M.R.O. 1—77,006—8-6-37.

(1) Number of pages 21

(2) Date of repair 12-2-24

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 306-07 Press ~~Mis.~~

589-91

Dated 25. 1 1870.

Not to be folded or roughly handled

7.

No. 589. Read the following letter from Major J. H. M. SHAW STEWART, R. E., Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 24th December 1869, No. 425 :—

Application from the Agent and Manager of the Madras Railway Company requesting the sanction of Government to the following estimate :—

MADRAS RAILWAY.

NEILGHERRY BRANCH LINE.

Estimate for the first sections.	RS.	A.	P.
Bridges and masonry	1,49,137	15	4
Earth-works.			
Earth-works in road approaches	2,500	0	0
Do. in cuttings and embankments ...	67,516	4	0
Extra earth-works at stations, extra drains, etc. ...	6,000	0	0
Pitching slopes	24,720	0	0
Fencing (ditch and mound)	13,084	8	0
Ballasting and Permanent Way.			
Ballasting	29,095	0	0
Permanent Way	3,04,574	0	2
Gates	3,750	0	0
Mile stones	60	0	0
Maintenance of way and works	29,737	8	0
Bungalows	4,575	0	0
Miscellaneous.			
Metalling of roads	2,500	0	0
Gate-keepers' lodges	3,024	0	0
Chests for Plate-layer's tools	672	0	0
Gradient posts	154	0	0
Contingencies	64,110	12	6
Total...	7,05,211	0	0

1. The branch line commences at 301 miles 5 chains from Madras. It leaves the South-West Line of the Madras Railway at a point 63 chains to the south of Pothanoor Station. The length of the first section is 9 miles 73 chains. I have carefully examined the selected line; and am satisfied that no better route could have been chosen.

2. The estimate provides for nineteen wrought-iron girder bridges resting on masonry abutments and piers, the largest of these being one of three 50-feet openings. All the bridges have been designed for a single line of rails only.

3. The ground is undulating, and the gradients range from 1 in 101·54 to 1 in 660. The difference of level between the extreme ends of the section is 159·65.

Ending	447·15
Commencing	287·50
	159·65

4. The average quantities of earth-work and masonry per mile are 30,406½ and 832¾ cubic yards respectively. The average estimated outlay per mile, including permanent way materials, is Rupees 71,144.

5. The sufficiency or otherwise of the waterway allowed has not yet been certified to in the usual manner. The Superintending Engineer of the 7th Division will be communicated with on the subject, and, on receipt of his reply, the allowance of waterway shall be revised if necessary.

6. There will probably be two stations within this section, at Coimbatore and Tudialoor respectively. These will be designed with due regard to the strictest economy. The sites proposed for the stations are unexceptionable.

7. The rates in the estimates now submitted are reasonable, and I recommend the total sum, Rupees 7,05,211, for sanction.

8. With regard to the Order of Government, dated the 5th October 1869, No. 3,209, communicating the instructions of the Government of India to the effect that no expenditure is to be sanctioned until complete estimates shall have been approved by that Government, I beg to draw attention to the accompanying* letter from the Agent with regard to the advantages which will be gained by an immediate commencement of the work. I desire to state my concurrence in the opinions expressed by the Agent and the Chief Engineer, and I beg to recommend that if possible early permission to commence the work on this section may be granted in anticipation of the submission of plans and estimates for the remaining sections.

* No. 729, 17th December 1869, with enclosure.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 17th December 1869, No. 729.

I HAVE the honour to submit, for the sanction of Government, the undermentioned plans, working section, estimate, and bridge drawings for the first ten miles of the Neilgherry Branch Line, involving an outlay of Rupees 7,05,211 :—

Working Survey and Section of the first ten miles, Neilgherry Branch Line.

Plan No. 1.—Double 64-feet opening with wrought-iron girders, at 5 miles 29 chains, Neilgherry Branch Line.

,, No. 2.—Three 50-feet openings with wrought-iron girders at 5 miles 68 chains, Neilgherry Branch Line.

,, No. 3.—12 inches cast-iron pipe, Neilgherry Branch Line.

Estimate of the cost of constructing the first ten miles of the Neilgherry Branch commencing at 301 miles 5 chains and ending at 310 miles 78 chains from Madras, amounting to Rupees 7,05,211.

2. I beg to solicit your special attention to the Acting Chief Engineer's letter of the 13th instant, No. 515, (copy enclosed,) more particularly to paragraphs 1 and 2, and to observe that, as I concur in the opinion expressed by Mr. Going, I shall feel obliged by your representing to His Excellency the Governor in Council the saving in time which will follow an immediate commencement of the works. The staff has been appointed, and, if we are allowed to break ground at once and collect material, we shall be in a position, by the time the land is handed over to us, to prosecute the works with vigour. The completion of the first section will, as pointed out by the Acting Chief Engineer, greatly facilitate the transport of material for the other sections.

From T. H. GOING, Esq., Acting Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 13th December 1869, No. 515.

I HAVE the pleasure to submit herewith plans, section, estimate, and bridge drawings for the first ten miles of the Neilgherry Branch Line, and request you will kindly direct the attention of the

Proceedings of the Madras Government, Public Works Department, 25th January 1870.

Consulting Engineer to the desirableness of obtaining sanction for commencing the construction of this portion in anticipation of the remainder of the line ; for, though I fully expect to be in a position to submit plans, estimates, etc., for this latter by the middle of February next, yet there would be so much time gained towards the final completion of the works were we allowed to commence operations on the first section without awaiting sanction for the entire line.

2. My principal reason for this opinion arises from a consideration of the importance of facilitating the transport of material for the further portions, which can only be effected by opening up the first section at as early a date as possible.

3. Had it not been that Mr. West, the Engineer who conducted the survey, out of consideration for the growing crops left an incomplete interval which the illness from fever, of himself and party as well as the wet season, prevented his finishing so soon as he expected, the present application for sanction should have been made before now.

4. In respect of the route adopted between Coimbatore Railway Station and the town, I may remark that another course had been originally proposed by which the branch was made to leave the main line directly from the station platform, south end. The adopted route leaves the main line 63 chains south of the station, and has the advantage of being 32 miles 61 chains shorter. It also obviates the necessity of bridging the Noyel river, and has fewer bridges, culverts, and level crossings. The section, too, is more favourable, and the land traversed less valuable.

5. The site of the station at Coimbatore town has been selected in consultation with the Civil authorities, and is, indeed, the only convenient one available.

6. Tudialoor has been selected as the site of an intermediate station as being a more important centre of trade than Goodaloor, originally proposed. There is stated to be a weekly market on a large scale held there.

7. To provide for the numerous small irrigation channels encountered, it has been thought desirable on economical grounds to substitute for the ordinary culverts of masonry 12-inch cast-iron pipes. A design for culverts constructed in this way is now furnished, and the estimate provides for them.

No. 590. ORDER THEREON, 25th January 1870, No. 306.

RAILWAY, No. 67.

ORDERED that the estimate submitted with this application be forwarded to the Government of India :—

(Here enter No. 307, dated 25th January 1870.)

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. A. S. Rolgers.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, *25th January* 1870.

No. 307.

No. 591.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 68.

To Government of India, dated 4th August 1868, No. 2,498.
From do. dated 2nd September 1868, No. 1,011-R.
From do. dated 8th February 1869, No. 144-R.
To do. dated 16th April 1869, No. 1,256.
From do. dated 5th May 1869, No. 478-R.

SIR,—With reference to the correspondence marginally noted regarding the proposed Neilgherry Branch of the Madras Railway from Poothanoor to Kullar, I am directed herewith to forward an application from the Consulting Engineer for sanction to an estimate of Rupees 7,05,211 for the construction of the first section of 9 miles 73 chains.

2. After careful examination Major Shaw Stewart expresses himself quite satisfied with the direction of the line selected, and he considers the rates in the estimate to be reasonable. It is proposed to have two stations within the first section, the first at Coimbatore and the second at Tudialoor, which, in the opinion of the Consulting Engineer, are very eligible positions.

3. The immediate commencement of operations is strongly recommended both by the Railway Officers and the Consulting Engineer, and, as the delay that will unavoidably be incurred if no expenditure is to be undertaken till complete plans and estimates for the line are passed by the Government of India will cause not only loss of time but increased expenditure in the end, I am to request that, in modification of the ruling contained in Circular No. 1,277-R., dated 2nd September 1869, sanction to the estimate now submitted may be granted and communicated by telegram, on the understanding that plans and estimates for completing the line will be submitted as soon as they can be prepared.

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

Colonel, R.E.,
Secretary to Government.

Exd. A. S. Rodgers.

No. 729.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 17th December 1869.

From

Robert B. Elwin Esqre
Agent and Manager. M. R. Co.

To

Major J. H. M. Shaw Stewart, R.E,
Consulting Engineer for Railways.

Sir,

1. I have the honor to submit for the sanction of Government the undermentioned Plans, Working Section, Estimate and Bridge Drawings, for the first 10 miles of the Neilgherry Branch Line involving an outlay of Rs. 7,05,211-0-0.

Working Survey and Section of the first 10 miles - Neilgherry Branch Line.

Plan No. 1. Double 64 feet opening with Wrought Iron Girders at 5 Miles 29 Chains ——— } ——do——

—"— No. 2 - Three 50 feet openings with Wrought Iron Girders at 5 miles 68 Chains ——— } ——do——

—"— No. 3. Twelve inches Cast Iron Pipe ——— } ——do——

Estimate of the cost of constructing the first 10 miles of the Neilgherry Branch commencing at 301 Miles 5 Chains and ending at 310 Miles 78 Chains from Madras amounting to Rs. 7,05,211-0-0.

2. I beg to solicit your special attention to the acting Chief Engineer's letter of the 13th instant, No. 575, (copy enclosed) more particularly to paragraphs I and II, and to observe that as I concur in the opinion expressed by Mr. Going, I shall feel obliged by your representing to His Excellency the Governor in Council the saving in time which will follow an immediate commencement of the works. The staff has been appointed and if we are allowed to break ground at once and collect material, we shall be in a position by the time the land is handed over to us, to prosecute the works with vigour. The completion of the 1st section will, as pointed out by the acting Chief Engineer greatly facilitate the transport of material for the other sections.

I have the honor to be,
Sir,
Your most obedient Servt.

Agent Kellandgeer.

Com.

Madras Railway Company
Chief Engineers Office
Madras 13th December 1869.

No. 585

Dear Sir

I have the honour to submit herewith Plans, Section, Estimate and Bridge Drawings for the first 10 miles of the Nellore Branch Line and to request you will move Govt to direct the attention of the Consulting Engineer to the necessity of obtaining sanction for Commencing the Construction of this Portion in anticipation of the Remainder of the Line; for though I fully expect to be in a position to submit Plans, Estimates, &c. for this latter by the middle of February next, yet there would be no object in delaying the first Completion of the works, were we allowed to Commence operations on the first Section without awaiting Sanction for the entire Line.

2. My principal Reason for thus urging from a Consideration of the importance of facilitating the transport of materials for the further portions, which can only be effected by opening up the first Section of the Line as speedily as possible.

3. Had it not been that the Port Engineer who conducted the Survey, cut off Consideration for the growing Coppe Plantations which will shelter the Line from fever, of unrivalled quality as well as the most extensive that I have seen, I should not have presented this Application for as he expected the present Application for Sanction should have been made before now.

4. In respect of the route adopted between

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

PW. 5384/69.

Dated 17 December 1869.

Recd. 18 " "

No. 729.

Submitting for the sanction of Government, Plans Working Section, Estimate and Bridge Drawings for the first 10 miles of the Nellore Branch Line amounting in all to Rs 7,05,211-0-0

between Coimbatore Railway station and the Town. I may remark that another Course had been originally proposed by which the Branch was made to leave the main Line directly from the Station Platform, south end. The adopted route leaves the main Line 63 chains south of the Station, and has the advantage of being 32.61 chains shorter. It also obviates the necessity of bridging the noyel River and has fewer Bridges, Culverts and Level crossings. The Section too is more favorable and the land traversed less valuable.

5. The site of the station at Coimbatore Town has been selected in Consultation with the Civil authorities and is indeed the only Convenient one available.

6. Tudialoor has been selected as the site of an intermediate Station as being a more important Centre of trade than Goodaloor, Originally proposed. There is stated to be a weekly market on a large scale, held there.

7. To provide for the numerous small irrigation Channels encountered it has been thought desirable on Economical Grounds, to substitute for the Ordinary Culverts of masonry, twelve inch Cast Iron Pipes. A design for Culverts Constructed in this way is now furnished and the Estimate provides for them.

Yours faithfully
Sd/ T. R. Going
Sd/ Cuff Esqr.

The Agent & Manager / True copy

Pay 5384/1

13

No. 425 Madras, 24th December 1869

Application from the Agent and Manager of the Madras Railway Company, requesting the sanction of Government to the following Estimate :—

Madras Railway

Nelliberry Branch Line.

Estimate for the first section

Bridges and Masonry		18,9137-15-4
Earthworks.		
Earthworks in road approaches		2510-0-0
Do in cuttings and embankment,		67516-4-0
Extra earthworks at stations, extra drains, &c.,		6100-0-0
Pitching slopes		24720-0-0
Fencing / Ditch and mound /		13184-8-0
Ballasting and permanent way.		
Ballasting		29095-0-0
Permanent way		304,574-0-2
Gates		3750-0-0
Mile stones		60-0-0
Maentenance of way and works		29737-8-0
Bungalows		4575-0-0
Miscellaneous		
Metalling of Roads		2500-0-0

Gate

Gate keepers lodges	3124-0-0
Sheds for platelayers tools	672-0-0
Gradient posts	154-0-0
Contingencies	64110-12-6
Rupees	7,05,211-0-0

1 The branch line com-
= mences at 301 miles 6 chains from
Madras. It leaves the South-
West Line of the Madras Railway
at a point 63 chains to the
South of Pottanoor station. The
length of the first section is 9
miles 73 chains. I have carefully
examined the selected line, and
am satisfied that no better route
could have been chosen.

2 The estimate provides
for nineteen wrought-iron girder
bridges resting on masonry
abutments

3 The ground is un-
= dulating, and the gradients
range from 1 in 101·54 to 1 in
660. The difference of level
between the extreme ends of the
section is 159·65

— 407·15
Ennore 287·50
159·65

4 The average quantities
of earthwork and masonry per
mile are 30,406½ and 892¾ cubic
yards respectively. The average
estimated outlay per mile, ex-
= cluding permanent way materials,
is Rs: 71,144

5 The sufficiency of otherwise of the water-way allowed has not yet been certified to in the usual manner. The Superintending Engineer of the 7th Division will be communicated with on the subject, and on receipt of his reply the allowance of waterway shall be revised if necessary.

6 There will probably be two stations within this section, at Coimbatore and Gudalore respectively. These will be designed with due regard to the strictest economy. The sites proposed for the stations are unexceptionable.

7 The rates in the estimates

estimates now submitted are reasonable, and I recommend the total sum, Rs: 70511, for sanction.

8 With regard to the order of Government dated the 5th October 1869, No. 8209, communicating the instructions of the Government of India to the effect that no expenditure is to be sanctioned until complete estimates shall have been approved by that Government, I beg to draw attention to the accompanying† letter from the Agent with regard to the advantages which will be gained by an immediate commencement

of

No. 729.
17 December/69
with enclosures.

of the work. I desire to state my concurrence in the opinions expressed by the Agent and the Chief Engineer, and I beg to recommend that if possible early permission to commence the work on this section may be granted, in anticipation of the sanction of plans and estimates for the remaining sections.

Lieutenant Colonel
Comdg: Royal Engrs

To
The Secretary to Government
Public Works Department
Fort Saint George.

8

Encl. 1 to Govt. Desp. for Commerce
No. 5884

From

The Consulting Engineer for Railways,

To

The Secretary to Govt.
P. W. Depart.
Fort St. George

Dated 24th Dec. 1869.
Received 27th

Encl: 7

No. 425-
Reams-4
Estimate 1 & 2 Cattle
Application

from the Agent & Manager of the S. R. Comp., requesting the sanction of Govt. to the estimate of the Neilgherry Branch Line-

No. 306 & 307 - 25th January 1870

No. 589

Proceedings of the Madras Government

Under date the 25th January 1870

Read the following

From The Consulting Engr. for Rys. / H.S. No. 425 of 24th December

Ordered that the estimate submitted with the application be forwarded to the Govt. of India.

No. 306

No. 307

To The Secy. to the Govt. of India.

To The Consulting Engineer for Railways with four plans.

Desp. 1/2/70.

To Govt. of India - 4th Aug/68, No. 2498
From Do. 25th Sep/68, No. 1011 R.
Do. 8th Feb/69, No. 144 R.
To Do. 16th April/69, No. 1256.
From Do. 5th May/69, No. 478 R.

W. the C.

A. G. A.

N. C.

Sir,

With reference to the correspondence marginally noted regarding the proposed Neilgherry branch of the Madras Railway from Poothamoor to Kullar, I am directed herewith to forward an application from the

the Consg Engineer for sanctioning Estimate of Rs. 3,65,210 for the Construction of the first section of 9 miles 73 chains.

After careful examination Major Shaw Stewart expresses himself quite satisfied with the direction of the line selected, and he considers the rates in the estimate to be reasonable.

It is proposed to have two stations within the first section, the first at Coimbatore and the second at Pudiaoor, which, in the opinion of the Consg Engineer, are very eligible positions.

The immediate commencement of operations is strongly recommended both by the Railway officers and the Consg Engineer, and as the delay that will unavoidably be incurred if no expenditure is to be undertaken till complete plans and estimates for the line are passed by the Govt of India, will cause not only loss of time but increased expenditure in the end, I am to request that, in modification of the ruling contained in Govt No 1277 R/ 20th Sept/69, sanction to the estimate now submitted may be granted and communicated by telegram, on the understanding that plans and estimates for completing the line will be submitted

as

10
25

8

as soon as they can be prepared.

Yours Respectfully

Dept. 1/2/70 Cite 35 Circ
of Gen. 306 of 1870 an estimate

as soon as they can be prepared.

Cco 5384

Govt of 1870 Madras.

PUBLIC WORKS.

To The Consulting Engineer for Railways

& the Secretary to the Govt of India

Dated

Q.

Recd. 24 End.

G. O., 25 January 1870, No. 306 & 307

Nos. 589 - 590 & 591

Desp. 1/2/70 with 35 Copies of Govt. 306 of 1870 + an estimate

Neilgherry branch (Ry) Passing orders on the letter from the Consg Engr submitting an estimate of Rs 705,211 for the construction of the first section of the Neilgherry branch of the Madras Railway.

Neilgherry branch (Ry) Estimate of Rs 705,211 for the construction of the first section of the Neilgherry branch of the Madras Ry, forwarded this day for India for sanction.