M.R.O. 1—77,006—8-6-37.

(1) Number of pages 12

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

R&L DEPARTMENT.

G.O. No. 2294 Press Mis.
401-402

Dated 2.2.9 1870.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 22nd September 1870.

No. 401. Read the following letter from the Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Simla, 17th August 1870, No. 1,437 R.:—

I AM directed to acknowledge the receipt of your letters noted in the margin, submitting estimates and other papers relative to the proposed branch from Poothanoor on the Madras Railway to the foot of the Neilgherry Hills.

No. 307, dated 25th January 1870.
,, 597, ,, 22nd February ,,
,, 1,338, ,, 24th May ,,

The total length of the line is proposed to be 23 miles 43 chains, and its cost, without stations, Rupees 23,79,042, and I am directed now to convey the orders of the Government of India on the whole project.

2. The Governor-General in Council approves of the manner in which it is proposed to leave the Madras Railway at Poothanoor and to proceed, *viâ* Coimbatore, to Tudialoor, Karamady, and Mettapolliem; but having in view the costly nature of the works in the Bhowany Valley and the light traffic which may be expected, His Excellency in Council does not consider that, for the present at least, the Bhowany River should be crossed. The foot of the hills is reached at Mettapolliem, and the branch should not be extended beyond that place. The cost of this unremunerative branch will then be materially reduced without any real diminution of its usefulness.

3. The amount of water-way proposed has attracted attention, and the Governor-General in Council would wish it to be carefully reconsidered. A total of 2,303 lineal feet for 37 irrigation pipes and 83 culverts and bridges (including the Bhowany which, under the decision above communicated, will not, however, be bridged,) is provided. There is probably a large rain-fall along the crest of the hills, causing sudden and heavy freshes in the hill streams, but there is an absence of detailed information on this head, and it is in this respect that the project is deficient. Of the total water-way proposed 1,166 feet are indicated for bridges in eight places over "Vonkah," a term which is not understood. These bridges do not appear to be required for the natural drainage of the country, and I am to request that explanation of their necessity may be given. As the proposed Railway is to be carried nearly parallel to the high road, the water-way given on that road, if properly bridged, should afford a guide to the bridging on the Railway.

4. With regard to the works generally, I am to state that, in the opinion of the Government of India, the formation is wider than is necessary. As it is intended that bowl-sleepers shall be used, a formation width of sixteen feet for the embankment would be ample, and twenty per cent. may well be saved in the estimated quantity of ballast. The stations of Coimbatore, Tudialoor, Karamady, and Mettapolliem, with the junction arrangements at Poothanoor, should be of the simplest character, and strictly limited to the small traffic which may be expected for several years. The rates generally appear to be high, especially that for iron-work—Rupees 330-15-0 per ton—besides the charge for painting, carriage, and lifting is far beyond a fair price, and although the entry of an unreasonable rate

project.

in an estimate ought not to affect the actual cost, it is too frequently found to do so, and the attention of the Government of Madras is, therefore, particularly drawn to this excessive rate.

5. With the above remarks I am to convey the sanction of the Governor-General in Council to the construction generally of the line from Poothanoor to Metapolliem, and I am desired to request that, in order to admit of proper money sanction being accorded, an amended abstract estimate and, if further consideration should indicate the necessity for it, a revised list of water-way may be forwarded with as little delay as may be practicable.

6. In the meantime to admit of progress in the collection and preparation of materials and in throwing up the earth-work, I am to communicate sanction to a sum of Rupees 2,00,000.

Two lakhs of Rupees.

7. This sanction has been registered as No. 11 M. R. of 1870-71.

No. 402. ORDER THEREON, 22nd September 1870, No. 2,294.

RAILWAY, No. 41.

25th January 1870, No. 306.
22nd February ,, ,, 596.
24th May ,, ,, 1,337.

COMMUNICATED to the Acting Consulting Engineer for Railways with reference to the orders marginally noted.

2. It will be observed that the Government of India do not consider it desirable at present to extend the Neilgherry branch beyond Mettapoliem, and, looking to the cost of the works in the Bhowany Valley, as well as to the probably unremunerative character of the traffic which may be expected on the line, they decline to sanction the crossing of the Bhowany River.

3. The Government of India take exception to the large extent of water-way allowed for both drainage and irrigation purposes, and are of opinion that the rates on which the estimates are based are high. It will therefore be necessary, in revising the estimates as required by the Government of India, to show clearly the data on which such water-way as may be provided is calculated, and to furnish all such other explanation as may be needed.

4. As the stoppage of the Railway short of the Bhowany will perhaps make it advisable to place the terminus of the line nearer Mettapolliem, where that river is bridged, than at the point intended to be crossed under the supposition that the Railway would be carried to Kullar, the Consulting Engineer will, in communication with the Railway officers state whether there are any objections to modifying the direction of the latter part of the line to suit the change of circumstances.

2. As a provisional sanction of Rupees 2,00,000 has been accorded immediate measures should be taken for the collection of materials and the throwing up of earthwork.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

No. 1437 R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY.

All communications should be addressed to the Secretary.

To The Secretary to the Govt. of Madras
Public Works Department (Railway)

Simla, 17th August 1870

Sir,

I am directed to acknowledge the receipt of your letters noted in the margin submitting Estimates and other papers relative to the proposed branch from Poothamoor on the Madras Railway to the foot of the Neilgherry hills.—

No. 307 of 25th Jany. 1870
" 597 of 22nd Feby. —"—
" 1388 of 24th May —"—

The total length of the line is proposed to be 28 miles 43 chains and its cost without stations, Rupees 23,79,042, and I am directed now to convey the orders of the Govt. of India on the whole project.—

2

2. The Governor General in Council approves of the manner in which it is proposed to leave the Madras Railway at Poothamoor and to proceed via Coimbatore to Pudialoor, Karamady and Metapollium; but having in view the costly nature of the works in the Bhowany valley and the light traffic which may be expected, His Excellency in Council does not consider, that, for the present at least, the Bhowany River should be crossed. The foot of the hills is reached at Metapollium and the branch should not be extended beyond that place. The cost of this unremunerative branch will then be materially reduced without any real diminution of its usefulness.

not at all necessary unless Bhowany must be crossed at Mettapollium

3. The amount of waterway proposed has attracted attention and the Governor General in Council would wish it to be carefully reconsidered. A total of 2303 lineal feet for 37 irrigation pipes and 83 culverts and bridges (including the Bhowany which, under the decision above communicated, will not, however, be bridged), is provided. There is probably a large rain fall along the crest of the hills, causing sudden and heavy freshes in the hill streams, but there is an absence of detailed information on this head and it is in this respect that the project is deficient. Of the total waterway proposed 1166 feet are indicated for bridges in eight places over "Vonkals" a term which is not understood. These bridges do not appear to be required for the natural drainage of the country and I am to request that explanation of their necessity may be given. As the proposed Railway is to be carried nearly parallel to the high road, the waterway given on that road, if

properly bridged, should afford a guide to the bridging on the Railway.—

4. With regard to the Works generally I am to state that in the opinion of the Government of India the formation is wider than is necessary. As it is intended that bowl sleepers shall be used, a formation width of sixteen feet for the embankment would be ample and twenty per cent may well be saved in the estimated quantity of ballast. The stations of Coimbatore, Tadiadoor, Karamady and Metapollium, with the junction arrangements at Poothanoor, should be of the simplest character and strictly limited to the small traffic which may be expected for several years. The rates generally appear to be high, especially that for ironwork — Rs. 330-15-0. per ton — besides the charge for painting, carriage and lifting is far beyond a fair

price, and although the entry of an unreasonable rate in an estimate ought not to affect the actual cost, it is too frequently found to do so and the attention of the Govt. of Madras is, therefore, particularly drawn to this excessive rate.—

5. With the above remarks I am to convey the sanction of the Governor General in Council to the construction generally of the line from Poothanoor to Metapollium, and I am desired to request that, in order to admit of proper money sanction being accorded, an amended abstract estimate and, if further consideration should indicate the necessity for it, a revised list of waterway may be forwarded with as little delay as may be practicable.

6 In the meantime to admit of progress in the collection and preparation of materials and in throwing up the earthwork, I am to

to communicate sanction to a sum of

Rupees 2,00,000.—

Two lacs Rupees

This sanction has been registered as No. 11 M. R. of 1870/71.—

I have the honor to be,
Sir
Your most obedt. servt.

E. Williams. Major R.E.
Deputy Secretary

P.W. Dept

No 2294

Proceedings of the Madras Government

Under date the 22nd August 1870.

Read the following

From the Deputy Secretary
to the Govt of India

P.W.D. (W.C. No 1437) 17 Augt 1870

Communicated
to the Acting Consulting
Engineer for Railways
with reference to the
orders marginally noted.

It will be observed
that the Govt of India
do not consider it desi-
rable at present to
extend the Neilgherry
branch beyond Metta-
pollium, and, looking
to the cost of the works
in the Bhoduny valley,
as well as to the probably
unremunerative

25th January 1870 No 206
22nd February " - 596
24th May " - 1337

No
Ag
I.W.D

P.W. 1870 Octr
Ext of Govt Letter
No 3368 -

From
The Govt of India
Dated 17th Augt
Recd 29 - - - } 1870
No 1437 R.

Passing orders on the
papers and estimates
for the Neilgherry Branch
of the Madras Railway.

No 2294 - 22nd Sept 70

No 401
date to Collr 2nd Sept 70 No. 165

unremunerative character of the traffic which may be expected on the line they decline to sanction the crossing of the Bowhanny river.

The Govt. of India take exception to the large extent of waterway allowed for both drainage and irrigation purposes and are of opinion that the rates on which the estimates are based are high. It will therefore be necessary, in revising the estimates as required by the Govt. of India, to show clearly the data on which such waterway as may be provided is calculated.

and

and to furnish all such other explanation as may be needed.

As the stoppage of the Railway short of the Bowhanny will perhaps make it advisable to place the terminus of the line nearer Mettapollium, where that river is bridged, than at the point intended to be crossed under the supposition that the Railway would be carried to Kullar, the Coug. Engineer will, in communication with the Railway officers state whether there are any objections to modifying the

the direction of the latter part of the line to suit the change of circumstances.

A provisional sanction of Rs 2,00,000 has been accorded immediate measures should be taken for the collection of materials and the throwing up of earth work.

Further Proceedings of 15-2-71
-1314 of 13-5-71
1860 — 15-7-71

No 32

for the Chief Engineer
for Railways
Dept 28/6/71

Noted in Order Book 2nd Letter 70 R-165

the direction of the latter part of the line to suit the change of circumstances.

2nd. A provisional sanction of Rs 2,00,000 has been accorded inasmuch as immediate measures should be taken for the collection of materials and the throwing up of earth-work.

Cfs 3388

Govt. of 1870 Madras.

PUBLIC WORKS.

To The Secretary Govt of India for Railways

Sept 2294.

Nos. 401-402

Nilgherry Branch (Railway)

Letter from the Govt of India copying orders on papers & estimates for the Nilgherry Branch of the Madras Railway, and to the Comptroller for Railways with instructions.

Recd 28/9/70.

Mem to Body 2d Sept 70 R-165