

Revenue (1897) Department.

MISCELLANEOUS SERIES.

G.O., No. 5236

DATED 7th Oct 2 1897

[Despatch Abstract.]

Passing Orders re. famine Railways in Madras

BACK PAPERS.

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

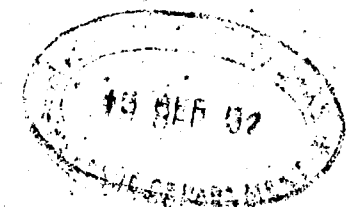
FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
Boss	169-94	Rev	22-3-98				

Revenue
Public Works (1897) Department.

CURRENT No.

Urgent



From *The Cons. Eng. for Rys*
Madras

Order No. 1341 D & 9 September 1897

Transferred to the Revenue
Department for disposal.

No. 112
9

H. J. Spring
Offg. Joint Secy,
P.W.D. Ry Branch.

Dated the 8th September 1897

Received

Registered

Enclosures two (one map)

Spare copies

SUBJECT.

Famine Railways in
Madras

Forwarding a note
on the — and making
certain suggestions for their
Construction.

Fam. and,
99-97.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

FORM No. 13.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Cotacamund
Madras, *8th* *September* 1897.

No.

Note
~~MEMORANDUM.~~

Famine Railways in Madras.

I return herewith the papers received under cover of Revenue Department G. O. No. 4005 Mis. dated 2nd August 1897. and have retained those which accompanied Revenue Department G. O. No. 4529, Mis. dated 30th August 1897. I have also retained a copy of the sketch map.

2. In compliance with Honourable Member's Notes I have put up a Memorandum (10 spare copies herewith) on the subject of the Board of Revenue's 20 famine Railway schemes.

3. In paras 1 to 4, I give reason for cutting out all except 8 $\frac{1}{2}$ of the schemes. Those that remain are Nos. I. II. IV. V. VI, VII, VIII, XX and part of No. XIII.

4. In para 6 I suggest that the upper half of No. V, might be cut out, and in para 11, I give reasons for thinking that No. VIII might be cut out. That would leave only Nos. I, II, IV, VI, VII, XX and parts of Nos. V and XIII. So we are now approaching the Honourable Mr. Grose's proposed limit of 6 projects.

5. In paras 4 and 5, I suggest that the Southern Mahratta

Railway Company should be consulted about Nos. I. II., and the remaining half of No. XIII. My reasons for this are 1st that it is quite possible that the Southern Maharatta Railway might be disposed to take up these branches on ordinary terms without special Famine grant assistance, or to promote Branch line Companies for them, and 2nd and chiefly, because I think that they would probably prefer if possible to tap the Royadrug and the Kottur tracts by branches starting from their working centres Guntakal and Gadag respectively. In para 4 I also point out that more than half of No. II. passes through Mysore, I had a talk with Colonel Robertson and Colonel Bowen about this, and they had never heard of it, nor had Colonel Robertson's office, as he found on enquiry.

6. In para 6 I refer to No. IV and the lower half of No. V.

7. In para 7 I suggest that a line from Bangalore through Mallavi to Tiruvannamalai would perhaps serve the purpose intended to be served by Nos. VI and by the western half of No. XX.

8. In paras 8, 9, 10, I suggest the advisability of not allowing our minds to be hampered by the fact that the line from

Salem to Port-Novo has already been surveyed, but to attack the problem afresh and consider whether the same country could not be equally well opened up by a north-south instead of by an east-west line, with the great added advantage of shortening the through southern Indian route by 40 miles. *Then the Atter Taluk, which is a good piece of country, well situated for a branch from Salem might be arranged for which that Taluk & Salem. It is a large place now 4 or 5 miles from the line.*

Just received on this subject from the Agent South Indian Railway.

I suggest that it is quite possible that the South Indian Railway Company might be prepared to make the line from Trichinopoly to Tirukoilur without assistance from the Famine grant.

9. All that remain therefore are as follows:-

I. Hospet-Harihar or a modification of it.	70	miles.
II. Bellary to Rayadrug	do.	do.
XIII. Narsaraopet to Pondugal.	52	"
VI, XX. Bangalore-Mallavi-Tiruvannamalai.	135	"
IV. Vontimitta-Gidalur.	75	"
V. Yerraguntla-Malikiri.	85	"
also Trichinopoly-Tirukoilur.	90	"
Total...	542	

10. Now it is I think quite a proper assumption that the Government of India had no such figure as 542 miles of new railway in mind when they asked us, in their letter No. 18-31-7 of the 18th September 1895 what lines we would propose as fit outlets for expenditure from the Famine Grant.

11. Looking about therefore for something to cut out, it seems as if we might cut out the last, viz the Trichinopoly-Tirukoilur, because, as I have said, it has advantages of its own which make it likely that it will some time be built without recourse to the famine grant.

12. I do not think that I need at this stage go any further with the process of filtration; indeed my lack of intimate knowledge of the Presidency makes me fear that I may have gone too far. It is now for the Revenue Department to step in and say, with my Note before them, which of the lines should have the preference.

13. It only remains for me to invite earnest attention to the suggestions contained in paras 12 to 24 of my Note, in which I press for a reconsideration of the whole problem of

Better face the inconvenience of two junctions, I should say. You had them on the line over the Ponnai.

The bridging on this line w'd. cost a lot.

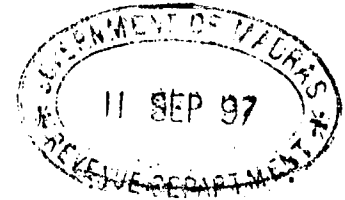
famine protection from a railway standpoint, and in which I
advocate the definite adoption, for sparsely peopled Districts,
of a very light railway policy.

Wm. H. Spring

Offg. Consulting Engineer.

Revenue (1897) Department.

CURRENT No. 7931



From Board of Revenue, Revenue
Settlement, Land Records and
Agriculture.

Order

No. 7283 mis

Dated 7th September 1897.

Received

Registered

Enclosures

Spare copies.

SUBJECT.

Submitting to Government,
Revenue Department, -
Endorsement from the Collector
of Cuddalore, forwarding
copy of the Tammalamadugu
Deputy Collector's letter contain-
ing proposals for the extension
of Railway line from Yerra-
Juntla to handyal.

To,

The Offg. Joint Secretary to Government,
Public Works Department. Railway Branch.

*Yam and
11.2*

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Statement showing the Statistics for the proposed Yerraguntla and Nandyal Railway line passing through Proddatur and Jammalamadugu Taluqs of Cuddapah District.

Taluq	Names of Villages through which the proposed Rail-way line passes.	Population per Square mile		Percentage of area cultivated	Percentage of cultivation irrigated		Rainfall				Remarks.
		Rural	Total		Canals	Perma-nent wells	Other sources of irrigation	average	Maxi-mum	Minimum	
1	2	3	4	5	6	7	8	9	10	11	12
Proddatur	1. Rameswaram 2. Dorasanipalle 3. Pedda Settipalle 4. Rangasayapuram	192	206	76	6	8	7	26.24	47.56	8.50	
Jammalamadugu	1. Peddapasupula 2. Uppalapad 3. Venkatapuram 4. Gopalapuram	156	164	85	1	3	3	21.62	40.63	4.40	

(Signed) J. Ranga Rao
by. Collector

(True copy)

(Signed) Syed Khan Pashah
for Collector

(True copy)

R.V. Srinivasan
Secretary.

Read the following letter from the Dy. Collector of Jammalamadugu Division to the Collector of Cuddapah, Ref. No. 3311/Rev. of '96 dated 7th August 1897:-

Adverting to your footnote Ref. on Cur. No. 6869/Rev. 6/ the 27th October 1896, I have the honour to ^{submit} state as follows

2. A metre gauge Railway from Kalikiri station on the S.I.R. line to Yerraguntla on the north-west branch of the Madras Railway having been proposed by the Collector in his letter Disposal No. 2937/Rev., dated 8th July 1896, to the Board, the extension of this line to Proddatur and onwards to Nandyal on the S.W.R. in the Kurnool district would complete an integral system of communication, whereby the country through which it will pass will be opened up and rendered easily accessible for famine protective and also for commercial purposes.

3. There is no doubt whatever, for want of facilities of communication such as a Railway alone can afford, the country to be served by it is not a little affected by high prices of food-grains and even positive dearth of the same.

4. The Country through which the proposed extension from Yerraguntla will pass is within the limits of the Proddatur and Jammalamadugu taluks, is of a gently undulating character and such as will not necessitate any costly cuttings and costly engineering works, with the exception of a bridge across the Penner and perhaps also the Kundu river. While it is not possible to avoid construction of the former bridge the construction of the latter bridge will depend a great deal on the alignment of the proposed extension, which is for the professional Engineering Dept. to decide. At Proddatur the Penner river is very broad and so it would be well to select a site higher up the river, somewhere near Ramaswarampett the bridge across the Penner, as the river in these parts

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1000/69

much narrower than at Proddatur and a comparatively small bridge of a few spans would meet requirements.

5. The proposed Railway will pass through an extensive country consisting for the most part of black cotton soil. As the course of the line must very greatly depend on the gradients and shortness of distance, it is not possible to state here exactly the villages through which it will skirt, but it can be stated with some accuracy what village limits (Revenue village areas) will be touched. In the Proddatur taluk the village limits touched will be (1) Rameswaram (2) Dorasanipalle (3) Peddasettipalle and (4) Rangasayapuram, and in Jammalamadugu taluk, the village limits of (1) Peddapasupula (2) Uppalapad (3) Venkatapuram and (4) Lopalapur. I would include also Jammalamadugu which is an important centre. The line will have, I believe, to be slightly inclined towards Jammalamadugu Town and I do not think it will be prohibitive to do so. Thus Jammalamadugu Town also, an important station will be rendered accessible. But the villages to be fixed as Railway stations will depend upon the distance according to alignments and also other considerations such as suitability of site, water facility including quality thereof for boilers etc., all of which can only be decided by Railway experts.

6. The country north of the Jammalamadugu taluk to Nandyal is included in the Kurnool district.

7. I conferred with the Head Asst. Collector, Kurnool, on the advisability of the proposed Railway extension up to Nandyal, and considers that the Railway will be serviceable especially for famine protection. He told me that at present famine Relief operations were being carried on in the country near the northern limits of the Jammalamadugu taluk and south of the Southern Mahratta line passing through Nandyal, in proof.

I concur with the Head Asst. Collector, Kurnool, in his foreseid view.

I would however suggest that the proposed extension be carried on northwards to the City of Hyderabad the capital of the zam. I saw it mentioned in the Bombay newspapers that a metre gauge railway has been sanctioned to be constructed from Hydera-

bad (Deccan) to Munmar on the Jabbalapore branch of the G.I.P. Railway and named the Hyderabad-Godavari Valley Railway. So that when this railway is completed and also the proposed extension from Yerraguntla to Nandyal and on to Hyderabad, there will be through communication by metre gauge Railway from Tuticorin to Munmar.

10. I have no doubt that the proposed extension together with the further extensions as stated in the preceding para, will prove a paying concern, not to speak of capital utility as a famine protective work: as the passenger fares and goods charges on metre gauge lines are much less than those on standard gauge lines, the former lines will be necessarily resorted to for both kinds of traffic, and so the proposed metre gauge line from Tuticorin to Munmar will prove a formidable competitor with the Madras and G.I.P. Railways on the standard gauge.

11. The proposed extension from Yerraguntla is likely to attract the traffic from the Villipuram-Guntakal line, which has now to go the circuitous length of two sides of a triangle to the Nandyal side, whereas by the proposed extension, the distance to be traversed will be much less--involved in only the third side of the triangle.

12. A statement furnishing the information required by the Govt. of India for the tract (within the Jammalamadugu Division) to be served by the proposed extension from Yerraguntla towards Nandyal, is appended.

13. If I may be permitted to mention here as regards the financing of the proposed extension, I would suggest that the required capital be raised in silver in this country. Municipalities etc., in India have been able to raise large capital sums on 4 per cent interest per annum. I think that the same course may be adopted in the present connection also. There seems to be no decided advantage in borrowing in sterling. On the contrary, borrowing in sterling seems to be disadvantageous as the rate of exchange is a fluctuating quantity and as such constitutes no certain basis for calculation that higher rate of exchange will not have to be paid from time to time than

the rate at which the sterling loan might have been incurred. From a little insight of exchange transactions, I believe that the market rate of exchange depends also on the rings formed by capitalists and, as such, dependent upon them as well. Whereas if the cost of the proposed railway be met by Rupee loan a guarantee of 4 per cent. of annual interest (payable half-yearly as usual) will only be needed, and it will not be subject to fluctuations, which, I think, is a great point to be gained from an economic point of view.

Read also the following Endorsement thereon from the Collector of Cuddapah Dis. No. 5069/Rev. of '97 dated 27th August 1897.

Forwarded to the Board with reference to para 2 of its Proceedings No. 4986 Misc., dated 14th October 1896.

I consider that efforts should be restricted at present to connecting Royachoti with the Railway as proposed in my letter R.C. No. 227/F of '97, dated 9th August 1897 quoted in B.P. No. 3556 Misc. dated 17th August 1897.

The small portion of line is most urgently wanted.

RESOLUTION.

Submitted to Government, Revenue Dept. in continuation of B.P. No. 397 dated 25th May 1897 (Revised) and No. 3556 dated 17th August 1897.

(True Copy.)

[Signature]

Ag. Secretary to Government.

OL 5-13
10005/10

Cus 7870/97. 2231

For orders.

In 1895. the Govt of India asked to be furnished with a list of a limited number of railway projects arranged in the order of their protective value, with the view of granting contribution from the Famine Insurance Fund to the most important of such work. The Resolution was referred to the Board of Revenue for report, which in its turn communicated it to Collectors for report as to the what extensions, if any, of Railway Communications for protective purposes appeared to them necessary or desirable. The Board's final report is embodied in its Prop. No. 397 and gives a list of 20 lines arranged in the order of their protective value. As, however, the object of the Govt of India was to obtain a list of a limited number of Railway projects arranged in the order of their protective value and from which it may practically decide on giving grants from the Famine Insurance Fund within a limit

[Handwritten note:]
The Hon. Mr. J. G. ...
The Hon. Mr. H. ...
H. E. the Governor.

[Handwritten note:]
In answer to the Govt of India I have ...
up projects I, II, III, IV, V & VI
I of me into ...
thinking that it is better for
famine protection purposes
to get a large mileage of
light & cheap railway lines
than a small mileage of
heavy small mileage
railways of the usual description
18/9/97

[Handwritten note:]
I agree that the above are the most
important lines, for famine protective
purposes. If No. V is taken up, the
idea of a line from the Kurmool R. Station
to Kurmool might be abandoned, as it is
probably better to join Kurmool with Nam.
dip - I should say that in this way Kur-
mool would be equally well served, though
if a line from some point in the dist. in the
S. M. R. is not to be made to join (a cross) the
M.R. in the direction of Cuddapah, I should prefer
the Kurmool - Kurmool Road line as being
Kurmool town better.
18/9/97

I accept the opinion of Hon. Members as to the ...

nders of the Honourable Members,
referred to the Railway Dept.
for a Note.

2. The current road above gives cover to the said notes prepared by the Offs: Consulting Engineer for Railways. That officer suggests the cutting out of about 13 lines from the lecturer's list on the ground that

of them can well be hoped
to be constructed without aid
from the Famine Insurance
Grant, and that the others are
unnecessary as protective lines.
The remaining lines aggregate
542 miles in length, ^{of} about 187
miles of which reference is
suggested to the P. M. Ry which
might be disposed to take it
up on ordinary terms without
special assistance from the
Famine Grant.

3. ~~Having been~~
from the Off. Consulting Engineer
~~Assam~~ ~~in the~~ ~~proposed~~
~~road~~ ~~on the~~ ~~line~~ ~~of~~ ~~the~~ ~~road~~
will ~~be~~ ~~sent~~ ~~forwards~~ ~~a~~ ~~note~~
by of a note prepared by him
to the Assam Govt on the

7g H

projects to be recommended, as future action
lines. But, I am not prepared, without
further information, to accept Mr. Spring's

79 M.

policy of Light Railways. My railway education,
such as it is, has taught me to fear not
excessive break of gauge. I cannot there

overboard, in a hurry, the principles I have
been brought up in. If we had only to consider
present & early advantage, much to be said.

Spring's arguments might be convincing.
But, in designing and building Railways,
we should look ahead and provide for
future developments. If we do not go even
beyond the present movement, light will

ways, and consequent kind of paper, means
 repairing and works, lights, separate
 much expense in separate acts of cutting.

stocking - putting under the expense and
inconvenience of transshipment of goods
and passengers. In this matter of light

making of policy, Mr. Spring is an enthusiast.
 His African Note shows that he has identified
 himself with this policy. Although I have
 great confidence in his judgements and in his
 knowledge, the subject is one on which
 experts differ. Before committing ourselves to

As ^N a tight monetary policy, I think we should avoid

ourselves of all comers' &c. expert opinion.
 Mr. Allen is about to return to America.
 He, as well as Mr. West, might be
 consulted. They might be found in possession
 of Mr. Spring's views on light roadways, and
 he asked their opinion with reference
 thereto, as to which should be proper to be
 adopted for the Roadways, which we have
 selected as protective lines.

On first considering the subject of this
paper, my first impulse was to propose
that the Govt. of India should allow us to
spend our share of the Foreign Exchange
grants on Irrigation works instead of our
protective Railways. I was attracted in this
by the reflection that if during the recent
distress, the dams we propose to build had
actually been in existence, they would
have been of little or no help in meeting our
difficulties, whereas Irrigation Works in
precisely the same localities would have
contributed to lessen the area and the
severity of the distress. My own impression
is that as a factor of foreign protection, we
have already allowed railways to outstrip
irrigation. But, I would not ^{now} recommend

⊗ The difficulty is that irrigation works are too expensive for the black soils of the Deccan & impossible there.

subject of tigat Railways
and recommends that ^{as} since
lines will best, meet the re-
quirements of a sparsely
populated tract liable to
famine, especially when it is
recognised that we get for the
same money a very much larger
mileage and can therefore, out
of a limited grant, protect a
very much larger area, expendi-
ture ~~from~~ ^{of} the famine insurance
grants should as a rule, be
confined to this class of Railway.

3. The Offs: Consulting Engineer states if these principles enunciated by him are recognised by Govt as being the right principles for guidance in the laying down of a famine Railway programme, it would be an important part of his duty, next cold weather, to make special tours of inspection for the purpose of discussing matters with the Cols of districts liable to scarcity, which he would do after consultation with the Rv: Dept and the Board of Revenue. He would then be able to sub-

report to Govt with plans
and full particulars of a
scheme of strictly famine, apart
from commercial, Railways.
The Govt would, in his opinion,
be then able to be in a position
to address the Govt of India and
to put forward a well-considered
and consistent scheme.

The first question for
order is whether Govt will adopt
the Consulting Engineer's scheme
for a system of light railways
for tracts to be protected. The
next is as to which lines
should be selected for recommendation
to India. The latter question
depends on the former, for, in
selecting & giving preference to
any line its cost & its relation
to other lines have to be considered
as well as the need for protecting the
tract it is to traverse.

All the Revenue Department
can do is, I submit, to arrange
according to their need for ^{railway} protection
the chief tracts in the Presidency
liable to famine. In this aspect
the Board's views may, I submit,
be accepted. It will be seen that

this course, because I fear the reply of the
Govt of India ~~will~~ might be that the
money is devoted to Railways, and that
if we don't want Railways for ^{famine} protective
purposes, the money will be devoted to
other quarters where protective Railways
are wanted.

A. G. H.
25.9.97

$\frac{D}{4}$ 1,000-8-4-97.

REVENUE DEPARTMENT.

No.

From

Dated

189

FOR ORDERS.

The process of elimination adopted
by the offg Consulting Engineer
leaves in the list the Board's
projects Nos I, II, IV, V, VI, XII
& XX. Project No III is omitted
as the S. M. R. is likely to
take it up of its own accord.
Thus the results arrived at
by the Consulting Engineer are
practically in accord with the
Board's views as to which
are the more important lines
from a famine protection
point of view. The relative
importance of these seven
lines shown & it is submitted
as given by the Board.

W. L. S.
16.8.97
11.7.97.

FOR ORDERS.

$\frac{D}{4}$ 1,000-8-4-97.

Famine Protection
Railways.
No.

REVENUE DEPARTMENT

From

Dated

189

The Hon Mr J. G. Carr C.B.

The Hon Sir H. Ashurst K.C.B. FOR ORDERS.

Further inquiry may be made. There will probably be plenty of time before action is taken with regard to our protective lines.

2/10/97
2/10/97

Recommended to the Com
Members with reference
to the Enclines with
leaf. H.S. approves
projects selected but
further information to
gathered before decid
on the Light Railways
question raised by Mr

W.R.
3079/27
1/11/97

Over 100
10306 (57)

FOR ORDERS.

(G)
See fr.

The ft Secy to Govt
P.W.D. (Railway Work)
for favour of counter-
measures

O.S. 15
10306/57

To the P.W.D. (Ry Branch)
with enclos to Cn no 7870, a
copy of R.R. in Cn no 7831 &
in original
Dd of Rev. (R.S. & R.T.)

Read again E.O. 4005-82-8-5
Read Cn no. 7870 P
Cn no 7931 P

E.O. Misc. no 5236 dtd 17 Oct. 97.

The Government agrees
with the Board and the Chief
Consulting Engineer that the
projects numbered I, II, IV, V, & VI
are the most important for
famine protection purposes.

2. Before arriving at a decision
on the Light Railway policy
advocated by the Chief Consulting
Engineer, the Govt desires to ^{consult} ~~consult~~
~~thoroughly~~ ^{thoroughly} available expert
opinion on the subject. Mr. Spring
~~memorandum~~ notes with therefrom
be communicated to the agent
& manager of the Chief
Engineer of the Madras Railway,
and they will be asked to
furnish the Government with
~~reference~~ ^{reference} their opinion
as to the gauge to be adopted
for the railways to be built
selected as protection lines.

Issue
17/10/97

Wls
10/11/97

17/10/97