

the passenger traffic density 1,331 and 427 passenger kms. per route km. These traffic density figures were as against the corresponding averages of 2214 and 2180 for the entire railway section lying within the region. Thus the two stations were of very light traffic density. The National Council for Applied Economic Research therefore felt that in respect of both passenger and goods traffic by rail no further investment was called for except in rolling stock.⁵⁸

IV. Ferries and Bridges

Ferries :

The Yadurlanka Ferry Service : This is the most important ferry service operating in the Territory. According to an agreement reached between the former French administration and the Government of the then Madras Presidency in 1920, the Yanam Municipality was entitled to 50 per cent of the annual proceeds of the Yadurlanka Ferry Service. The income for the Yanam Municipality from the source amounted to several thousand rupees per annum.

The Coringa Ferry Service : A ferry service is in operation across Coringa River. The Yanam Municipality gets an income of about Rs. 2,000 from this service.

The Ariyankuppam Ferry Service : The Commune Panchayat of Ariyankuppam receives a small income from the ferry service (seasonal) operated across Ariyankuppam river.

Bridges :

Almost all rivers and streams running across roads in the Territory are spanned with bridges and culverts. There are in all 18 big and small bridges in Pondicherry region alone.*

Chunnambu Ar bridge : A bridge seems to have been built on the Pondicherry—Cuddalore Road across Chunnambu Ar in the year 1857 at a cost of Rs. 39,000 shared equally between the French and the British Governments

* According to a list furnished by the Public Works Department.

This bridge was washed away by flood waters in 1884 and was rebuilt between 1888-1890, the cost again being shared equally between the French and the British Governments. This brick masonry bridge is the largest in the Territory and spans a distance of 468 metres.

Two other bridges across Chunnambu Ar near Tavalakuppam were damaged during the floods in 1966. Both were rebuilt in 1972. These are R.C.C. bridges, one spanning a length of 36 metres and the other of 32 metres.

The Gingee river bridge : The submersible causeway across the river Gingee on the Villupuram road (R.C. 29) seems to have been rebuilt in the year 1938. But during heavy rains traffic was hampered and it was not safe to cross the river. Especially during floods, this vital communication link remained cut off. To overcome this difficulty, a 356 metre long R.C.C. bridge was built at an estimated cost of Rs. 17.5 lakhs and declared open to traffic in 1973. This is the second largest bridge in the region.

The Muttarambattu bridge along the Pappanampet—Valudavur road across Gingee river was constructed at a total cost of Rs. 12.00 lakhs shared equally by the Pondicherry administration and the Government of Tamil Nadu.

Ariyankuppam river bridge : The bridge over the Ariyankuppam river along the Pondicherry—Cuddalore road was first constructed during the French period and opened to traffic on 28 August 1864. This bridge was damaged during the floods in 1884 and was again reconstructed in 1888. This is the third largest bridge in the region and spans a length of 186 metres.

Kumaramangalam bridge : The original bridge over Malattar in Kumaramangalam was damaged by the floods in 1937.⁵⁹ A new 'Cantilever' type of bridge was built across the feeder canal of Abhishekapakkam in 1939.

The two bridges along the Villiyanur road (R.C. 3) and Villupuram road (R.C. 4) beyond the West Boulevard, provide access to Pondicherry town from the west. These bridges were also built during the French period. The brick masonry bridge near Saram is built on the Valudavur road. The bridge on the Mahatma Gandhi road links Muttiyalupettai with Pondicherry town.

The two bridges on the Vayittikuppam road provide access to Kurichchikuppam and Vayittikuppam from the town. The brick masonry bridge on Laspettai road near Karuvadikkuppam was also built during the French period.