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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1576
420-421

Press
~~Mis~~

Dated 16-5-1866.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department.
16th May 1866.

No. 420. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Department Public Works, dated Madras, 30th April 1866, No. 194 :—

1. I have the honor to submit, for the information of Government, the following observations upon the general condition of the South-West Line of the Madras Railway, which, in company with the Agent and Manager, I have lately inspected.

2. Throughout the line the Permanent Way is in good order, the fourth and first divisions being the smoothest portions, and in better condition than the rest of the line. Part of the third division, between Coimbatore and Erode, is the least satisfactory, but measures are now being taken for its improvement.

3. The fencing along the line is for the most part in good order. In those places where corakapillay has been planted, it would be well that it should be pruned from time to time, and not allowed to grow higher than 5½ or 6 feet. When this is neglected, and the plants are allowed to grow into tall, straggling trees, they lose their most valuable qualifications for a fence.

4. The alocs planted within the last few months have suffered much from drought, and from the wild pigs which abound in many places, but it is to be hoped that the coming monsoon will greatly improve their condition. At present they are not of much use as a fence.

5. The wire fencing erected near the West Coast is in very good order, but an additional strand of wire would make it more effectual in keeping out the small cattle of the country.

6. The station buildings throughout the line are in good order, and the privies and urinals, with the single exception of those at Beypoor, were, on the occasion of my visit, clean, and free from any offensive smell.

7. The suggestion made by Government, in their Order of the 19th October 1865, No. 3,116, that over each urinal for Europeans a small roof should be erected, of size sufficient to shelter a person from the sun and rain, has been misinterpreted; and at Arconum, Arcot, Vellore, and other stations, the urinals have been completely roofed over with corrugated iron. This is much to be regretted, as ventilation is thereby almost entirely prevented, and any neglect in the regular and punctual flushing of the gutters will probably make the places offensive.

8. At the Jollarapett station the extension of the covered platform, alluded to by Government in their Order of the 19th October 1865, No. 3,116, is making slow progress. For the convenience of the public it would be well if this very desirable work were pushed on to completion. The Refreshment-room at this station has been much improved by the insertion of large ventilators in the east and west walls.

9. At the Coimbatore station the accommodation for travellers, especially for gentlemen, is very defective. The Waiting-rooms here are perhaps more used than at any other station on the line, yet nowhere is the accommodation worse. I have seen four gentlemen passing the night in the small chamber allotted to them, while others were obliged to remain outside. The large bungalow built by Government

near the station is, I believe, now completed, but it will not supply the want of proper accommodation for travellers *within* the station, and I think that an addition to the present building is highly desirable.

10. The Walliar station has been lately completed, and is now ready to be opened for traffic. The Government will, however, learn from my letter of the 27th instant, No. 188, forwarding an application from the Agent for the sanction of an establishment, that it is not proposed to open the station until after the coming monsoon. The country in the neighbourhood is covered with forest, and fuel and timber are likely to form, for some time, the sole articles of traffic.

11. At the Palghat station, the timber bridge over the Ponany river has lately been erected by the Public Works Department, and seems to be a very substantial structure. Its completion will greatly improve the traffic from this station, especially during the rainy season.

12. At the Shoranoor station, the iron girder bridge over the Ponany river is still in progress. I could not learn that there is any probability of its early completion.

13. At the Beypoor station, the upper story, intended to form a hotel, is ready for occupation, and has been leased to Messrs. Framjee, Nessawanjee & Co. at Rupees 600 per annum, for three years from the 1st June next. If properly managed this hotel will prove a great public convenience. The new privies, &c., for Europeans, at the north end of the platform, are nearly finished, and their completion will greatly improve this station; the place at present used for the purpose being, as abovementioned, an exception to the general cleanliness prevailing on the line. To admit of the new privies being used in wet weather, it will be necessary to make a short covered communication between them and the platform. The circular engine shed is nearly completed, and has proved of great use in the setting up of the new engines which have lately been landed at Beypoor.

14. The construction of the iron girder bridge over the Kuddulhoondy river, about three miles south of Beypoor, is in progress. This work is meant to re-place the present wooden structure, and has been more than once brought to the notice of Government. The entire width, from bank to bank, is about 1,000 yards, but nearly one-third of this space is occupied by a solid embankment of laterite, which divides the river into two unequal channels. The work on the north channel has made satisfactory progress. Most of the piles have been sunk, and have reached a firm stratum within a moderate depth from the surface. On the south channel considerable difficulty has been experienced. The trial borings gave results corresponding with those on the north channel; but when the piles came to be driven, the firm stratum proved to be only from 2 to 4 feet in thickness, while underlying it was a second bed of soft, yielding substance of considerable thickness. This very singular formation in the bed of the river has greatly delayed the progress of the work. In some places the piles went down to a depth of nearly 70 feet below the rail level before finding a permanent bearing; and under these circumstances a considerable modification in the original design for this part of the bridge seems indispensable.

15. The work at the Beypoor Pier is in progress, and the piles have been driven in to within 60 feet of its full length. I have, however, grave doubts

whether this Pier will ever fulfil the purposes for which its erection was ordered. At the time of my inspection, by no means a stormy season, the surf was too violent to admit of the approach of boats; and if, to protect the Pier from the surf, dykes were constructed to connect the rocks which partially surround it on the northern side, I think it highly probable that the enclosure would soon silt up.

16. I cannot but think it desirable that the whole question as to the advisability of Beypoor continuing to be the terminus of the Madras Railway, should be fully considered. A place more isolated and inhospitable than the site of the present station, or one to all appearance more unsuitable as a terminus to an extensive Railway system, it would be hard to imagine. It consists of a narrow sand-ridge, surrounded on three sides by water, uninhabited save by the employes of the Railway, and cut off during the monsoon from all communication with neighbouring villages and markets. Upon this miserable spot passengers and goods are dropped by the trains, twice a day; and if the former wish to prosecute their journey, they have the option, either to wait for the weekly coasting steamer, or to proceed, by ferry boat and bullock coach, to some habitable place along the coast.

17. At a distance of only seven miles to the north lies the populous and wealthy town of Calicut, the most important, with the exception of Cochin, of the western sea-ports in this Presidency. All circumstances seem to combine in pointing to Calicut as an eligible terminus for the Madras Railway. Its position as the natural outlet for the produce grown in the Wynaad and on the western slopes of the Neilgherries, as the seat of the District Courts of Law, and as the residence of the chief Civil Officers of Government; the wealth and enterprise of its mercantile community; the well supplied and crowded state of its markets; the existence of a Bank and of a Marine establishment; all tend to prove the importance of Calicut, an importance which is daily increasing.

18. Four years ago, as will be seen from the Orders of Government marginally quoted, an attempt was made by the inhabitants of Calicut to connect their town by a Tramway with the present Railway terminus at Beypoor. The project received full support and encouragement from the Government, but owing to some difficulties of which I am unaware, it fell through, and nothing has yet been done in the matter.

19. The engineering difficulties in the way of the extension of the line are slight, nor do I think that the work would prove very costly. The mouth of the Beypoor river would have to be bridged at its narrowest point, the centre of the bridge being probably made to swing, so as to admit of the passage of the small Native craft which frequent the river; but this, the chief item in the work, is small when compared to the obstacles which the Railway has elsewhere surmounted. The only other masonry work of any consequence would be to carry the line over the Kalai, a small stream close to the town of Calicut.

20. I have discussed this subject with the Collector of Malabar, and with the Agent and Manager of the Madras Railway, and though I am not authorized to say so, I believe that both of those gentlemen view the extension of the line with

*Proceedings of the Madras Government, Public Works Department.
16th May 1866.*

favor. My decided opinion is that in this, as in most similar questions, the interests of the Railway Company and of Government are identical, and that the extension of the line to Calicut would not only prove a great public convenience, but that, from every point of view, it would be an act of sound policy. At present, much of the benefit which the public ought to derive from the Railway is lost, while the Company is deprived of a considerable amount of traffic which would otherwise come to their line.

No. 421. ORDER THEREON, 16th May 1866, No. 1,574.

RAILWAY, No. 42.

1. One copy of this letter will be forwarded to the Right Honorable the Secretary of State for India, and another to the Agent and Manager of the Madras Railway Company, through the Acting Consulting Engineer.

2. The attention of Mr. Elwin will be requested to the suggestions made by the Consulting Engineer in paragraphs 3, 7, and 8, which the Government think should be adopted.

3. As the new Public Bungalow at Puthanur is close to the Railway Station, the Government question the necessity of requiring the Railway Company to incur the cost of adding to the accommodation at that station, and they leave the subject for the consideration of the Agent and Manager.

4. The Right Honorable the Governor in Council agrees with the Consulting Engineer in considering that the commercial importance of Calicut renders it more suitable for a terminus to the Railway than Beypoor. If Major Stewart's belief that the views of the Agent and Manager of the Railway are favorable to the extension of the line to that place be correct, this expression of opinion will doubtless be communicated to the Board of Directors in England with whom it will rest to initiate action in the matter.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd T. O'Connor.

513
Railway Department. Consulting Engineer's Office.

21st Feb 1866.
From the Hon. Secy to Govt.
Major J. H. Stewart R.E.
Acting Consulting Engineer for Railways.
Colonel C. A. Orr.
Secretary to Government.
Department of Public Works.
Sir

I have the honor to submit
for the information of Government, the
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3. The fencing along the Line is for the most part in good order. In those places where Corakapilly has been planted, it would be well that it should be pruned from time to time, and not allowed to grow higher than $5\frac{1}{2}$ or 6 feet. When this is neglected, and the plants are allowed to grow into tall, straggling trees, they lose their most valuable qualifications for a fence.

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5. The wire fencing erected near the West Coast is in very good order, but the additional strand of wire would make it more effectual in keeping out the wild cattle of the country.

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Privies

see further order
No 3579 of 27th
Nov^r 1865.

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8. At the Vallarapett station the extension of the covered Platform alluded to by Government in their order of the 19th October 1865, No 3116 is making slow progress. For the convenience of the Public it would be well if this very desirable work were pushed on to completion. The refrigerating room

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I have seen four Gentlemen passing the night in the small chamber allotted to them, while others were obliged to remain outside. The large building built by Government near the station, which I believe is now completed, but it will not supply the want of proper accommodation for travellers within the station, and I think that an addition to the present building is highly desirable.

10. The Malabar station has been lately completed, and is now ready to be opened for traffic. The Government will however learn from my letter of the 27th instant that I am forwarding an application from the Agent for the sanction of an Establishment, that it is not

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twice a day; and if the former wish to prosecute their journey, they have the option, either to wait for the weekly Coasting steamer, or to proceed, by ferry boat and bullock Coach, to some habitable place along the Coast.

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24th Sept/62
H. 530.
9th Oct/62
H. 550.

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Madras
30th April/66

I have the honor to be,
Sir,
Your most obedt. servant,
J. M. Stewart Major R.E.
Acting Consulting Engineer
for Railways.

Public Works Department

12.15.74

PROCEEDINGS of the MADRAS GOVERNMENT
Under date the 16th May 1866
Read the following

From the Acting Chief Engineer
for Railway

(Here enter No. 19/1 dated 31st April 1866)

- 1 One copy of this letter will be forwarded to the Right Honorable the Secretary of State for India and another to the Agent and Manager of the Madras Railway Company, thro' the Consulting Engineer.
- 2 The attention of Mr. Elwin will be

R.

J.P.

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be requested to the sugges-
tions made by the
Consulting Engineer
in Papers 3-7 and
8 which the Govern-
ment think should
be adopted.

3 As the new Public
Bungalow at Putha-
nir is close to the
Railway Station, the
Government question
the necessity of requi-
ring the Railway
Company to incur
the cost of adding
to the accommodation
at that station, and
they leave the subject
for the consideration
of the Agent and
Manager

1915
Manager

4 The Right
Honorable the
Governor in Coun-
cil agrees with
the Consulting
Engineer in con-
sidering that the
Commercial impor-
tance of Calcutta
renders it more
suitable for a
terminus to the
Railway than
Deypur. It may
be said that
that the views of
the Agent and
Manager of the
Railway

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Railway are favorable
to the extension of
the line to that
place be correct, this
expression of opinion
will doubtless be
communicated to
the Board of Directors
in England with
whom it will rest
to initiate action in
the matter.

AM

To
The Consulting Engineer
for Railways

Sept 17th 1888

10. 10. 1888
10. 10. 1888

10. 10. 1888
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Copy in Letter to England
of 20 June A. 35 1866

27 1866 Depts
P. of Govt for day

A. 15 1/4

P. of Govt of Madras

D/16 May 66.

Copy 1/2

Paping orders on a
letter from the Cong. Eng.
reporting on the general
condition of South-West
Line of the Madras Ry.

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