Public Works (~~190~~) Department.

G.O., No. 980 Ry.

DATED 2nd Sept. ~~190~~ 1899.

Includes.

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do	336-37 Ry Bl	26 - 2 - 98
do	552 Ry Bl	8 - 4 - 98
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[Despatch Abstract.]

Footway over the Godavari Bridge of the E. C. Ry.

Recording correspondence relating to the provision of a ——— do.

[P. W. D. / 2,500—20-7-08.]

Indexed

BACK PAPERS.

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FURTHER PAPERS.

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RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. } 1899. *Spare copies*

G.O., No. 980 Ry., 2nd September 1899.

SEPTEMBER.

Footway over the Godavari Bridge of the East Coast Railway

Recording correspondence relating to the provision of a —.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From—The Chairman, Municipal Council, Rajahmundry.
To—The Secretary to Government, Local and Municipal Department.
Dated—2nd December 1897, Dis. No. 120.

In submitting a copy of the resolution, dated 13th November 1897, No. 858, with a memorial from the public of Rajahmundry, I have the honour to submit that the Council considers it highly desirable that there should be a footpath over the Godavari bridge, as it is a great boon to the inhabitants of the places on both sides of the river as well as to the travellers; and it fully endorses the views of the memorialists. When the bridge is being constructed at so much cost, it is a great pity that there should not be provision made for a footpath, though at some additional cost. If it should, at any future time for any reason, be considered desirable to have a footpath over the bridge after its construction, it may not then be feasible to construct it, and the Council respectfully submits that it is therefore advisable in the case of such important and huge works to make provision at the outset for all possible conveniences.

2. The Council therefore prays that Government will be pleased, though there may be some additional cost, to have a footpath constructed either on the sides or the top of the bridge, and thus confer an everlasting blessing on the public.

ENCLOSURE No. 1.

EXTRACT from the Pros. of the Municipal Council, Rajahmundry, dated 13th Nov. 1897, No. 858.

* * * * *

Read Mahazar by Katari Makhalingam, etc., submitting a memorial to be sent by the Council to Government with a request to sanction the construction of a footpath over the Godavari bridge.

Resolution—

The memorial will be submitted to the Government through the Collector, as the Council is of opinion that a footpath over the bridge is absolutely necessary.

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ENCLOSURE No. 2.

Petition from—The residents of Rajahmundry.
To—His Excellency the Governor in Council, Fort St. George.
Dated—Rajahmundry, 15th October 1897.

ABSTRACT.—Representing that the construction of a footpath over the Godavari bridge would be a great boon to the public and a source of income to the Government.

Endorsement by the Collector of Godavari, dated 31st Dec. 1897, Dis. No. 1653-Eng.

Submitted to Government, Public Works Department, Railway Branch, for favourable consideration.

2. The footpath prayed for would be a great boon to the local public, if it is feasible from the point of view of expense.

Endorsement of the Local and Municipal Department, dated 25th Jan. 1898, No. 84.

Transferred to the Public Works Department, Railway Branch.

Petition from—The inhabitants of the Godavari District.
To—His Excellency the Governor of Fort St. George.
Dated—Tallapudi, 8th January 1898.

ABSTRACT.—Representing that the omission to construct over the Godavari bridge a footpath similar to the one over the river Kistna is very disadvantageous to the people, as the boat journey across the river is attended with much inconvenience and danger to life; that the construction will fetch nearly Rs. 5,000 a year; and that the heavy terminal charges should be abolished.

Endorsement of the Chief Engineer for Irrigation, dated 25th Jan. 1898, No. 23 M.

Transferred to the Joint Secretary to Government, Railway Branch, for favour of disposal.

Order—No. 181 R., dated 2nd February 1898.

The Government of India will be addressed.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Madras, 2nd February 1898, No. 182 Ry.

This Government having received petitions from the inhabitants of Rajahmundry on the subject of accommodation for foot-passengers across the Godavari bridge of the East Coast Railway, I am instructed to say that, in the opinion of His Excellency the Governor in Council, it would be a great convenience if such accommodation could be provided. The overhead footways at the Kistna bridge are known to be a great public convenience, and it is understood that the revenue derived from the letting of them to a contractor goes far towards, if it does not cover, interest on the extra expenditure involved in their construction.

2. If, as is understood will be the case, the roadway is to run on the top of the 150-ft. girders, it might be found practicable, with some contriving, to give a through roadway for passengers beneath the girders, as was done at a canal bridge of three 100-ft. spans at Bezwada, by suspending a light footway between the main girders, by rods slung from the top cross girders. I am directed to express a hope that the matter may not be overlooked and may be found practicable.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, 17th February 1898, No 231 R.C.

I am directed to acknowledge the receipt of your letter No. 182 Ry., dated 2nd February 1898, stating that, in the opinion of His Excellency the Governor in Council, it would be a great convenience if accommodation for foot-passengers across the Godavari bridge of the East Coast Railway could be provided, and suggesting that as the Railway will be carried on the top of the bridge it might be found practicable to give a through roadway for passengers beneath by suspending a light footway between the main girders by rods slung from the top cross girders.

2. In reply, I am to point out that the girders of the bridge being of the same type as the Mahanuddi, Brahmini, and Cuttack bridges, viz., of the Warren inverted type hung from the top boom, a footway underneath would not be feasible, and that the only plan would be to carry footways on the top booms by a prolongation of the upper deck supported by brackets.

3. I am to say that the change of design which this would involve would probably delay the manufacture of the girders, which it is believed are on the point of being begun, by several months, and increase their cost by at least Rs. 1½ lakhs.

4. I am to request that if, after the explanations given in paragraphs 2 and 3 above, His Excellency the Governor in Council is still of opinion that footways should be provided, the Government of India may be furnished at a very early date with the best estimate available of the amount of traffic that might be expected to use the footways provided and the revenue from the toll that might be expected; noting that the Railway itself will carry a good deal of the traffic that now has to cross the Godavari river by boat or steamer.

Order—No. 336 Ry., dated 26th February 1898.

The Government of India will be addressed.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Madras, 26th February 1898, No. 337 Ry.

In reply to your letter No. 231 R.C., dated the 17th February 1898, I am desired to explain that in the case of the small bridge referred to in the 2nd para. of my letter No. 182 Ry. of the 2nd February 1898, the girders were of the Warren inverted type hung from the top boom, and that no difficulty was experienced, because a passage about 2′ 6″ × 6′ 6″ was left through each of the piers, just sufficient to pass a man. The expedient was so simple and so cheap that it seems a pity not to introduce it elsewhere. At each top cross girder a short piece of rail was suspended by four ¾″ rods; and on these short pieces of rail planking was laid, extending through the pier apertures above referred to. Fencing wire attached by clips to the suspension rods ensured the safety of travellers.

2. This Government would not press for the use of anything very expensive, as if local traffic should prove heavy, a most unlikely contingency, ferry trains could be run. But the convenience of a cheap and safe means of crossing so long a bridge at all hours on foot seems obvious and seems worth some small outlay.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, 24th March 1898, No. 404 R.C.

With reference to correspondence ending with your letter, No. 337 Ry., dated 26th February 1898, I am directed to inform you that the Government of India, after careful consideration of all the circumstances, have decided that the provision of a footway on the Godavari bridge, East Coast Railway, other than the light footway suggested by the Consulting Engineer, is not necessary.

Order—No. 552 Ry., dated 8th April 1898.

Recorded.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 11th August 1898, No. 1030 Ry.

With reference to the correspondence ending with your letter No. 404 R.C., dated the 24th March 1898, I am directed to say that during a recent tour through the Northern Circars, His Excellency the Governor was addressed by the Municipal Councillors of Rajahmundry on the subject of the footway, over or under the Godavari bridge girders, which is so much desired by the inhabitants of that town and their neighbours across the river. As His Excellency was unable to give any definite reply on the subject, I am instructed to enquire whether or not it is intended to provide the footway, with an expression of opinion that the construction of such a footway seems desirable.

2. It is understood that Rs. 3,000 to Rs. 4,000 per annum are obtainable for the right to levy tolls over the Kistna bridge footways, a sum sufficient to pay reasonable interest on Rupees one lakh or over. In all probability double the amount would be obtainable for the right to levy tolls over the Godavari bridge, which is very much the longer of the two.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 10th September 1898, No. 1328 R.C.

I am directed to acknowledge the receipt of your letter, No. 1030 Ry., dated the 11th August 1898, enquiring whether or not it is the intention of the Government of India to provide a footpath, either over or under the girders of the Godavari bridge, East Coast State Railway, and conveying an expression of opinion by His Excellency the Governor that the construction of such a footpath appears desirable.

2. In reply, I am directed to say that the Government of India consider that a footway suspended under the decking of this bridge in the manner suggested in your letters marginally noted, would not be suitable for public traffic in a railway bridge of such great length, and that, moreover, the design of the girders, under supply for the bridge, is such as to require radical alterations to enable such a footway to be provided. It is accordingly not deemed expedient to provide it.

No. 182 R., dated 2nd February 1898.
„ 337 Ry., „ 26th „ „

3. As an alternative a light footway resting on cantilevers from the bottom booms might probably be provided hereafter, if thought desirable, and an estimate for its cost will be called for if the Madras Government desire it.

4. I am, however, to add that, as the bridge will be provided with a continuous upper deck and hand railing, it may hereafter be possible for foot-passengers to use it at times when no trains are expected, provided the working administration find it advisable to permit them to do so, and that before incurring any expenditure in providing a separate footway it would be desirable to be sure that the traffic would justify it.

Order—No. 1197 Ry., dated 3rd October 1898.

The Government of India will be addressed.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 3rd October 1898, No. 1198 Ry.

I am directed to acknowledge the receipt of your letter No. 1328 R.C., dated the 10th September 1898, and in reply to ask that an estimate of the cost of a light roadway resting on cantilevers from the bottom booms of the Godavari bridge may be directed to be prepared.

2. I am to express the satisfaction of this Government that a continuous upper deck and hand railing are in any case to be provided, and to express the hope that, pending the provision of better arrangements for foot-passengers, the working administration will give them the use, under proper restrictions, of the upper deck footway.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 9th November 1898, No. 1714 R.C.

I am directed to acknowledge the receipt of your letter No. 1198 Ry., dated the 3rd October 1898, in which you request that an estimate of the cost of providing a light footway, resting on cantilevers from the bottom booms of the Godavari bridge at Rajahmundry, may be directed to be prepared.

2. In reply I am to say that the necessary estimate will be called for, but I am at the same time to invite attention to the concluding paragraphs of Government of India, Public Works Department, letters Nos. 1328 R.C., dated the 10th September 1898, and No. 231 R.C., dated the 17th February 1898, respectively, and to request that the Government of India may now be furnished with the best estimate available of the amount of traffic that might be expected to use the proposed footways.

Order—No. 1427 Ry., dated 18th November 1898.

The Collector, Godavari District, will submit for the information of Government a report on the subject of the last few lines of the Government of India's letter.

Telegram from—The Collector of Godavari.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—25th February 1899.

G.O., 1427 Ry., 18th November. Average number of persons crossing river daily about 400 according to best estimate. Will probably increase twofold if footpath provided. Twenty-five villages adjoining river will be benefited.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Madras, 1st March 1899, No. 249 Ry.

With reference to paragraph 2 of your letter No. 1714 R.C., dated the 9th November 1898, I am directed to report that the average number of persons crossing the Godavari daily is about 400, according to the best estimate available. The Collector, however, considers that this number would increase twofold if a footpath were provided, as it would serve the purposes of 25 adjoining villages.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 5th June 1899, No. 1047 R.C.

With reference to correspondence ending with your letter No. 249 Ry., dated the 1st March 1899, I am directed to forward, herewith, copies of a plan and estimate, the latter amounting to Rs. 50,040, for a footway on one side of the bridge on the East Coast Railway over the Gódávari river; and to point out that in order to pay 7½ per cent. on the capital cost for interest and maintenance and to keep up the necessary establishment, tolls to the extent of about Rs. 4,700 per annum would be required, and to enquire whether the Madras Government is prepared to guarantee this amount to the Railway.

2. The Engineer-in-Chief of the bridge reports that the number of passengers carried by the ferry steamer between Kovur and Rajahmundry was 43,708 in seven months, May to November 1898, or an average of, say, 200 per diem, which is much less than the figures reported in your No. 249 Ry. of 1st March 1899. But even taking 400 passengers per diem at 3 pies each, the tolls would only amount to Rupees 2,281 per annum.

3. Under the circumstances, therefore, I am to say that the Government of India recommend the alternative of leaving things as they are and letting passengers use the main upper deck under a toll, during train intervals, so far as may be found consistent with safe working.

Estimate of cost of proposed footway on one side only of the Gódávari bridge based on plan received with letter No. 530 R.C., dated 27th March 1899, from the Director of Ry. Construction.

Particulars.	Number.	Quantity.	Unit.	Rate.		Amount.	Total.
Cost of footway for one span 160 feet centres.				RS.	A.	RS.	RS.
Steel in cantilevers with horizontal face angles, fence, standards and bolts fixed in place ..	..	42·93 cwt.	Cwt.	11	0	472	..
Teak timber planking	90 c. ft.	..	C. feet.	3	8	315	..
Painting	336 sq. ft.	..	Per cent.	2	8	8	..
Seven strand fencing wire No. 4	..	1 cwt	Cwt.	16	0	16	..
Total for one span ..	..	..	..	..		811	..
Cost of footway for 56·3 spans	..	..	..	..		45,660	..
Cost of toll houses and steps at each abutment ..	..	..	..	..		2,000	..
Contingencies at 5 per cent.	..	..	..	..		2,380	..
Total cost of footway ..	..	..	..	..		..	50,040

Order—No. 763 Ry., dated 12th July 1899.

The Government of India will be addressed.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Madras, 12th July 1899, No. 764 Ry.

I am directed to acknowledge the receipt of your letter No. 1047 R.C., dated the 5th June 1899, recommending that foot-passengers should be allowed to use the main upper deck of the Gódávari bridge of the East Coast Railway during train intervals, on payment of a toll, so far as may be consistent with safe working.

2. In reply I am instructed to say that the Government of Madras accepts the solution offered; but that, if at any time the receipts from tolls should seem likely to permanently amount to over Rs. 4,700 per annum, this Government will probably again ask for a separate footway, and hereby, in the interests of communications, reserves its right to do so.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 14th August 1899, No. 1548 R.C.

The undermentioned papers are forwarded to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, for information with reference to his letter No. 764 Ry., dated 12th July 1899.

Enclosure.

From—The Director of Railway Construction.
To—The Engineer-in-Chief, Godavari Bridge Works.
Dated—Simla, 3rd August 1899, No. 1461 R.C.

With reference to correspondence ending with your letter No. 1102, dated 17th April 1899, regarding the cost of the proposed footway on one side of the bridge over the Godavari river at Rajahmundry, I have the honour to inform you that the Government of India have decided not to provide any footway, but to leave matters as they are and allow passengers the use of the main upper deck of the bridge during train intervals, on payment of a toll, so far as may be found consistent with safe working when the bridge has been placed under the management of the East Coast Railway.

Enclosure No 2.

Memorandum from—The Director of Railway Construction.
To—The Manager, East Coast Railway.
Dated—3rd August 1899, No. 1462 R.C.

No. 182 Ry., dated 2nd February 1898, from Madras to India.
No. 231 R C., dated 17th February 1898, from India to Madras.
No. 337 Ry. of 26th February 1898, from Madras to India.
No 404 R.C. of 24th March 1898, from India to Madras.
No. 1030 Ry. of 11th August 1898, from Madras to India.
No. 1328 R.C. of 10th September 1898, from India to Madras.
No. 1386 R.C. of 21st September 1898, from D., R. C., to Engr.-in-Chief.
No. 1198 Ry. of 3rd October 1898, from Madras to India.
No. 1714 R.C of 9th November 1898, from India to Madras.
No. 142 of 18th January 1899, from Engineer-in-Chief, to D., R. C.
No. 249 Ry. of 1st March 1899, from Madras to India.
No. 1102 of 17th April 1899, from Engineer-in-Chief, to D., R. C.
No. 1047 R.C. of 5th June 1899, from India to Madras.
No. 764 Ry. of 12th July 1899, from Madras to India.

Copy forwarded to the Manager, East Coast Railway, for information with copy of the previous correspondence noted in the margin, and with remark that if at any time the receipts from tolls should seem likely to permanently amount to over Rupees 4,700 per annum the provision of a separate footway will probably be asked for by the Madras Government.

Order—No. 980 Ry., dated 2nd September 1899.

Recorded.

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Consulting Engineer for Railways.
„ Engineer-in-Chief, Godavari Bridge.
„ Manager, East Coast Railway.
„ Local and Municipal Department.
„ Collector, Godavari District.

Exd. T. K. Narayana Aiyangar.

√ — 5 proofs 13/9/99

100/5

RAILWAY.

Government (1899) of Madras.

PUBLIC WORKS.

Proof for approval

Recd. } 1899. Enclosures
Regd. } Spare copies

G.O., No. 980 Ry., 2nd September 1899.

SEPTEMBER.

Footway over the Godavari Bridge of the East Coast Railway

Recording correspondence relating to the provision of a —.

Press

Please return this proof

S.T.

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PUBLIC WORKS DEPARTMENT.

Railway.

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2. The Council therefore prays that Government will be pleased, though there may be some additional cost, to have a footpath constructed either on the sides or the top of the bridge, and thus confer an everlasting blessing on the public.

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Resolution—

The memorial will be submitted to the Government through the Collector, as the Council is of opinion that a footpath over the bridge is absolutely necessary.

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Enclosure No. 2.

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To—His Excellency the Governor in Council, Fort St. George.
Dated—Rajahmundry, 15th October 1897.

Abstract.—Stating that the construction of a footpath over the Godavari bridge would be a great boon to the public and a source of income to the Government.

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interest

2. If, as is understood will be the case, the roadway is to run on the top of the 150-ft. girders, it might be found practicable, with some contriving, to give a through roadway for passengers beneath the girders, as was done at a canal bridge of three 100-ft. spans at Bezwada, by suspending a light footway between the main girders, by rods slung from the top cross girders. I am directed to express a hope that the matter may not be overlooked and may be found practicable.

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2. In reply, I am to point out that the girders of the bridge being of the same type as the Mahanuddi, Brahmini, and Cuttack bridges, viz., of the Warren inverted type hung from the top boom, a footway underneath would not be feasible, and that the only plan would be to carry footways on the top booms by a prolongation of the upper deck supported by brackets.

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Order—No. 552 Ry., dated 8th April 1898.

Recorded.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 11th August 1898, No. 1030 Ry.

With reference to the correspondence ending with your letter No. 404 R.C., dated the 24th March 1898, I am directed to say that during a recent tour through the Northern Circars, His Excellency the Governor was addressed by the Municipal Councillors of Rajahmundry on the subject of the footway, over or under the Godavari bridge girders, which is so much desired by the inhabitants of that town and their neighbours across the river. As His Excellency was unable to give any definite reply on the subject, I am instructed to enquire whether or not it is intended to provide the footpath, with an expression of opinion that the construction of such a footpath seems desirable.

way/
way/

2. It is understood that Rs. 3,000 to Rs. 4,000 per annum are obtainable for the right to levy tolls over the Kistna bridge footways, a sum sufficient to pay reasonable interest on Rupees one lakh or over. In all probability double the amount would be obtainable for the right to levy tolls over the Godavari bridge, which is very much the longer of the two.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 10th September 1898, No. 1328 R.C.

I am directed to acknowledge the receipt of your letter, No. 1030 Ry., dated the 11th August 1898, enquiring whether or not it is the intention of the Government of India to provide a footpath, either over or under the girders of the Godavari bridge, East Coast State Railway, and conveying an expression of opinion by His Excellency the Governor that the construction of such a footpath appears desirable.

No. 182 R., dated 2nd February 1898.
„ 337 Ry., „ 2 th „ „

2. In reply, I am directed to say that the Government of India consider that a footway suspended under the decking of this bridge in the manner suggested in your letters marginally noted, would not be suitable for public traffic in a railway bridge of such great length, and that, moreover, the design of the girders under supply for the bridge is such as to require radical alterations to enable such a footway to be provided. It is accordingly not deemed expedient to provide it.

3. As an alternative a light footway resting on cantilevers from the bottom booms might probably be provided hereafter, if thought desirable, and an estimate for its cost will be called for if the Madras Government desire it.

4. I am, however, to add that, as the bridge will be provided with a continuous upper deck and hand railing, it may hereafter be possible for foot-passengers to use it at times when no trains are expected, provided the working administration find it advisable to permit them to do so, and that before incurring any expenditure in providing a separate footway it would be desirable to be sure that the traffic would justify it.

Order—No. 1197 Ry., dated 3rd October 1898.

The Government of India will be addressed.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Ootacamund, 3rd October 1898, No. 1198 Ry.

I am directed to acknowledge the receipt of your letter No. 1328 R.C., dated the 10th September 1898, and in reply to ask that an estimate of the cost of a light roadway resting on cantilevers from the bottom booms of the Godavari bridge may be directed to be prepared.

2. I am to express the satisfaction of this Government that a continuous upper deck and hand railing are in any case to be provided, and to express the hope that, pending the provision of better arrangements for foot-passengers, the working administration will give them the use, under proper restrictions, of the upper deck footway.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 9th November 1898, No. 1714 R.C.

I am directed to acknowledge the receipt of your letter No. 1198 Ry., dated the 3rd October 1898, in which you request that an estimate of the cost of providing a light footway, resting on cantilevers from the bottom booms of the Godavari bridge at Rajahmundry, may be directed to be prepared.

2. In reply I am to say that the necessary estimate will be called for, but I am at the same time to invite attention to the concluding paragraphs of Government of India, Public Works Department, letters Nos. 1328 R.C., dated the 10th September 1898, and No. 231 R.C., dated the 17th February 1898, respectively, and to request that the Government of India may now be furnished with the best estimate available of the amount of traffic that might be expected to use the proposed footways.

Order—No. 1427 Ry., dated 18th November 1898.

The Collector, Godavari District, will submit for the information of Government a report on the subject of the last few lines of the Government of India's letter.

Telegram from—The Collector of Godavari.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—25th February 1899.

G.O., 1427 Ry., 18th November. Average number of persons crossing river daily about 400 according to best estimate. Will probably increase twofold if footpath provided. Twenty-five villages adjoining river will be benefited.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Madras, 1st March 1899, No. 249 Ry.

With reference to paragraph 2 of your letter No. 1714 R.C., dated the 9th November 1898, I am directed to report that the average number of persons crossing the Godavari daily is about 400, according to the best estimate available. The Collector, however, considers that this number would increase twofold if a footpath were provided, as it would serve the purposes of 25 adjoining villages.

end of pg 6
Pg 7 begins

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 5th June 1899, No. 1047 R.C.

With reference to correspondence ending with your letter No. 249 Ry., dated the 1st March 1899, I am directed to forward, herewith, copies of a plan and estimate, the latter amounting to Rs. 50,040, for a footway on one side of the bridge on the East Coast Railway over the Gódávari river; and to point out that in order to pay 7½ per cent. on the capital cost for interest and maintenance and to keep up the necessary establishment, tolls to the extent of about Rs. 4,700 per annum would be required, and to enquire whether the Madras Government is prepared to guarantee this amount to the Railway.

2. The Engineer-in-Chief of the bridge reports that the number of passengers carried by the ferry steamer between Kovur and Rajahmundry was 43,708 in seven months, May to November 1898, or an average of, say, 200 per diem, which is much less than the figures reported in your No. 249 Ry. of 1st March 1899. But even taking 400 passengers per diem at 3 pies each, the tolls would only amount to Rupees 2,281 per annum.

3. Under the circumstances, therefore, I am to say that the Government of India recommend the alternative of leaving things as they are and letting passengers use the main upper deck under a toll, during train intervals, so far as may be found consistent with safe working.

---

two span

ENCLOSURE.

ESTIMATE of cost of proposed footway on one side only of the Gódávari bridge based on plan received with letter No. 530 R.C., dated 27th March 1899, from the Director of Railway Construction.

Particulars.	Number.	Quantity.	Unit of rate.	Rate.	Amount.	Total.
Cost of footway for one span 160 feet centres.				RS. A.	RS.	RS.
Steel in cantilevers with horizontal face angles, fence, standards and bolts fixed in place ..	..	42·93 cwt.	Cwt.	11 0	472	..
Teak timber planking	90 c. ft.	..	C. feet.	3 8	315	..
Painting	336 sq. ft.	..	Per cent.	2 8	8	..
Seven strand fencing wire No. 4	..	1 cwt	Cwt.	16 0	16	..
Total for one span ..	..	..	..	..	811	..
Cost of footway for 56·3 spans	..	..	..	..	..	45,660
Cost of toll houses and steps at each abutment ..	..	..	..	..	..	2,000
Contingencies at 5 per cent.	..	..	..	..	..	2,380
Total cost of footway ..	..	..	..	..	..	50,040

Order—No. 763 Ry., dated 12th July 1899.

The Government of India will be addressed.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—Madras, 12th July 1899, No. 764 Ry.

I am directed to acknowledge the receipt of your letter No. 1047 R.C., dated the 5th June 1899, recommending that foot-passengers should be allowed to use the main upper deck of the Gódávari bridge of the East Coast Railway during train intervals, on payment of a toll, so far as may be consistent with safe working.

2. In reply I am instructed to say that the Government of Madras accepts the solution offered; but that, if at any time the receipts from tolls should seem likely to permanently amount to over Rs. 4,700 per annum, this Government will probably again ask for a separate footway, and hereby, in the interests of communications, reserves its right to do so.

end of pg 7
Pg 8 begins

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 14th August 1899, No. 1548 R.C.

The undermentioned papers are forwarded to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, for information with reference to his letter No. 764 Ry., dated 12th July 1899.

Enclosure No. 1.

From—The Director of Railway Construction.
To—The Engineer-in-Chief, Godavari Bridge Works
Dated—Simla, 3rd August 1899, No. 1461 R.C.

With reference to correspondence ending with your letter No. 1102, dated 17th April 1899, regarding the cost of the proposed footway on one side of the bridge over the Godavari river at Rajahmundry, I have the honour to inform you that the Government of India have decided not to provide any footway, but to leave matters as they are and allow passengers the use of the main upper deck of the bridge during train intervals, on payment of a toll, so far as may be found consistent with safe working when the bridge has been placed under the management of the East Coast Railway.

Enclosure No 2.

Memorandum from—The Director of Railway Construction.
To—The Manager, East Coast Railway.
Dated—3rd August 1899, No. 1462 R.C.

No. 182 Ry., dated 2nd February 1898, from Madras to India.
No. 231 R.C., dated 17th February 1898, from India to Madras.
No. 337 Ry. of 26th February 1898, from Madras to India.
No 404 R.C. of 24th March 1898, from India to Madras.
No. 1030 Ry. of 11th August 1898, from Madras to India.
No. 1328 R.C. of 10th September 1898, from India to Madras.
R.C. to Engr.-in-Chief No. 1386 R.C. of 21st September 1898, from ~~Director, Railway Construction, to Engineer-in-Chief.~~
No. 1198 Ry. of 3rd October 1898, from Madras to India.
No. 1714 R.C of 9th November 1898, from India to Madras.
D.R.C. No. 142 of 18th January 1899, from Engineer-in-Chief, to ~~Director of Ry. Construction.~~
No. 249 Ry. of 1st March 1899, from Madras to India.
D.R.C. No. 1102 of 17th April 1899, from Engineer-in-Chief, to ~~Director of Ry. Construction.~~
No. 1047 R.C. of 5th June 1899, from India to Madras.
No. 764 Ry. of 12th July 1899, from Madras to India.

Copy forwarded to the Manager, East Coast Railway, for information with copy of the previous correspondence noted in the margin, and with remark that if at any time the receipts from tolls should seem likely to permanently amount to over Rupees 4,700 per annum the provision of a separate footway will probably be asked for by the Madras Government.

Order—No. 980 Ry., dated 2nd September 1899.

Recorded.

(True Extract.)

Under Secretary.

To the Consulting Engineer for Railways.
The Engr.-in-Chief Godavari Bridge
Manager E.C. Ry.
Local & Municipal Dept.
Collector of Godavari

Despatched on 26/9/98

Exd. T. K. Narayana Aiyangar.

---

m. 6. Current No. 1591 ENG of 1897

Rajahmundry Municipality

1897

P. S. 6

17 DEC 1897

From,
The Chairman,
Municipal Council,
Rajahmundry.

To,
The Secretary to Government,
Local & Municipal Dept.
Madras.
thro the Collector, Godavery.

Dated - 2. 12. 97
Despd - 11. 12. 97
Recd

Dis. No 120/97 Enclosures. (two)

Subject

Recommending that a footpath be constructed over the Godavery Bridge as requested by the inhabitants of Rajahmundry &c. in their Memorial herein enclosed.

B
17 DEC. 97

MUNICIPAL OFFICE, RAJAHMUNDRY

Dis No 120/97 ~~DATED~~. Dated 2-12-97. recd 11-12-97.

From, Mry. K. Jaladurgaprasadarayudu garu B.A.
~~The~~ Chairman, Municipal Council,
Rajahmundry.

To

The ~~Chief~~ Secretary to Government
Local & Municipal Department
MADRAS.

Through the ~~Sub~~ Collector Godavery.

LOCAL & MUNICIPAL DEPT. CURRENT No.

G.O. [illegible] d. -12-97

1 P

Sir,

In submitting a copy of the resolution dated 13-11-97 No 858 with a memorial of the public of Rajahmundry I have the honor to submit that the Council considers it highly desirable that there should be a footpath over the Godavery Bridge as it is a great boon to the inhabitants of the places on both sides of the river, as well as to the travellers; and it fully endorses the views of the Memorialists. When the Bridge is being constructed at so much cost, it is a great pity that there should not be provision made for a footpath though at some additional cost. If it should, at any future time, for any reason, be considered desirable to have a footpath over the Bridge after its construction, it may not then be feasible

to.

to construct it and the Council respectfully submits that it is therefore advisable in the case of such important and huge works to make provision at the outset for all possible conveniences.

2 The Council therefore prays that Government will be pleased, though there may be some additional cost, to have a footpath constructed either on the sides or the top of the Bridge and thus confer an everlasting blessing on the public.

I have the honor to be,
Sir,
Your most obedient Servant,
N. Jaladurgaprasadarayudu,
Chairman

(Cmpd)
2-12-97

2/12/97

Enclosure No I. to letter No 120
11-12-97

25-P

Extract from the proceedings of the Municipal Council, Rajahmundry dated 13-11-97.

× × ×

Read Mahazar by Katari Mahalingam &c submitting a Memorial to be ~~sent~~ by the Council to Government with a request to sanction the Construction of a foot path over the Godaveri Bridge.

Resolution No 858 dated 13-11-97.

The memorial will be submitted to the Government through the Collector, as the Council is of opinion that a foot path over the Bridge is absolutely necessary.

× × ×

(Signed) N Jaladurgaprasadarayudu
Chairman

(True Extract)

N. Jaladurgaprasadarayudu,
Chairman

(Cmpd)
30-11-97

30/11/97

E1
Ry CN° 137/98

1
84 M of 1898

Enclosure No 2. to letter No 120
11-12-97

3 S P

To

His Excellency the Governer in Council
Fort St George
Madras.

The humble memorial of the pesidents of Rajahmundry.

Humbly Sheweth,

1. That the Railway Bridge over the Godaveri has been sanctioned by the Government; and its construction will be commenced from November nest.

2. That the construction of top boom or foot path over the bridge would be a great boon to your Excellencies memorialists, to the inhabitants of the villagers on both sides of the Godaveri and to the travellers.

3. That the Godavery is the largest river in Southern India; and its width would be nearly 2 miles and when it is in high floods it would be very difficult for boats and even for steamers to cross it, and therefore during freshes which would be continued from July to October ferry boats or steamers will ply once or twice daily; and therefore the travellers and others would be put to great inconvenience in waiting for the

2
84 M of 1898

E2
Ry CN° 137/98

boats or Steamers; and the latter would often be sent to Dowleswaram for repairs; and during their absence ferry boats would not be able to cross the river more than once a day and that too with much difficulty.

4. That it would also be very fearful to cross the river in ferry boats or in Rahadari boats, one or two of which would be capsized once or twice a year, resulting in the loss of life and property.

5. That, besides, on the Railway bridge over the Kistna top booms were constructed, though the width thereof is less than half of that of the Godaveri; and though people can cross the former by walking over the Anicut during 6 months from January to June in a year while there is no such feasibility in any part of the year for crossing the Godaveri which is very wide and it would be very deep in all seasons.

6. That therefore the construction of top booms over the Godaveri bridge is highly necessary for the convenience of the public; and it would also be a permanent source of income to

Government in the shape of toll or tax to be collected from those who make use of the top boom in crossing the Godaveri at one anna or so per head.

Your humble memorialists therefore most respectfully pray Your Excellency in Council to order the construction of top booms over the Godaveri bridge.

For this act of great favor, Your humble memorialists ever pray.

Rajahmundry
15th October 1897

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[illegible]
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[illegible]

N. Rajadoln

[illegible]
[illegible]
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[illegible]

P. Veeranah

[illegible]
[illegible]

J. V. [illegible]

[illegible]
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Dis $\frac{1653}{Eng}$ of 97 d/ 31–12–97.

57

Submitted to Government Public Works Department Railway Branch for favourable consideration.

2 The foot-path prayed for would be a great boon to the local public if it is feasible from the point of view of "expense".

(Sd) V. A. Brodie
Collector.

R E Holland

For Collector.

IR 4-1-98

SERIAL No. 1

P. W.

~~Local & Munl.~~ (1898) Department.

Railway

CURRENT No. ~~84 M~~

2 currents 137

N°. 84 of 25-1-98 6P

~~Order.~~

Transferred to the Public works (Railway) Department

H Tremenheere
Ag Secretary to Govt.

V. A.
18/1/98

ER
am

CONSULTING ENGINEER FOR RAILWAYS, MADRAS.
RECEIVED
JAN. 1898

To
The Public Works Deptt

From V. A. Brodie Esquire
Collector
Godavary District

Dis **No.** 1653/Gene of 97

Dated 31.12.97, Cocanada

Received

Registered

Enclosures 2

Spare copies

SECRETARY TO GOVERNMENT
10 JAN. 1898
LOCAL & MUNICIPAL DEPARTMENT

Recd 26-1-98

SUBJECT.

Submitting the Rajahmundry Municipal Council's letter recommending that a foot path be constructed over the Godavari Bridge as requested by the inhabitants of Rajahmundry &c in their memorial therein enclosed.

a/1871

1A 24/1/98

KR 1871

BACK PAPERS.

G.O.	No.	Department.	

FURTHER PAPERS.

G.O.	No.	Department.	Date.

10

TBP

CHIEF SECRETARIAT
19 JAN. 1898
GOVERNMENT OF MADRAS

12 G.D

Tallapudy
8th January 1

To.
His Excellency The Right Honora
The Governor of Ft St George
Madras
Thro Chief Secretary.
The Most Humble petition of people
of Godavari District—

Most Humbly sheweth—

That your humble Petitioners respectfully beg to bring to your Excellency's notice that they hear the Godavari bridge now being constructed will have no foot path over it for the travellers to cross river, similar to that as was built on the Kistna & other large rivers in India.

78

That your petitioners respectfully beg to represent the omission is most disadvantageous to people— That since a large bridge is built a foot-path is no unremunerative to Railway administration of Government.

-98

That if the people are left alone to the natural and old risks ~~as remaining~~ as long as they go in boats ~~every year and~~ before the construction of Bridge, as well as after construction of Bridge also, it will be ignoring the convenience & welfare of so many poor & rich inhabitants of subjects of Her Majesty's Country—

That the tolls will be collected and the amount will be at least Rs 5000/- a year.

That if the people go in boats they not only are unable to go to meet their urgent business at times, but also run the risk of getting sunk in boats as it every year takes place.

That it will be seen the Collector Kistna District Mr [illegible]dale brought to notice of Government when the East Coast Line was to be through
it not advan

insisted on the line being altered — because the welfare of people was specially brought to notice by that noble & able officer — He did not think it was uncalled for & uninteresting —

That your petitioners most respectfully solicit your Excellency enquire into this & order to grant us foot path over the Godavari Bridge —

That your petitioners most humbly beg to bring to your Excellency's notice another point — i.e. the great imposition of the Ry Traffic Department — in collecting one anna per maund terminal charges — on goods brought to be booked at Ellore, Rajahmundry & Nidadavol railway stations — from interior districts — This charge is collected & paid to an outagency Contractor — the Traffic Supdt appointed, without expense to Railway — with a view to discourage people sending their goods in boats over Godavari channels — i.e. boats belonging to traders who got their boats licensed by P.W.D. — in other words to make the out agency Contractor to have the monopoly of all traffic — for him self and so kill private boats plying —

That in other words your petitioners explain — If your Excellency's petitioners send paddy by any boat other than outagency Ry Contractor's boats; please say — 20 bags — the boat hire from Palcole to Rajahmundry or Ellore or Nidadavole is 20 annas — 1-4-0 Rs

If the owner despatches by Railway the rate is according to Rules please say — x

The Railway out agency contractor, for nothing at all, demands as a duty like 40 annas for his own commission at 1 anna per maund for 40 mds — 2-8

This would be 3-12-0 + x —

That your petitioners respectfully beg your Excellency to order to abolish the terminal charges, the heavy charges; each bags weighs 2 maunds — & ~~weight~~ each bags costs 0-2-0 extra that go to ~~[illegible]~~ enhance the price of grain —

Should the Railway Traffic Dept want to keep the Outagency contractor they must give him commission or send agents to induce traders to send all their goods in Ry boats — any
The extra charges is an imposition —
will do great justice by

your most humble Excellency's petitioners
all the inhabitants of Godavari District

SERIAL No. 2

Public Works (1898) Department.

Railway

CURRENT No. ~~12 G. D.~~ 142.

8

From the people of the Godavari Dt —

No 23 M. d/ 25-1-98

~~Order~~ Transferred to R. for favour of disposal

W. Hughes

JH 24/1/98

No.

Dated 8th Jany '98.
Received 26 — do —
Registered
Enclosures Recd 27-1-98.
Spare copies

CONSULTING ENGINEER FOR RAILWAYS, MADRAS.
RECEIVED
27 JAN 1898

SUBJECT.

Footpath on the Godavari Bridge praying for the construction of a —

20/1/98

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

SERIAL No. 3

Form No. 3.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

18/-

No. 181. R dated 2/2/98.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Endorsement from the Local & Municipal Deptt.:-	H.E. No. 84 of 25th January 1898
Endorsement from the Jt. Secy. Irrigation Branch	" - " - 23 M. of 25 - do -

9P

A.S.H.
29.1.98

The Government of India will be addressed.-

F.H.S.
R
27/1/98

H.E. No. 182. R dated 2/2/98.

P.W. Ry Current Nos 137 and 142.

SERIAL No. 4

R Form No. 12.

No. 182. R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

H.E. The Governor

To

The Secy. to the Govt. of India,
P. W. Department.
Calcutta

10 B

Madras, the 2nd February 1898.

Sir,

This Government having received petitions from the inhabitants of Rajahmundri on the subject of accommodation for foot passengers across the Godavari Bridge of the E. C. Ry, I am instructed to say that in the opinion of H.E. the Governor in Council it would be a great convenience if such accommodation could be provided. The overhead footways at the Kistna Bridge are known to be a great public convenience, and it is understood that the revenue derived from the letting of them to a contractor goes far towards, if it does not cover, the entire expenditure involved in their construction.

A.S.H. 29.1.98

MK 30/1

If, as is understood will be the case, the roadway is to run on the top of the 150 ft girders, it might be found practicable, with some contriving, to give a through roadway for passengers beneath the girders, as was done at a canal bridge of three 100 ft spans at Bezwada. By

K.E. 27.1.98

R 31.1.98

suspending a light footway, between the main girders, by rods slung from the top cross girders. I am directed to express a hope that this matter may not be overlooked and may be found practicable.

I have &

FKS.

27/1/98

Documents deemd:
— Nil —

2/2/98

1/2/98

SERIAL No. 5

Public Works (1898) Department.

Railway

CURRENT No. 270

B/

12 P

Order No. 336 Ry, dated 26/2/98.

The Govt of India will be addressed.

FKS.
22/2/98

EK
Transfer to Letter for with request that E.t may be submitted
22/2/98

From
The Govt. of India

No. 231 R.C.

Dated 17th February 189

Received
Registered } 22. 2. 98

Enclosures

Spare copies

SUBJECT.

Provision of Footways across the Godavari bridge.

Offering remarks on the subject of the — of the E. C. Ry and requesting that if H. E. the Governor is still of opinion that footways should be provided, the Govt. of India may be furnished with the best estimate of the amount of traffic that might be expected to use the footways provided & the revenue from the toll that might be expected

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

All communications should be addressed to the Secretary.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
22 FEB. 1898
MADRAS.

No. 231 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

11 P

To

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

Calcutta, the 17th February 1898.

Sir,

Flag F

I am directed to acknowledge the receipt of your letter No.182 R., dated 2nd February 1898 stating that in the opinion of His Excellency the Governor in Council it would be a great convenience if accommodation for foot passengers across the Godavari Bridge of the East Coast Railway could be provided, and suggesting that as the Railway will be carried on the top of the bridge it might be found practicable to give a through roadway for passengers beneath by suspending a light footway between the main girders by rods slung from the top cross girders.

2. In reply, I am to point out that the girders of the bridge being of the same type as the Mahanuddi, Brahmini and Cuttack bridges viz. of the Warren inverted type hung from the top boom, a footway underneath would not be feasible, and that the only plan would be to carry footways on the top booms by a prolongation of the upper deck supported by brackets.

3. I am to say that the change of design which this would involve would probably delay the manufacture of the girders, which it is believed are on the point of being begun by several months and increase their cost by at least Rs.1½ lakhs.

4.

4. I am to request that if, after the explanations given in paragraphs 2 and 3 above, His Excellency the Governor in Council is still of opinion that footways should be provided, the Government of India may be furnished at a very early date with the best estimate available of the amount of traffic that might be expected to use the footways provided and the revenue from the toll that might be expected; noting that the Railway itself will carry a good deal of the traffic that now has to cross the Godavari river by boat or steamer.

I have the honour to be,

Sir,

Your most obedient servant,

C.H. Sykes.

Offg. Under Secretary.

Documents accompanying:-

Nil.

M.L.M.

R Form No. 12.

R/

No. 337-Rly

SERIAL No. 6

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

The Secy. to the Govt. of India,
P. W. Department.
Calcutta

13 P

Madras the 26th Feby 1898.

Sir,

In reply to your letter No. 231-R.C. dated the 17th Feb. 98. I am desired to explain that in the case of the small bridge referred to in the 2nd para of my letter No. 182-R. of the 2nd Feb. 98 the girders were of the Warren inverted type hung from the top boom. and that no difficulty was experienced, because a passage about 2'.6" × 6'.6" was left through each of the piers, just sufficient to pass a man. The expedient was so simple and so cheap that it seems a pity not to introduce it elsewhere. At each top cross girder a short piece of rail was suspended by ~~four~~ ~~[illegible]~~ three quarter inch rods; and, on these short pieces of rail, planking was laid, extending through the pier apertures above referred to. Fencing wire attached by clips to the suspension rods ~~provided for~~ ensured the safety of travellers.

This Govt. would not press for the use of anything very expensive, as if local traffic should prove heavy — a most unlikely contingency, ferry trains could be run. But the convenience of a cheap and safe means of crossing ~~[illegible]~~ so long a bridge at all hours on foot seems obvious and seems worth some small outlay.

I have &

FMS

24/2/98

on 28/2/98

SERIAL No. 7

Public Works (1898) Department.

Railway

CURRENT No. 460

B/

×158

No 552 Ry d/8/4/98.

Order

Recorded

FMS

1/4/98

D. After all, we will do better to wait until we know what is actually going to be done. Record for the present.

FM

N: 1/4

To The Consg: Engr: for Rys

The Cons Engr for Rys

Despatched on 9/4/98

From The Govt. of India

No. 404 RC

Dated 24th March 1898

Received } 31. 3. 98

Registered

Enclosures

Spare copies

SUBJECT.

Footway on the Godavari Bridge. E. C. Ry.

Stating that the Govt of India have decided that the provision of a — other than the light footway suggested by the Cong: Engr., is not necessary.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

Communications should be addressed to the Secretary.

No. 404 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Construction.

...TING ENGINEER FOR RAILWAYS
RECEIVED
31 MAR 1898
MADRAS.

To

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

14 P

Calcutta, the 24th March 1898.

Sir,

1 [illegible]

With reference to correspondence ending with your letter No.337 Railway, dated 26th February 1898, I am directed to inform you that the Government of India, after careful consideration of all the circumstances, have decided that the provision of a footway on the Godavari Bridge, East Coast Railway, other than the light footway suggested by the Consulting Engineer, is not necessary.

I have the honour to be,

Sir,

Your most obedient servant,

Consulting Engr. made no suggestion: Jt. Secy. wrote

F. R. Upcott

Secretary.

Documents accompanying:-

Nil.

All

Del. Go. reads the two petitions & endorsements giving substance of

Our 182
Indian 231 RC.
Our 337 R
Indian 404 } in full

The petitioners will be informed that the Govt. has decided ~~[illegible]~~ that a light footway between the girders of the bridge for the use of foot-passengers is all that is necessary

B.C.

Form No. 10.

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

C. No. ....

Addresses & Replies during H.E.'s 8th tour

SUBJECT.

HIS EXCELLENCY THE GOVERNOR.

~~THE HON'BLE SIR HENRY BLISS, K.C.I.E.~~

~~THE HON'BLE MR. GROSE, C.I.E.~~

FOR ORDERS.

Addresses and Replies during H.E. the Governor's 8th tour. A list of the pending references is put up below. I have marked them A.B.C.

No action necessary. We have said all we could.

During my recent tour I found that Rs. 3000 to Rs 3,500 had been offered for lease of the tolls for foot passengers over the Kistna bridge footway. As the Godavari is fully three times as difficult a river to cross I have no doubt that fully Rs 4000 could be realised for lease of the footway annually, or 4% on the estimated outlay of our bridge. Does H.E. wish any action to be taken?

Yes. The advisability of making a foot-path over the Godavari Bridge should be brought to the notice of the Govt. of India in the proper official way.
A.E.H.

Draft for approval
FKS
4/8

The Govt. of India may be addressed about the S.C.R. opening a third station at small cost at Powerpet, near Ellore. Rs. 2500 will cover it.

Yes.
A.E.H.

Draft for approval
FKS
4/8

Appd. as amended in red ink.
A.E.H.
9.8.98

No action necessary.

We have addressed the Govt of India on the subject of the proposed Gopalpur Branch and we have suggested a survey of the Gunsoor. Relea

H.E./25/2/98 Q1/4/8/98 H.E./4/8/98 R10/8/98

Bussilkonda branch. They have accepted our views about the former, viz. that its consideration may at present be deferred; and have said that the question of arranging for the Gunsoor branch shall be duly considered. No further action necessary.

F. No action necessary about a branch to Colingapatam. I have referred to the Chicacole Dusi road in my Inspection Report of the E.C.R.

Sec. E. No action necessary.

The Collector is, apparently, to bring forward the question of the suggested light railway from Samulkotta to Yeleshwaram in due course. If I understand right all the Dist. Boards in the Presidency are taxing themselves up to the full extent allowed by law, and therefore have no margin for the 3 pie railway cess such as the said Tanjore Board had when they decided to levy it. It seems to me that it would be worthy of the consideration of Govt. whether it would not be wise to give District Boards power, by legislation, to levy a special railway cess in addition to the cess at present authorised. Light railways will, if carefully selected, differ from roads in this respect that they may be expected to pay not only ~~[illegible]~~ working expenses and maintenance but interest on capital also. The Tanjore Board are by this time very glad that they taxed themselves. Perhaps at first they thought it a hardship.

F.R.S.
29/7/98

"This proposal should go to Local and Municipal for [illegible]"

A.H.
2.8.98

Done. F.R.S.
4/8/98

Form No. 6.

Public Works Department,
Railway Branch.

SERIAL
No. 8

OFFICE NOTE No. 73 R.W. / O

Dated the 4th Aug 1898.

From

THE JOINT SECRETARY TO GOVERNMENT, P. W. D. (RAILWAY BRANCH),

To

THE Secretary L. & M. Dept.

168

The attention of the Sec. L. & M. Dept. is invited to the following extract from a Note by undersigned, and H. E. the Governor's comments thereon.

F.R.S.
4/8/98

Here quote marked part of my Note of 29-7-98 and H. E.'s note dated 2-8-98. about District Board Taxation for Railway purposes.

F.R.S.
4/8/98

Despatched on 5/8/98

R. Form No. 12.

SERIAL No. 9

No. 1030. R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

The Secy. to the Govt. of India,
P. W. Department.
Simla

17P

Ooty, the 11th Augt 1898.

Sir,

With reference to the correspondence ending with your letter No. 404. R.C. dated the 24th March 1898, I am directed to say that during a recent tour through the Northern Circars H.E. the Governor was addressed by the Municipal Councillors of Rajahmundri on the subject of the footway over or under the Godavari bridge girders which is so much desired by the inhabitants of that town and their neighbours across the river. As His Excellency was unable to give any definite reply on the subject, I am instructed to enquire whether or not it is intended to provide the footpath, with an expression of opinion that the construction of such a foot-path seems desirable.

7.4H
9.8.98

2. It is understood that Rs 3000 to Rs 4000 per annum are obtainable for the right to levy tolls on the Kistna bridge footways, a sum sufficient to pay reasonable interest on Rs. one lakh or over. In all probability double the amount would be obtainable for the right to levy tolls over the Godavari bridge which is very much the longer of the two. FKS 9/8/98

Despatched on 11/8/98

Documents accompanying:-
-Nil-

21/9/98. R/ 26/9/98

SERIAL
No. 10

Public Works (1898) Department.

Railway

CURRENT No. 1083

H. E. the Governor

B/-

218

No. 1197 Ry dated 3/10/98.

Order The Govt of India will ~~Record~~.

be addressed - FWs
20/7/98

I suggest for H. E's orders that this be recorded. I do not think that we can usefully say any more on this subject. The design is apparently settled. See para. 4. and passengers will be able to use the upper footway dealing with hand-rails between trains. I do not think that we can in reason demand any more until we see whether there is a demand for more or not. When trains are moving, people can travel by the train.

FWs
20/7/98

Before recording, I should like to be made to understand what the upper deck and hand-railing referred to in para. 4 of the letter from the Govt. of India, — are like.

A.S.H. 23.9.98

From The Govt of India

No. 1328 RC.

Dated 10th September 1898

Received
Registered } 17 - 9 - 98

Enclosures

Spare copies

SUBJECT.

Foot path over the Godavari Bridge.

—

Passing orders re. the provision of a —

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

All communications should be addressed to the Secretary.

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
17 SEP. 1898

No. 1328 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

188

To

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

Simla, the 10th September 1898.

Sir,

I am directed to acknowledge the receipt of your letter No. 1030 Railway dated the 11th August 1898, enquiring whether or not it is the intention of the Government of India to provide a footpath, either over or under the girders of the Godavari Bridge, East Coast State Railway, and conveying an expression of opinion by His Excellency the Governor that the construction of such a footpath appears desirable.

flag R

2. In reply, I am directed to say that the Government of India consider that a footway suspended under the decking of this bridge in the manner suggested in your letters marginally noted, would not be suitable for public traffic in a Railway bridge of such great length, and that, moreover, the design of the girders under supply for the Bridge is such as to require radical alterations to enable such a footway to be provided. It is accordingly not deemed expedient to provide it.

Flag F No. 182 R dated 2nd February 1898
" G No. 337 R dated 26th February 1898.

3. As an alternative a light footway resting on cantilevers from the bottom booms might probably be provided hereafter, if thought desirable, and an estimate for its cost

will

will be called for if the Madras Government desire it.

4. I am, however, to add that as the Bridge will be provided with a continuous upper deck and hand railing it may hereafter be possible for foot passengers to use it at times when no trains are expected, provided the working administration find it advisable to permit them to do so, and that before incurring any expenditure in providing a separate footway it would be desirable to be sure that the traffic would justify it.

I have the honour to be,

Sir,

Your most obedient servant,

F. R. Upcott

Secretary.

Documents accompanying :-

Nil.

ASD

A.R.K.

SERIAL No. 12

Public Works (1898) Department.

Caled for 5/10/98

CURRENT No.

Memorial

From The Residents of Rajamundry, &c

No.

Dated 24th September 189

Received

Registered

Enclosures

Spare copies

Order Recorded

F.V.S.

7/10/98

SUBJECT.

Footpath over the Godavari Bridge

Praying again for the construction of top or side booms for affording a ——— for the use of the public crossing the broad River

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

C No Called

5 Feb 98

195 P

Give abstract only

CHIEF SECRET
3- OCT. 1898
GOVERNMENT OF MA

To

His Excellency the Right Honorable
the Governor in Council,
Fort Saint George,
Madras

The humble Memorial of the undersigne residents of Rajahmundry, Kovur, and other villages on both sides of the Godaveri.

Most Respectfully Showth,

That the construction of the Bridge over the mighty river Godaveri by the Railway has been progressing and the well sinking has commenced from the Southern half of the bed of the river

2. That some time ago your Excellency's Memorialists submitted to your honorabl Government through the Collector of the District, a Memorial praying for the construction of top or side booms for affording a foot path for the use of the public crossing this broad river to an fro; and that on the occasion of your Excellency's visit to Rajahmundry in the month of February last your

boats sometimes

memorialists have had the fortune of reapeating their prayer through the Municipal Chairman and Councillor to your Excellency when they were assured by a kind promise that their prayer would be submitted for the favorable consideration of the Government of India.

3. That your Memorialists learnt from news papers that the Government of India had sanctioned the construction of a light foot-path on the sides of the Bridge at a cost of not more than Rs 16,000/-; but that subsequently they came to know that for reasons unknown to them, the Bridge was ordered to be constructed without a foot-path. This is deeply disheartening to your Excellency's Memorialists and they beg to submit that the Godavari is the mightiest river in Southern India a couple of miles broad and is impassible all the year round by passengers except by boats or ferry boats sometimes

detriment of their business.

4. That these boats or Steamers wi
not ply more than once or twic
in a day, especially when the
river is in its full floods.

5. That the impetuosity of the curre
and as stated above, the consequent unreliability of boats, ar
amongst other things, the prominent
features justifying a favorable consideration of your memorialists' pray
by your Excellency for a foot-path;
and that all these disadvantages
and difficulties would, your Memorialists most submissively beg
to submit, be surmounted by
the construction of a foot path, and
the thousands of passengers that
are now ferrying across this dangerous
river every day with a prospect of
unforeseen peril of their lives will
be at perfect liberty to cross the
or ov[illegible]

9. That for this act of great

the least thought of danger or peril if a foot path is constructed.

6. That the imposition of a fare or tax on passengers who make use of the foot path your humble memorialists respectfully venture to state, amply compensate the Government for the funds they may have to lay out in providing this convenience to the passengers, to whom this foot path will be an eternal boon, and will be gratefully remembered by them and by their posterity; and will also result in yielding to the State a permanent revenue.

7. That your Excellency's memorialists beg to state that side booms for the use of the public were provided to the Bridge over the Kistna river though it is comparatively a small one, and though the public can cross the river by walking over the anicut at Bezwada during 6 months from January to June in the year.

8. That in conclusion your humble memorialists respectfully pray that your Excellency will be so kind as to recommend immediately to the Government of India for the construction of a foot path on the top or on the sides of the bridge.

9. That for this act of great

favor your humble memori[illegible]
shall as in duty bound ever pray.

Rajahmundry
24th September 1898

J. Sivaraju
First grade Pleader.

[illegible]
1st Grade Pleader

D. Nilakantam
Pleader

Y. Jagannatham
1st grade pleader

T. Prakasam
Pleader

P. Subba Rau
Pleader

Venkataramayya
Pleader

Ch. Venkataramanah
Pleader

Dennanayani Atchayarazu

M. Ramanaiah
Pleader

K. Ramalingaiah
Pleader

R. Venkataramiah
pleader.

[illegible]
First grade pleader

R. Sivaramulu
First Grade Pleader

K. Sivaramulu
2nd Grade Pleader
24-9-98

Bh. Veeravenkatarathnam

[illegible] 24/9/98
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[illegible]
Sattiraju Venkata Subbarayudu
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Anala Suryanna
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[illegible] Venkata Srinarayana
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Nittala Venkata Ramanayya
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Ovatury Perraju
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[illegible]
Meduri Suryanarayana

S. Suryanarayana
Ch. Jagganarayana
[illegible]
[illegible]
~~A. Somaraju~~
[illegible]
Gundrapu Krishnayya
Kovvali Lakshminarayana
[illegible]
Pilaca Somayah
[illegible] Venkatrazu.
Angara Venkatanarasimha Rao
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Venkataswami
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Kammula Venkatappa Rao
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N. Rapanniah
M. Shayannah
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N. Vamanaiah
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Majaty Anjaneyulu

[illegible]

Kolla Nagabhushanam

[illegible]

[illegible]

Lakshmi Narasimham

[illegible]

G. V. Narasimham

[illegible]

[illegible]

S. Venkataswamy

Ch. Ramadan

Seetharamayyudu

[illegible]

G. Narayanaswamy

[illegible]

[illegible]

[illegible]

[illegible]

Londee. Venkatakrishnayya

[illegible]

G. Raju

[illegible]

R. Nataraama

[illegible]

[illegible]

[illegible]

K Subbaiah

[illegible]

To The Director General
Railway Construction
Simla

The humble petition of the undersigned on their own behalf and on behalf of other memorialists

4610.
5.10.98

Most Honoured Sir,

We respectfully beg to submit herewith a copy of the memorial submitted on the 28th ultimo to His Excellency the Governor in Council, Fort saint George, Madras, praying for the construction of a top or side booms or foot path for the use of the public on the top or on the sides of the Bridge which is now under construction across the Godavari, for the reasons therein stated and to pray your honour to bring the same into your honour's favourable consideration and to recommend the construction of a foot-path as prayed for in the memorial;

For which act of great favour we shall as in duty bound ever pray.

Your most Obedient and humble servants

Rallapally Sriramulu First Grade Pleader
Erra Jaggarao
Ra[illegible]
[illegible]
A Rangappa

Rajahmundry
2d October 1898

R. Form No. 12.

No. 1198 Ry

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

SERIAL
No. 11

20 P

To

The Secy. to the Govt. of India,
P. W. Department.
Simla

Ooty the 3rd Octr 1898.

Sir,

I am directed, ~~in reply to~~ to acknowledge the receipt of your letter No. 1328 R.C. dated the 10th Sept. 98, and in reply to ask that an estimate of the cost of a light roadway resting on cantilevers from the bottom booms of the Godavari bridge may be directed to be prepared.

2. I am to express the satisfaction of this Govt. that a continuous upper deck and hand railing are in any case to be provided, and to express the hope that, pending the provision of better arrangements for foot passengers, the working administration will give them the use, under proper restrictions, of the upper deck footway.

I have &

FHS
30/9/98

Issue
9M

Despatched on 3/10/98

T
30.9.98

GOVT. OF [illegible]
RECEIVED
7 [illegible] 1898
Genl No. 12591 RC

8C

To
The Consulting Engineer
Government of Madras
Madras

The humble petition of the undersigned on their own behalf and on behalf of other memorialists.

Most Honoured Sir,

We respectfully beg to submit herewith a copy of the memorial submitted on the 28th Ultimo to His Excellency the Governor in Council, Fort St. George, Madras, praying for the construction of a top or side booms or foot-path for the use of the public on the top or on the sides of the Bridge which is now under construction across the Godavari, for the reasons therein stated and to pray your honour to bring the same into your honour's favourable consideration, and to recommend the construction of a foot-path as prayed for in the memorial. For which act of great favour we shall as in duty bound ever pray

Give abstract only

Your most obedient and humble servants

Rallapally Sriramulu
First Grade Pleader

Rajahmundry
2d October 1898

S. Rangayya
Erra. Jaggarao
[illegible]
Venkata Ratnam

21
PWRy No. 1262/98

GOVT. OF INDIA P.W.D.
RECEIVED

1259 RC
1

To

His Excellency the Right
Honourable the Governor in
Council
Fort Saint George
Madras

The humble memorial of the
undersigned residents of Rajahmundry
Kovur, an other Villages on both
sides of the Godavari.

Give abstract only

Most Respectfully Showeth.

That the construction of the Bridge over the mighty river Godavari by the Railway has been progressing and the well-sinking has commenced from the southern half of the bed of the river.

2 That sometime ago your Excellency's memorialists submitted to your honourable Government through the Collector of the District a memorial praying for the Construction of top or side booms for affording a foot path for the use of the public crossing this broad river to and fro, and, that on the occasion of your Excellency's visit to Rajahmundry in the month of February last, your memorialists have had the fortune of repeating this prayer through the

Municipal Chairman and Councellers to your Excellency, when they were assured by a kind promise that their prayer would be submitted for the favourable consideration of the Government of India.

3 That your memorialists learnt from the news papers that the Government of India had sanctioned the construction of a light foot-path on the sides of the bridge at a cost of not more than Rs 16000, but that subsequently they came to know that for reasons unknown to them, the bridge was ordered to be constructed without a foot-path. This is deeply disheartening to your Excellency's memorialists and they beg to submit that the Godavari is mightiest river in Southern India, a couple of miles broad and is impassible all the year round by passengers except by boats or ferry steamers. The boats are the most unsafe means of conveyance of passenger traffic over this broad river, as is evident from the several disastrous events of the loss of human life and property that have occurred in the past. As for steamers these are doubtless more safe than the former, but they are laid up in the docks several times undergoing repairs in a year, again there is a great disadvantage (Viz) of the innumerable passengers having to wait on the shelterless banks of the river for hours together for the appearance of steamers or boats and if they by any accident fail to catch them the passengers shall have either to retrace their steps to their Villages several miles away or lie on the banks awaiting the steamers and boats, sometimes for hours and sometimes for a day to the great detriment of their business.

4 That these boats or steamers will not ply more than once or twice in a day especially when the river is in its full floods

5 That the impetuosity of the current and as stated above the consequent unreliability of boats are amongst other things, the prominent features justifying a favourable consideration of your memorialists' prayer by your Excellency for a foot-path, and that all these disadvantages and difficulties would your memorialists most submissively beg to submit be surmounted by the construction of a foot-path, and the thousan of passengers that are now ferrying across this dangerous river every day with a prospect of unforeseen peril of their lives will be at perfec liberty to cross the river at any time of the day without the least thought of danger or peril if a foot-path is constructed.

6 That the imposition of a fare or tax on passengers who make use the foot-path your humble memorialists respectfully venture to state amply compensate the Government for the funds they may have to lay out in providing this convenience to the passengers to whom this foot-path will be an eternal boon and will be gratefully remembered by them and their posterity and will al

result in yielding to the state a permanent revenue.

7 That your Excellency's memorialists beg to state that side booms for the use of the public were provided to the Bridge the Kistna river though it is comparatively a small one though the public can cross the river by walking over the Anikut at Bezwada during 6 months from January to June in the year

8 That in conclusion your humble memorialists respectfully pray that your Excellency will be pleased to recommend immediately to the Government of India for the construction of a foot-path on the top or on the sides of the Bridge

9 That for this act of great favour your humble memorialists shall as in duty bound ever pray

Rajahmundry —
24th September 1898

(Signed) P. Gurrazu
1st Grade Pleader
and 314 other memorialists

22 / P W Ry C No 1262/98

To

His Excellency the Right
Honourable the Governor
in Council
Fort Saint George
Madras.

The humble memorial of the
undersigned residents of Rajahmundry
Kovur, and other villages on both
sides of the Godaveri.

Most Respectfully Showeth,

That the construction of the Bridge over the mighty river Godaveri by the Railway has been progressing and the well-sinking has commenced from the southern half of the bed of the river.

2. That sometime ago Your Excellency's memorialists submitted to Your honorable Government through the Collector of the District, a memorial praying for the construction of top or side booms for affording a foot path for the use of the public crossing this broad river to and fro, and, that on the occasion of Your Excellency's visit to Rajahmundry in the month of February last, Your memorialists have had the fortune of repeating their prayer through the Municipal Chairman and Councellor ~~of~~ to Your Excellency, when they were assured by a kind promise that their

their prayer would be submitted for the favourable consideration of the Government of India.

3. That your memorialists learnt from news papers that the Government of India had sanctioned the construction of a light foot path on the sides of the bridge at a cost of not more than Rs. 16000, but that subsequently they came to know that, for reasons unknown to them, the bridge was ordered to be constructed without a foot path. This is deeply disheartening to Your Excellency's memorialists and they beg to submit that the Godaveri is the mightiest river in Southern India, a couple of miles broad and is impassible all the year round by passingers except by boats or ferry steamers. These boats are the most unsafe means of conveyance of passenger traffic over this broad river, as is evident from the several disastrous events of the loss of human life and property that have occurred in the past. As for steamers, these are doubtless more safe than the former, but they are laid up in the docks several times, undergoing repairs in a year; again there is a great disadvantage viz. of the innumerable passengers having to wait on the shelterless banks of the river for hours together for the appearance of steamers or boats, and if by an accident, they fail to catch them, they shall have either to retrace their steps to their villages several miles away or lie on the banks awaiting the steamers and boats, sometimes for hours and sometimes for a day to the great detriment of their business.

4. That these boats or steamers will not ply more than once or twice in a day espicially when the river is in its full floods.

5. That the impetuosity of the current and as stated above the consequent unreliability of boats, are amongst other things, the prominent features, justifying a favourable consideration of your memorialists' prayer by your Excellency for a foot path, and all these disadvantages and difficulties would, your memorialists most submissively beg to submit, be surmounted by the construction of a foot path and the thousands of passengers, that are now ferrying across this dangerous river every day with a prospect of unforeseen perial of their lives will be at perfect liberty to cross the river at any time of the day without the least thought of danger or peril, if a foot path is constructed.

6. That the imposition of a fare or tax on passengers who make use of

use of the foot path your humble memorialists respectfully venture to state, amply compensate the Govt. for the funds they may have to lay out in providing this convenience to the passengers to whom this foot-path will be an eternal boon and will be gratefully remembered by them and their posterity and will also result in yielding to the State a permanent revenue.

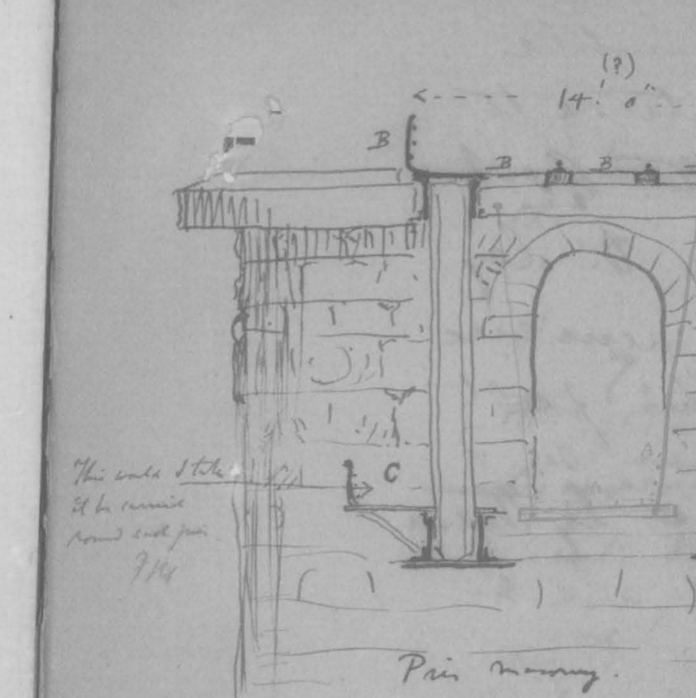
7. That your Excellency's memorialists beg to state that side rooms for the use of the public were provided to the Bridge over the Kistna River, though it is comparatively a small one & though the public can cross the river by walking over the Anikut at Bezawada during 6 months from January to June in the year.

8th That in conclusion your humble memorialists respectfully pray that your Excellency will be pleased to recommend immediately to the Govt. of India for the construction of a foot path on the top or on the sides of the Bridge.

9. That for this act of great favour your humble memorialists shall as in duty bound ever pray.

Rajahmundry }
24 Septr 1898 }
(Signed) P. Gurraz
and 314 other memorialists.

H. E. The Governor



I cannot give Your Excellency an exact sketch of the proposed upper deck and hand railing, but it cannot be very different from the sketch as at B.

What I proposed, i.e. what I carried out on a canal bridge at Bezwada is shown in red at A.

The other alternative referred to by the Govt. of India is shown at C. viz. a light cantilever footway on the bottom boom.

I should explain to Your Excellency that the sketch above is a cross section of a 150 ft girder. If required we can ask India for a sketch of what is proposed. But I think the decked footway with hand railing will be good enough.

F.J.S.
26/9/98

I thank Mr. Spring for the above information. I think we should pin the Govt. of India to their "upper deck and hand railing". We might say that we are glad to hear that there is to be a continuous upper deck and hand railing, and that we hope that, pending the provision of better arrangements for foot-passengers, the working administration will be desired, to allow foot-passengers to use this "upper deck and hand railing".

A.H.
29.9.98

148/250. Rd 30/9/98.

SERIAL
No. 13

Public Works (1898) Department.

Railway
CURRENT No. 1262

22 l

Pw

From The Govt. of India

Order No. 342 R.M. dated 2nd Nov. 1898.

Recorded

R
1/11/98

No. 1583 R.C.

Dated 21st October 1898

Received
Registered } 31-10-98

Enclosures 2.

Spare copies

SUBJECT.

Foot-path across the Godavari Bridge

Forwarding for disposal memorial from certain Residents of Rajahmundry praying for the provision of a —

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

All communications should be addressed to the Secretary.

No. 1583 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT

RAILWAY CONSTRUCTION.

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
31 OCT [illegible]

23 ~~248~~

Simla, the 21st October 1898.

The under-mentioned papers are forwarded to the Joint Secretary to the Government of Madras, Public Works Department Railway Branch for disposal, with the remark that the memorial was apparently posted to the Government of India by mistake.

By Order,

Offg: Under Secretary.

Documents referred to.

Memorial dated 2nd October 1898, and enclosure, from certain residents of Rajamundry praying for the provision of a foot-path across the Godavari Bridge at that town.

S.A.

SERIAL
No. 14

Public Works (1898) Department.

Railway

CURRENT No. 1343

25 ~~26~~ P

From
The Govt. of India

No. 1714 R.C.

Dated 9th November 1898
Received
Registered } 16-11-98
Enclosures
Spare copies

Order No 1427 Rev. of 18/11/98.

The Collector Godavari District will submit for the information of Govt. a report on the subject of the last few lines of the Govt. of India's letter.

B.
16/11/98

To
The Collector of Godavari.

Despatched on 19-11-98

SUBJECT.

Footway over the Godavari Bridge.

—

Orders re: the preparation of an estimate of the cost of providing a light — at Rajahmundry.

K.P.G.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

No. 1714 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

All communications should be addressed to the Secretary.

PLEASE REPLY TO SIMLA. ~~CALCUTTA.~~

JOINT SECRETARY TO GOVT. OF MADRAS
RECEIVED
16 NOV. 1898

To

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

24-25-8

Simla, the 9th November 1898.

Sir,

I am directed to acknowledge the receipt of your letter S No 11 No.1198 R., dated the 3rd October 1898, in which you request that an estimate of the cost of providing a light footway resting on cantilevers from the bottom booms of the Godaveri Bridge at Rajamundry, may be directed to be prepared.

2. In reply I am to say that the necessary estimate will be called for, but I am at the same time to invite attention to the concluding paragraphs of Government of India, Public Works Department letters S No 10 Nos.1328 R.C., dated the 10th September 1898 and S No 5 No.231 R.C., dated the 17th February 1898 respectively, and to request that the Government of India may now be furnished with the best estimate available of the amount of traffic that might be expected to use the proposed footways.

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

C.R.L.
Offg. Under Secretary.

Documents accompanying.
Nil.

K.P.G.

SERIAL 15

Public Works (1899) Department.

Railway
CURRENT No. 214

27 ~~28~~

Order

Telegram

From R To The Collector of Godavari

14 ~~B~~ x Please reply early G.O. 1427 Ry 18th November last, India pressing.

Despd
Shy
16/2

a/B

15.2.99

From The Govt of India

No. 211 R.C.

Dated 7th February 1899
Received
Registered } 13. 2. 99
Enclosures
Spare copies

SUBJECT.

Footway over the Godavari Bridge.

Requesting to expedite reply to its letter no. 1714 RC. d/ 9-11-98. calling for the best Estimate available of the amount of Traffic that might be expected to use the proposed — at Rajamundry

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

PLEASE REPLY
SIMLA.
TO

All communications should be addressed to the Secretary.

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
13 FEB. 1899

Print

No. 211 R.C.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

To

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

26 ~~278~~

Simla, the 7th February 1899.

Sir,

I am directed to invite your attention to Public Works Department letter No.1714 R.C., dated 9th November 1898, requesting that the Government of India may be furnished with the best estimate available of the amount of traffic that might be expected to use the proposed footway over the Godaveri Bridge at Rajamundry, and to request that the reply may be expedited.

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

C. S. Ch.
Offg: Under Secretary.

Documents accompanying:-
Nil.

S.A.

SERIAL 16

Public Works (1899) Department.

Railway
CURRENT No. 288

Order

From the Collector of
Godavari.

Tel: No.

Dated 25th February 1899
Received
Registered } 27-2-99.
Enclosures
Spare copies

SUBJECT.

Foot path over the
Godavari Bridge.

Stating that the average
number of persons crossin
the Godavari river is abou
400 daily according to
best estimate and that
it will probably increas
two fold if ———
is provided.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

---

28 ~~21~~ P

Print

Class. D

INDIAN TELEGRAPH.

Monthly Local No. 877

To Station	From Station
[illegible]	[illegible]

Words.	Day.	Hour.	Minute.
47	25	20	2

To (Person) Joint Secretary to Government P. W. D. Railway Branch

From (Person) [illegible] Godavari

JOINT SECRETARY
RECEIVED
27 FEB. 1899
GOVT. OF MADRAS RYS.

G. 6. 1427 eighth november average number of persons crossing river daily about 400 according to best estimate will probably ~~will~~ increase twofold if footpath provided 25 villages adjoining river will be benefited

S1A

S14

R. Form No. 12.

No. 249 Ry

Government of Madras,

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

17

Print

To

The Secy. to the Govt. of India,

P. W. Department

Madras, the 1st March 1899.

Sir,

With reference to paragraph 2B of your letter No. 1714 RC dated the 9th November 1898, I am directed to report that the average number of persons crossing the Godaveri daily is about 400 according to the best estimate available. The Collector however considers that this number would increase twofold if a foot path were provided as it would serve the purposes of 25 adjoining villages.

JH
R
1/3/99

Despatched on 2/3/99

Public Works (1899) Department.

P. W. Ry
CURRENT No. 780.

To E. R.
18/6

From The Govt of India

Order

No. 1047 R.C

Dated 5th June 1899
Received 14th — do —
Registered — do —
Enclosures two.
Spare copies

SUBJECT.

Footway over the Godavari Bridge, E. C. Ry.

Forwarding, with certain remarks, copies of a plan & estimate for a — and recommending the alternative of leaving things as they are & letting passengers use the main upper deck under a toll during train intervals.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

JOINT SECRET TO GOVT. OF I AS RYS.
RECE
14 JUN. 1899

All communications should be addressed to the Secretary.

No. 1047 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

Print

To

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

30P

Simla, the 5th June 1899.

Sir,

With reference to correspondence ending with your letter No.249 Railway (Flag A) dated the 1st March 1899, I am directed to forward herewith copies of a plan and estimate, the latter amounting to Rs.50,040, for a footway on one side of the bridge on the East Coast Railway over the Godavari River and to point out that in order to pay 7½ per cent on the Capital cost for interest and maintenance and to keep up the necessary Establishment, tolls to the extent of about Rs. 4,700 per annum would be required, and to enquire whether the Madras Government is prepared to guarantee this amount to the Railway.

2. The Engineer-in-Chief of the Bridge reports that the number of passengers carried by the ferry steamer between Kovur and Rajahmundry was 43,708 in seven months May to November 1898, or an average of say 200 per diem, which is much less than the figures reported in your No.249 Railway

of

of 1st March 1899. But even taking 400 passengers per diem at 3 pies each the tolls would only amount to Rs.2281 per annum.

3. Under the circumstances therefore I am to say that the Government of India recommend the alternative of leaving things as they are and letting passengers use the main upper deck under a toll, during train intervals, so far as may be found consistent with safe working.

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

Under Secretary.

Documents accompanying:-
(1) Ferrotype plan of proposed footway. (Dr. Sh. No 5-615)
(2) Estimate of proposed footway.

ARET.
B.S.V.

---

31 ~~40~~ S.P

Estimate of cost of proposed footway on one side only of the Godavari Bridge based on plan received with letter No.530 R.C. dated 27th March 1899 from the Director of Railway Construction.

Particulars	No.	Quantity	Unit of rate	Rate Rs.	Amount Rs.	Total Rs.
Cost of footway for one span 160 ft. Centres.						
Steel in Cantilevers with horizontal face angles, fence, standards & bolts fixed in place........................	-	42.93Cwt.	Cwt.	11/-	472/-	
Teak timber planking..........	90 Cft.	-	Cft.	3/8	315/-	
Painting......................	336Sq.ft.	-	%	2/8	8/-	
7 Strand fencing wire No.4....		1 Cwt	Cwt.	16/-	16/-	
Total for one span..........					811/-	
Cost of footway for 56.3 spans......................	-	-	-	-	-	45,660
Cost of toll houses and steps at each abutment.......	-	-	-	-	-	2,000
Contingencies at 5/- %	-	-	-	-	-	2,380
Total cost of footway.......	-	- -	-	-	Rs.	50,040

(Sd). F.T.G.Walton,

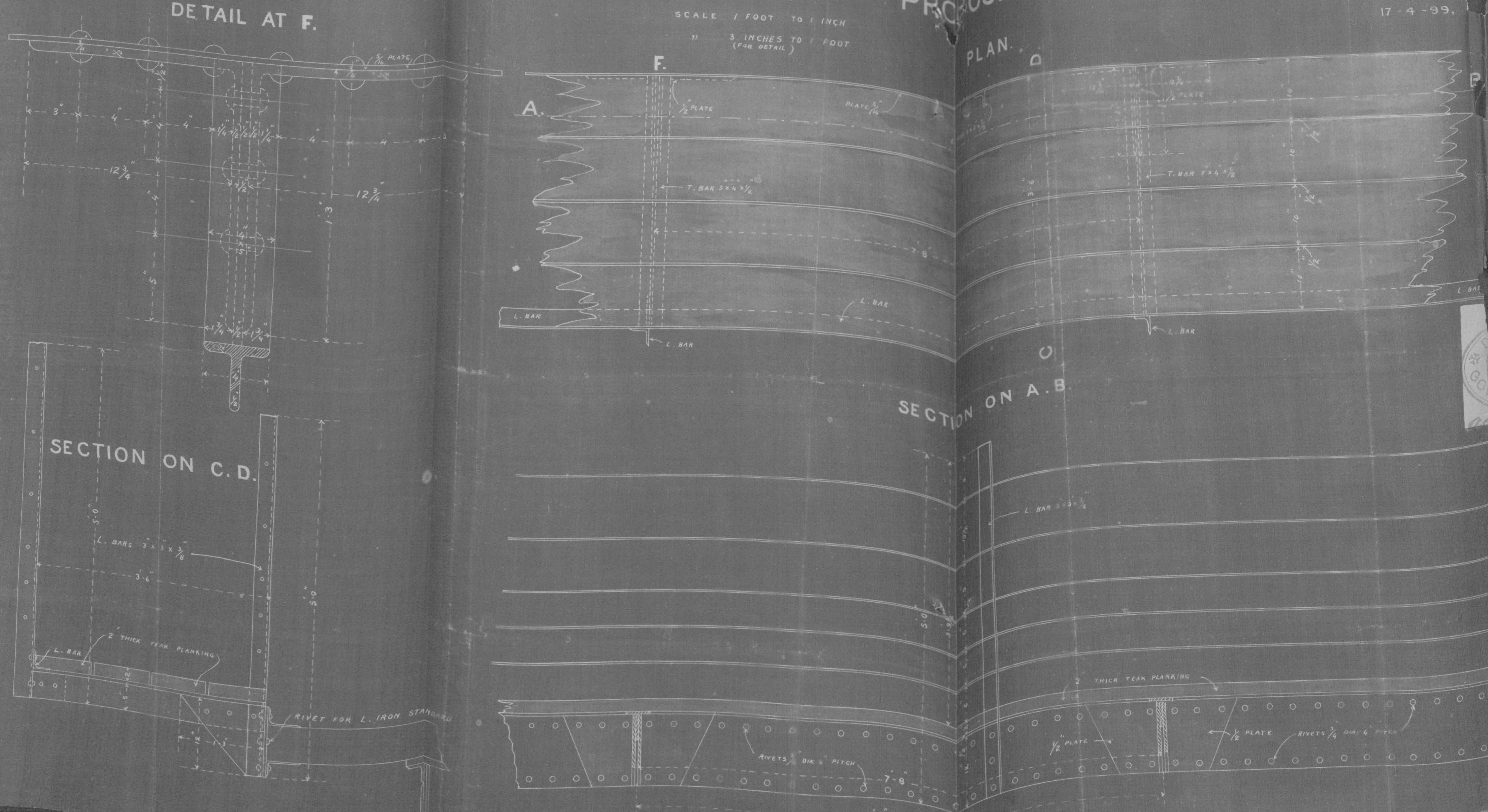
Engineer-in-Chief,
Godavari Bridge.

ARET.

GODAVARI BRIDGE. PROPOSED FOOTWAY.

SCALE 1 FOOT TO 1 INCH
" 3 INCHES TO 1 FOOT
(FOR DETAIL)

ENGINEER - IN - CH
17 - 4 - 99.



DRAWING OFFICE
5615
GOVT. INDIA RAILWAYS.
24-4-99

254

Form No. 10.

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

C. No. 780 / 14.6.99.

HIS EXCELLENCY THE GOVERNOR.

~~THE HON'BLE MR. ARUNDEL I.C.S.~~

~~THE HON'BLE MR. H. M. WINTERBOTHAM, I.C.S.~~

SUBJECT.

Foot-way over the Godavari Bridge

FOR ORDERS.

Ord Appd. R.E.H. 8.7.99

We may accept the alternative given in the Govt. of India's 3rd paragraph. Please see final sentence in my Note for H. E. dated 26-9-98. Flag N

We might go on to say to the Govt of India that this Govt. reserves the right of asking for a separate footway if at any future time tolls should seem likely to amount to about Rs. 4,700 per annum.

FKS.
17/6/99

1 32/~~50~~ P

Order. No. 763 Ry dated 12/7/99.
The Govt. of India will be addressed.

FKS
10/7/99

No. 764. Ry dated 12/7/99

Sir,

I am directed to acknowledge the receipt of your letter No. 1047. R.C. dated the 5th June 99

Print

H.E./17/6/99 R/10/7/99

recommending that foot passengers should be allowed to use the main upper deck of the Godavari Bridge of the E.C.R. during train intervals, on payment of a toll, so far as may be consistent with safe working.

In reply I am instructed to say that the Govt. of Madras accept the solution offered. But that if at any time the receipts from tolls should seem likely to permanently amount to an Rs 4700 per annum, this Government will probably again ask for a separate footway, and hereby reserves its right to do so. (in the interests of communication,)

I have &c

FKS

10/7/99

Despatched on 12/7/99

Public Works (1899) Department.

A (Print)

Railway CURRENT No. 1081.

Read

G.O. (print) No 763-4 Ry d/ 12-7-99 proof attached

~~Letter~~ Memo from the Govt of India, No. 1548 R.C. d/ 14-8-99.

From The Govt of India

Order No 980 Ry dated 2/9/99 19 P

Recorded.

No. 1548 R.C.

FKS

R

1/9/99

Dated 14th August 1899

Received 23rd do

Registered do

Enclosures

Spare copies

1/0 ER

SUBJECT.

Footway over the Godavari Bridge – Forwarding for information copy of letter from the Director of Ry Construction to the Engr-in-chief, Godavari bridge & Endt to Manager, E.C.Ry conveying Govt of India's ~~passing~~ orders in regard to the provision of a ——

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

No.1461 R.C.

From

Director of Railway Construction.

Print

To

The Engineer-in-Chief,
Godavari Bridge Works.

Simla, the 3rd August 1899.

Sir,

With reference to correspondence ending with your letter No.1102 dated 17th April 1899 regarding the cost of the proposed footway on one side of the bridge over the Godavari river at Rajahmundry, I have the honour to inform you that the Government of India have decided not to provide any footway, but to leave matters as they are and allow passengers the use of the main upper deck of the bridge during train intervals, on payment of a toll, so far as may be found consistent with safe working when the bridge has been placed under the Management of the East Coast Railway.

I have the honour to be,
Sir,
Your most obedient servant,
(Signed) C.W.Hodson,
Director of Railway Construction.

Documents accompanying:-
Nil.

No.-

RS.

No.1462 R.C.

9 8

Dated the 3rd August 1899.

Copy forwarded to the Manager East Coast Railway for information with copy of the previous correspondence noted in the margin, and with remark that if at any time the receipts from tolls should seem likely to permamently amount to over Rs. 4,700 per x annum xxxxxx the provision of a separate footway will probably be asked for by the Madras Government.

- No.182 Ry.dated 2nd February 1898 from Madras to India.
- No.231 R.C.dated 17th February 1898 from India to Madras.
- No.337 Ry.of 26th February 1898 from Madras to India.
- No.404 R.C. of 24th March 1898 from India to Madras.
- No.1030 Ry.of 11th August 1898 from Madras to India.
- No.1328 R.C.of 10th September 1898 from India to Madras.
- No.1386 R.C.of 21st September 1898 from D.Ry. Construction to Engineer-in-Chief.
- No.1198 Ry.of 3rd October 1898 from Madras to India.
- No.1714 R.C.of 9th November 1898 from India to Madras.
- No.142 of 18th January 1899 from Engineer-in-Chief to Director of Railway Construction.
- No.249 Ry.of 1st March 1899 from Madras to India.
- No.1102 of 17th April 1899 from Engineer-in-Chief to Director of Railway Construction.
- No.1047 R.C.of 5th June 1899 from India to Madras.
- No.764 Ry.of 12th July 1899 from Madras to India.

(Signed) C.W.Hodson,Director.

2/

B.S.V.

All communications should be addressed to the Secretary.

No. 1548 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

Print

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
23 AUG. 1899

Simla, the 14th August 1899.

7 8

The under-mentioned papers are forwarded to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, for information with xxfxxxxx reference to his letter No.764 Railway dated 12th July 1899.

By order,

Under Secretary.

Documents referred to:-

(1) Copy of letter No.1461 dated the 3rd August 1899 from the Director of Railway Construction to the Engineer-in-Chief, Godavari Bridge Works.

(2) Copy of Memorandum No.1462 dated the 3rd August 1899, from the Director of Railway Construction to the Manager, East Coast Railway.

Godavari Bridge, East Coast Railway.

Negatives the provision of a footway.

ARRY

B.S.V.

Pages have been marked.
The following are the important ones:–

(1)
Pages 457 & 460 – Bezwada – Masulipatam branch:–
S.M.Ry's Co's grmp. Page 10 of
A ✓ Conference Note. Case put up.

(2)
" 467 to 469 Provision for a foot-path over the
Godavari bridge:– The Govt of Indi
has already been addressed in connectin
B with this. G.Os put up.

(3)
" 474 to 477. Opening of a railway station at
Powerpet &c:– His Excellency
promised the Municipal Councillor
of Ellore that their request wd be
C brought to the notice of the
Railway authorities.

(4)
" 478, 481, 491, & 514, 516. Vizianagram Raipur &
Vizianagram Parvatipur Rys:– Pa
11 of the Conference Note. Paper
D in circulation.

(5)
" 519, 520, 522, 523. Goomsoor – Gopalpur and
Gopalpur – Berhampore branches:
Page 10 of Conference Note. Late
E papers are being printed at Madra

(6)
" 531, 533. Chicacole – Calingapatam br.:

(7)
" 536, 538, 539. Railway to connect the East
Coast Ry with the Bengal – Nagpu
Ry via Aska & Russelkonda –
G also branch line to Gopalpur &
another from Dusi or Chicacol
to Calingapatam.

(8)
" 558, 559, 562, 563 – 580 – 587 Branc
Ry from Samalkot to Jeleswara
H Case put up. Please see S No 19.