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MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 746

Press
Mis.

54-57

Dated

6-4-1875.

14(1)

Not to be folded or roughly handled

K.V. 24 3/4

Railway.

No. 54. Read the following Proceedings of the Board of Revenue, dated 3rd March 1875 :—

Read the following letter from W. S. WHITESIDE, Esq., President of the Local Fund Board, North Arcot, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Vellore, 11th February 1875, No. 74 :—

I have the honor to state that the Local Fund Boards of the Chittoor and Vellore Circles had lately under their consideration the question of constructing a railway from the Town of Vellore to the present Railway Station.

2. This line, which would connect with a Railway Station a large and important Municipality which is also a Military Station and daily rising in importance in a commercial point of view, has been talked of for years past with reference to the general question of connecting important towns with the railway, but the matter never got beyond the stage of talk.

3. The question was fully discussed at recent meetings in all its bearings by the above two Local Fund Boards; in the absence, however, of detailed surveys and proper estimates, it is impossible for them to say, with a degree of accuracy, what the cost of the proposed line would be, which would, of course, depend upon the gauge and style in which it is to be constructed, but making an approximate estimate they are certain that the line could be made and stocked for Rupees 3,00,000 at the outside.

4. The Boards have no reason to doubt that the following return, furnished by the Consulting Engineer for Railways, of the traffic, inwards and outwards, of the Vellore Station, during the three years 1871 to 1873, warrants their undertaking this enterprise, involving an expenditure of three lakhs of Rupees :—

	Passengers.	Goods.
1871... ..	1,83,954	44,335 Tons.
1872... ..	2,01,856	58,696 „
1873... ..	2,21,945	65,497 „

I need hardly refer the Board to the steady increase shown by the returns year by year, and it is very probable that nine-tenths of the above traffic comes to, and from, the town of Vellore. The number of carts crossing the Palar Bridge have besides been found to amount to nearly 1,800 daily.

5. I am not at present prepared to lay before the Board of Revenue this question in fuller detail than I have now done, as the Local Fund Boards have not

as yet come to any decided conclusion as to adoption of the line before being in possession of a preliminary survey, for taking which they have allotted at their Meetings Rupees 500 each. The sum thus allotted by the Vellore Board will be treated in the accounts of the Chittoor Circle as a contribution, and I, therefore, request that the Board of Revenue will be pleased to sanction the following allotments at as an early date as possible, in view to carry out the above proposal:—

Rupees 500 from the Road Fund Balance of the Vellore Circle to be paid as a contribution to the Chittoor Board.

Rupees 1,000 from the Road Fund Balance of the Chittoor Circle for taking the preliminary survey to be placed at the disposal of the Public Works Department.

The Board think that operations of this kind are scarcely within the province of the Local Boards, and to undertake them might involve the funds in serious difficulties. The Board also believe that a Company is being formed for the execution of the project.

2. This letter will, however, be submitted to Government with a request that, if they would be ready to permit the Local Boards to carry out such works if they are shown to be feasible and likely to be remunerative, they will give formal sanction for the proposed contribution from the Vellore to the Chittoor Local Fund for preliminary surveys.

(True Copy and Extract.)

(Signed) H. E. STOKES,
Acting Secretary.

Referred to the Department of Public Works, for the remarks of the Chief Engineer and Consulting Engineer for Railways.

FORT ST. GEORGE,
4th March 1875.

(Signed) W. HUDLESTON,
Chief Secretary.

No. 55. From Lieut.-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, Fort St. George, dated Madras, 18th March 1875, No. 156.

In returning the papers which accompanied your endorsement, dated the 6th instant, No. 87, I have the honor to state that the construction of a light railway between the town of Vellore and the station on the Madras Railway bearing that name would be a great public convenience, and would help in developing the traffic upon the main line. So far as I am able to form an opinion, it would also prove a remunerative undertaking.

2. The proposal of the Local Funds Board of North Arcot, as sketched in the letter from the President, is rather vague; but I gather that what is intended by them is a railway to be worked by steam-power. If this is so, I am strongly of opinion that it should be constructed upon the gauge of the Madras Railway, viz.,

5½ feet with light rails, weighing about 40 lbs. to the yard. Special light locomotives would be required for such a line; but, with that exception, the ordinary rolling-stock of the Madras Railway could be used upon it without difficulty. I doubt whether, under any circumstances, a line of steam railway, four miles in length, could be economically worked in India as an independent undertaking; and I am inclined to think that the best arrangement would be, if the line is to be constructed by the Local Funds Board, that it should be leased to the Madras Railway Company, or that an agreement should be made with that Company with a view to its being worked by them.

3. The simplest solution of the question would perhaps be that the Madras Railway Company should construct the line as a branch; and I have long held the opinion that the undertaking would prove remunerative to them; but I do not understand that view has been shared by the Company. I know nothing of the new Company which is alluded to by the Board of Revenue as being in course of formation for the execution of the project.

4. So far as I am aware, the country through which the line would run has never been surveyed, but I cannot imagine that the survey would be a work involving much time or outlay. The road bridge over the Palar would probably prove sufficiently strong to carry a line of light railway, and in that case I am of opinion that the cost of constructing the line ought to be well within the sum of three lakhs named by Mr. Whiteside.

No. 324.

MEMORANDUM.

No. 56.

I am of opinion that the Local Boards of North Arcot should not be allowed to take up this project at this stage. They are composed, with one exception, of men without the special knowledge requisite for dealing effectively with it; and their interference will tend greatly to confusion and delay. They must, however, be consulted with reference to the crossing of the Palar River, which may probably be best effected by widening the existing road bridge. In that case no time should be lost in considering the question with reference to the works of restoration and protection already on hand, and which will cost about one lakh of Rupees.

2. In my opinion the Agency of the Madras Railway Engineers should be made use of for planning, estimating, and carrying out the work as speedily as possible; the option of incorporating it as a portion of their line, without guarantee, being first offered to the Company. Should they decline it, then I do not think there would be any objection to the line being made over to the Local Fund Boards to be worked and maintained. A Provincial grant may be made at once for the execution of the preliminary survey and estimate; and arrangements made for raising a Provincial loan, say, of three lakhs of Rupees.

3. The consideration of this subject comes quite within the scope of the inquiry being made by the Railway Commission now sitting.

FORT ST. GEORGE,
22nd March 1875.

(Signed) G. W. WALKER, Colonel, R.E.,
Chief Engineer, D. P. W.

To the Chief Secretary to Government, Fort St. George.

*Proceedings of the Madras Government, Financial Depaatment,
6th April 1875.*

No. 57.

ORDER THEREON, 6th April 1875, No. 746.

The Governor in Council resolves to refer these papers to the Commission on
Railway traffic now sitting, for consideration and report.

(True Extract.)

Chief Secretary.

To the Public Works Department.
.. Board of Revenue.

Erd. J. Wright.

Revenue Department.

Proceedings of the Board of Revenue.

Dated 3rd March 1875.

Read the following

N^o 74

From
Fr. J. Whiteside Esq.
President of the Local
Fund Board
North Arcot.

To
R. C. Stokes Esq.
Acting Secretary to the
Board of Revenue.
Madras

Sir,
I have the honor to state that the
Local Fund Boards of the Chittoor &
Vellore circles had lately under their
consideration the question of Construct-
ing a Railway from the Town of Vellore
to

Obdt. of 1875 Madras.

FINANCIAL.

To THE PUBLIC WORKS DEPARTMENT,

Secy, Acy, Acy.

Dated April 6th.

Issued

Recd.

Encl.

G.O., 6th April 1875, No. 746.

APRIL

Nos. 54-57.

North Arcot District Local Fund.—The ques-
tion of constructing a line of railway between the
Town and Railway Station of Vellore, referred for
consideration and report to the Commission on
Railway traffic now sitting.

to the present Railway Station.

2. This line, which would connect with a Railway Station a large and important Municipality which is also a Military Station and daily rising in importance in a commercial point of view, has been talked of for years past with reference to the general question of connecting important Towns with the Railway, but the matter never got beyond the stage of talk.

3. The question was fully discussed at recent Meetings in all its bearings by the above two Local Fund Boards; and the absence however of detailed surveys and proper estimates, it is impossible for them to say with a degree of accuracy, what the cost of the proposed line would be, which would

29
would, of course, depend upon the gauge and style in which it is to be constructed, but making an approximate estimate they are certain that the line could be made and stocked for Rs 3,00,000 at the outside.

4. The Boards have no reason to doubt that the following return furnished by the Consulting Engineer for Railways of the traffic, inwards and outwards, of the Vellore Station during the 3 years 1871 to 1873, warrants their undertaking this enterprise involving an expenditure of 3 lacs of Rs.

	Passengers	Goods
1871	1,83,954	44,335 tons
1872	2,01,856	58,696 "
1873.	2,21,945	65,497 "

I need hardly refer the Board to the
steady

steady increase shown by the returns year by year, and it is very probable that $\frac{7}{10}$ of the above traffic comes to and from the town of Vellore. The number of carts crossing the Pulcar Bridge have besides been found to amount to nearly 1,800 daily.

5. I am not at present prepared to lay before the Board of Revenue this question in fuller detail than I have now done, as the Local Fund Boards have not as yet come to any decided conclusion as to adoption of the line before being in possession of a preliminary survey for taking which, they have allotted at their meetings Rs 500 each. The sum thus allotted by the Vellore Board will be treated in the accounts of the Chittoor Circle as a contribution, and I therefore request that the Board of Revenue will be pleased to

311
to sanction the following allotments at as an early date as possible, in view to carry out the above proposal:-

Ruppes 500 from the Road Fund Balance of the Vellore Circle to be paid as a contribution to the Chittoor Board.

Ruppes 1,000 from the Road Fund Balance of the Chittoor Circle for taking the preliminary survey to be placed at the disposal of the Public Works Department.

Office of the President
of the Local Fund Board
North Arcot. Camp
Vellore 11 February
1875

I have the honor to be
Sir

Your most obedient servant.
(Signed) W. J. Whiteside
President. Local Fund
Board, North Arcot.

The Board think that operations of
this

this kind are scarcely within the province of the local boards and to undertake them might involve the funds in serious difficulties. The Board also believe that a company is being formed for the execution of the project.

2. This letter will however be submitted to Government with a request that if they would be ready to permit the local boards to carry out such works if they are shown to be feasible and likely to be remunerative, they will give formal sanction for the proposed contribution from the Tellore to the Chettor Local Fund for preliminary surveys.

(True Copy & Extract)

H. V. Iyengar
Acting Secretary

The Chief Secretary to Government
Financial Department

R. V. Iyengar
Kings Palace

155

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 156

From

LIEUT. COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

In returning the paper which accompanied your endorsement dated the 6 instant No 87, I have the honour to state that the construction of a light railway between the town of Vellore and the station on the Madras Railway bearing that name would be a great public convenience, and would help in developing the traffic upon the main line. So far as I am able to form an opinion, it would also prove a remunerative undertaking

55

No 54

4 March 1875
Selling Secretary

Robert A. H. Stewart
The Chief Engineer & General Inspector
Railways. Madras

This is a receipt for the
above thing. (Nothing)

Proceedings of the
Board of Revenue.

To the 3rd March 1875
Page 3 - 4 -
Page 4, -
No 547

Railway. Proposes to be
constructed from Vellore
to the Railway Station,
in the District of
Vellore from the point of
Board's reference to the
for certain allotments to
the preliminary survey
of the - (suburban)
for the purpose of
No 547
1875/76
Referring.

undertaking.

2.

The proposal of the Local Funds Board of North Arcot, as sketched in the letter from the President, is rather vague; but I gather that what is intended by them is a railway to be worked by steam power. If this is so, I am strongly of opinion that it should be constructed upon the gauge of the Madras Railway, vizt $5\frac{1}{2}$ feet, with light rails, — weighing about 40 lbs to the yard. Special light locomotives would be required for such a line; but, with that exception, the ordinary rolling stock of the Madras Railway could be used upon it without difficulty.

17 6
difficulty. I doubt whether, under any circumstances, a line of steam railway, 4 miles in length, could be economically worked in India as an independent undertaking; and I am inclined to think that the best arrangement would be, if the line is to be constructed by the Local Funds Board, that it should be leased to the Madras Railway Company, or that an agreement should be made with that Company with a view to its being worked by them.

3.

The simplest solution of the question would perhaps be that the Madras Railway Company should construct the line as a branch; and I have long held the

the opinion that the undertaking
would prove remunerative to them;
but I do not understand that
that view has been shared by the
Company. I know nothing of the
new Company which is alluded to
by the Board of Revenue as being
in course of formation for the
execution of the project.

4. As far as I am
aware, the country through which
the line would run has never
been surveyed, but I cannot
imagine that the survey would
be a work involving much time
or outlay. The road bridge over
the Palar would probably prove
sufficiently strong to carry a line
of

197
of light railway, and in that case
I am of opinion that the cost of
constructing the line ought to be
well within the sum of three
lakhis named by Mr. Whiteside.

I have the honour to be
Sir

Your Most Obedt Servant
Manturam M. R. C.
Cons. Engineer for
Railways

Madras
18 March
1845
W. B. M.

Financial Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following letter Pro-

ceedings of the Board of Revenue dated 3 March 1875 N.

Letter from the Consulting Eng^r for Railways dated 18 March 1875 N. 156.

Memorandum from the Chief Eng^r per P. & D. dated 22 March 75 N. 324.

Order thereon.

The Governor in Council is not pre-
 pared to sanction
 this project as a
 Local Fund under
 the provisions of the
 Local Fund Act.
 The Commission has
 no more profitable applica-
 tion of their money than
 that of promoting such
 improvements in the line
 to the Board of Revenue
 per Dept.

Cancelled draft



1875 Sept

RAILWAY DEPARTMENT.

From

The Consulting Engineer,

for Railways,

To

The Secretary to Government,

P. W. Department,

Fort Saint George.

Dated

Recd.

19 March 1875

E. 1

No. 156

Mem. No. 324 of 22 March 75.

Objection when

the proposed construction

of the Railway

between the stations

and its line.

In fine 737/75

No. 55

Exhibition



THE OFFICE OF THE SECRETARY OF THE INTERIOR

Under the following letter

has given the go-by to all
large towns as Hallow
Salem, ~~Andover~~ ~~Clinton~~
etc. - the last one has now
been brought into common
education - & I think every
encouragement is given
to the junction as re-
spect the others.

The Railway Company
asked & made take
the work of question on a
guarantee of an annual
grant for 5 years - & proposed
the project to be arranged
for making the bridge fit
for rails. Only at one of the
short piece from the left
bank (including the bridge)
be arranged for horses dragging
the rolling stock &c. - M
2963.

I think there is a work
of the sort that has been
rather of superficial
than of local kind.
It ought to have been
as accurate as
possible in its estimate

of the probable
cost and of the
probable receipts &
proposed accomplishment of

I do not refer the
matter to the Company
now at all, & to
the Railway Company
in the first instance.

[Handwritten signature and initials]
1/2

Proposed line of
rail between Vellore
Railway Station
and Town.

Govt. of 1873 Madras.

To

Dated
Recd.

}

187 . No.

Nos.

Public
Council

Can 27/3
C 2-4
2-5-4

No. 324

No. 56

Fort St George
23rd March 1875.

Memorandum

I am of opinion that the Local
Boards of North Arcot should not be
allowed to take up this project at this
stage. They are composed with one ex-
ception, of men without the special
knowledge requisite for dealing effect-
ively with it; and their interference will
tend greatly to confusion and delay.
They must however be consulted with
reference to the crossing of the Palar River,
which may probably be best effected
by widening the existing Road Bridge.
In that case no time should be lost
in considering the question with reference
to the works of restoration and protection
already on hand, and which will cost
about one Lakh of Rupees.

Sw

2. In my opinion the Agency of the Madras Railway Engineers should be made use of for planning, estimating and carrying out the work as speedily as possible; the option of incorporating it as a portion of their line, without guarantee, being first offered to the Company. Should they decline it, then I do not think there would be any objection to the line being made over to the Local Land Boards to be worked and maintained. A Provincial Grant may be made at once for the execution of the preliminary survey and estimate; and arrangements made for raising a Provincial Loan, say of 3 Lakhs of Rupees.

3. The consideration of this subject comes quite within the scope of the inquiry being made by the
Railway

Railway Commission now sitting.

Ernest Collier
Chief Engineer D.R.

The Financial Department
With C No 1821 & No: 182 of Rev. No 74 83d
March 1875-

Govt. of 187 } Madras.

Ind

✓

G. O. 6491, 1875, No. 745

Nos. 54-7

To Messrs D. & P. the question of
constructing a line of Railway
between the town & Ry Station
of Villu referred for Consideration
report to the Commr on
Ry traffic, now sitting