated 2nd August 1898.

The report will be forwarded to the Government of India, with reference to Circular No. 11, Railway, dated 4th May 1895.

The particular attention of the Local and Municipal Department is invited to paragraphs 19 and 22.

(True Extract.)

(Signed) F. J. WILSON,
Under Secretary.

To the Engineer-in-Chief, Bezwada-Madras Railway.
" Agent, South Indian Railway Company, with reference to paragraph 26.
" Local and Municipal Department.

Order—No. 1645 L., dated 6th September 1898.

The attention of the Local Boards and Municipal Councils concerned, in the districts of Chingleput, Nellore, Kistna, Gódávari, Vizagapatam and Ganjám, is drawn to paragraph 19 of the inspection report.

2. With reference to paragraph 22 of the report, the Public Works Department is requested to furnish a list of the roads most needed in the order of their importance, together with their approximate length in each case.

(True Extract.)

for Secretary to Government.

To the President, District Board, Chingleput.
" " " Nellore.
" " " Kistna.
" " " Gódávari.
" " " Vizagapatam.
" " " Ganjám.
" Collectors of the above districts for communication to Municipal Councils.
" Sanitary Commissioner.
" Sanitary Engineer.
" Sanitary Board.
" Public Works Department.
"

No. 2683 of 29 Septr/98.

Copy forwarded to the Engr. in Chief B.M.R. for information of report with reference to para 2 of the order.

for E.R.

Exd. A. F. Ecclestor.

Remr No. 2683/1 [illegible]

29/9/98

Remr No. 2683/2 of 12-1-99

8/12/98.

2nd 10/1/99

1.2.99

2.2.99

2nd 5/1/99

Remr

List of approach Roads to Stations

Ongol Division

No 2 Sub-Division

1. Krishna Canal Junction
2. Bapatla
3. Chirala
4. Chinna Gangam
5. Ponnur
6. Tenali
7. Tsunduru
8. Duggirala
9. Appikatla
10. Vetapaliam
11. Ammanabrolu
12. Peddavadlapudy

No 1 Sub. Division

1. Ongol
2. Kavali
3. Tettu
4. Ulavapad
5. Singaroya Konda
6. Tangaturu
7. Surareddipalem
8. Karavadi

Penner Division

1. Padugapadu
2. Ponneri
3. Alluru Road
4. Sulurupet
5. Tada
6. Talamanchi
7. Minjur
8. Gummudipun
9. Elavour Hag
10. Kavaraipet Ha

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

No. B/188/206

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
6 FEB. 1899
MADRAS.

From

THE ENGINEER-IN-CHIEF,

BEZWADA-MADRAS RAILWAY,

To

THE Consulting Engineer for Railways

Madras.

703
6.2.99

Dated Madras, the 6th February 1899.

Sir,

Flag W

With reference to your endorsement No.2383 dated 29-9-98 on G.O. No.1645 L I have the honor to forward herewith Lists of approach roads to stations in order of their importance and to state that this Railway is not in a position to furnish the lengths of the same.

I have the honor to be

Sir

Your most obedient servant

T. W. Bartlett.

~~for~~ Engineer-in-Chief.

6.2

No. 61 RM d/ 10-2-99

Transferred to the Local & Municipal Department with reference to para 2 of G.O No 1645 L of 6th Sept 1898.

DR
8/2/99

7.2

Despatched on 10/2/99

losures.

Railway

Public Works (1899) Department.

CURRENT No. 306

JOINT SECRETARY TO
RECEIVED
2 MAR 1899
GOVT. OF MADRAS RYS.

B/

From
The Local & Municipal Depts

Order No 256 Ry d/4/3/99.

Communicated to the Manager E. C. Ry for information.

[illegible]
2.3.99.

No. 431 L (mis)

Dated 27-2-99
Received
Registered } 2. 3. 99.
Enclosures
Spare copies.

SUBJECT.

Roads Requesting the Local Boards in the Districts of Chingleput, Nellore and Kistna to report the steps which they propose to take to construct certain feeder — to the stations in the Madras, Bezwada railway line in their districts.

To The Manager E.C.R.
" Cons: Engr. for Ry.
" Engr.-in-chief B.M.R.

4/3/99

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

LOCAL AND MUNICIPAL DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following paper :—

From the Public Works Department, Railway Branch, No. 61R dated 10th February 1899, forwarding copy of a letter from the Engineer-in-Chief Bezwada Madras Railway, forwarding lists of approach roads to stations and stating that the lengths of the same cannot be furnished.

Order No. 431 L.Mis., dated 27th February 1899.

The Local Boards in the districts of Chingleput, Nellore and Kistna are requested to report at an early date the steps which they propose to take to construct the feeder roads in question.

(True extract)

A Edgington
for Secretary to Government.

To

The President, District Board, Chingleput.
,, ,, Nellore.
,, ,, Kistna.
,, Public Works Department, (Railway Branch).

(Railway)

Public Works (1899) Department.

Railway

CURRENT No. 614

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
1 MAY 1899

13/

From

The Local & Municipal De

Order No. 558 Ry dated 10/5/99

Communicated to the Manager, East Coast Ry, for information in continuation of G. O. No. 465 Ry of 24th April 1899.

DR.
5.5.99

No. 872 L/mu

Dated 25-4-99

Received } 1-5-99
Registered }

Enclosures

Spare copies

SUBJECT.

Roads Communicating letter from the President District Board Kistna reporting the steps taken for the construction of feeder ~~roads~~ to stations on the Bezwada Madras Railway

to The Manager E.C. Ry
" Cons: Engr. for R[illegible]
" Engr.-in-chief B.N.R

Issued on 10/5/99

[illegible] file

3/5-99

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper :—

Proceedings of the District Board, Kistna, passed at a meeting held at Bezwada on Saturday the 18th March 1899.

PRESENT.

÷ ÷ ÷

S10

Read G.O. No.431 L.Mis., dated 27th February 1899, requesting to report the steps taken for the construction of approach roads to the stations of Bezwada-Madras Railway.

Resolution, No.37, dated 18th March 1899.

The approach road at Chirala is nearly complete. Estimates have been sanctioned for the roads at Ponnuru and Tenali and provision had been made for their construction in the current year. The allotment was however withdrawn by G.O., dated 3rd December 1898, No.2302 L.Mis., in order to find funds for plague charges. Estimates are under preparation for the other roads and funds will be allotted as soon as the Boards concerned are in a position to do so.

Endorsement of the President, District Board, Kistna, Dis No.468/D.B., dated 22nd March 1899.

Forwarded to the Secretary to Government, Local and Municipal Department, for information with reference to G.O. No.431 L.Mis., dated 27th February 1899.

ORDER:-

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper :—

From the President, District Board, Chingleput, Dis. No.270/L., dated 1st May 1899.

SNo 11

With reference to Government Order, No.431 L.Mis., dated the 27th February last, I have the honour to report that the Tiruvallur Taluk Board has sanctioned 5 estimates amounting to Rs.107 for lockspitting the feeder roads to the stations on the Bezwada Madras Railway which are within the limits of this district and that funds will be allotted as soon as practicable and the work put in hand.

2. A copy of the Taluk Board's resolution is herein enclosed.

ENCLOSURE.

Proceedings of the Tiruvallur Taluk Board, passed at the meeting, held on the 4th March 1899.

÷ ÷ ÷

RESOLUTION: No.2.

Read letters, Ref. on No.1106 Gl., dated the 29th January and 25th February 1899, from the District Board Engineer, submitting for sanction 5 estimates amounting to Rs.107 for lockspitting feeder roads to the Ponneri &c. Railway Stations.

ORDER:-

Sanctioned.

O R D E R :- No.1005 L.Mis., dated 10th May 1899.

Communicated to the Public Works (Railway) Department.

(True Extract)

A Edgington
For Secretary to Government.

To

The Public Works (Railway) Department.
" President, District Board, Chingleput.

Public Works (1899) Department.

P. W. Ry
CURRENT No. 741.

DR. For orders.
[illegible] 6.6.99

B

B

From The Manager
East Coast Railway

Order No. 645. Ry dated 8/6/99.

Recorded

[illegible]
7.6.99

No. 4697.

Dated 30th May 1899
Received 2nd June '99
Registered 5th — do —
Enclosures
Spare copies

To E.R.

Despatched on 8/6/99

SUBJECT.

Feeder Roads

Stating that the question of outlay on the construction of —— in Chingleput Dt. is definitely postponed for want of funds.

BACK PAPERS.		FURTHER PAPERS.	
No.	Date.	No.	Date.

Form No. Mgr. 19.

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

No. 469

CONSULTING ENGINEER FOR RAILWAYS MADRAS.
RECEIVED
2 JUN. 1899

From

THE MANAGER,
East Coast Railway.

To,

The Under Secretary to the Government
of Madras,
P.W.D., Railway Branch,
Madras.

Waltair, dated, 30th May 1899.

Sir,

S.14

In acknowledging the receipt of your No. 594 Ry. dated the 22nd Instant regarding the Feeder Roads in Chingleput District, I have the honor to observe that this also appears to be another intimation, similar to the one communicated in your No. 558 Ry. (S.13.) dated the 10th idem, that the important question of outlay on roads is indefinitely postponed for want of funds.

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

Offg: Manager.

Accompaniments. nil

29/5

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

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

No. 469

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
2 JUN. 1899
MADRAS.

From

THE MANAGER,
East Coast Railway.

To,

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Waltair, dated, 30 May 1899.

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S.13.

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

Offg: Manager.

Accompaniments.
nil

29/5

(Railway)

Public Works (1899) Department.

B/.

Railway
CURRENT No. 1084

From
The Local & Municipal Dept.

Order. No. 972. Ry dated 30/8/99

Communicated to the Manager, E. C. Ry for information in continuation of G.O. No. 594 Ry S.14 of 22/5/99.

No. 1641 L

Dated 18-8-99

Received 23/8/99

Registered 25/8/99

26.8.99
D R.

Enclosures

Spare copies.

SUBJECT.

Roads. Communicating with remarks, letter from the President Dist. Bd. Chingleput reporting that the Tiruvallur Taluk Board has allotted the necessary funds for lockspitting the feeder — to the stations on the Bezwada Madras Railway.

Despatched on 30/8/99

To

The Manager, E. C. Ry
" Con: Engr. for Rys

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

JOINT SECRETARY TO
RECEIVED
23 AUG 1899

LOCAL AND MUNICIPAL DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following paper :—

From the President, District Board, Chingleput,

Ref. on No. 733/L., dated 1st August 1899.

*
1. Arambakam.
2. Elavur.
3. Gummudipundy.
4. Kavarapet.
5. Ponneri.

In continuation of this office Dis. No. 270 L. of the 2nd May last, I have the honour to report that the Tiruvallur Taluk Board has allotted the necessary funds for lock-spitting the feeder roads to the marginally * noted stations on the Bezwada Madras Railway.

ORDER, No. 1641 L. Mis., dated 18th August 1899.

Communicated to the Public Works Department, in continuation of G.O., No. 1005 L., dated 10th May 1899. 8-14

(True Extract.)

for Secretary to Government.

To,
The Public Works (Railway) Department.
" President, District Board, Chingleput.