M.R.O.—77,008-8-47.

(1) Number of pages.....

(2) Date of repair.....

(3) Initials of the Referencer.....

MADRAS RECORD OFFICE.

Government of Madras.

PUBLIC DEPARTMENT.

G.O. No. 1860-61 Press Mis.

240-40-42

Dated 1-7- 18 92.

Not to be folded or roughly handled

No. 240. Read the following letter from the Deputy Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 23rd June 1871, No. 285 :—

WITH reference to paragraph 4 of G. O., No. 2,294, dated 22nd September 1870, I have the honour to submit, for the consideration and orders of Government, a plan and estimate of an alternative line proposed by the Acting Agent and Manager of the Madras Railway, in order to arrive at a more convenient site for the terminal station of Mettapollium on the Neilgherry branch. The route as now selected has the advantage of being shorter than the one originally proposed by 14 chains; it brings the Terminal Station nearer to the town of Mettapollium, to the hotel, and to the high-road, while its cost is about Rupees 28,256 less. Should Government, however, at any future time determine to extend the branch to the foot of the Hills, a gradient of 1 in 55 would be necessary in descending to the Bhowany bridge, as against 1 in 89 on the line originally proposed. As this is a contingency against which it seems hardly necessary to provide, I beg to recommend the alternative line for the favourable consideration and sanction of Government.

No. 241. ORDER THEREON, 15th July 1871, No. 1,860.

RAILWAY, No. 27.

THE Government of India having, on economical grounds, declined to sanction the Neilgherry branch line being carried across the Bhowany river at Mettapollium, as originally intended, the Consulting Engineer was requested to report whether, under those circumstances, there were any objections to modify the direction of the latter part of the line so as to place the terminal station in a spot more conveniently situated with respect to the bridge across the stream.

G. O. No. 2,294, dated 22nd September 1870.

2. With the letter above recorded the Deputy Consulting Engineer submits a plan and estimate of an alternative line proposed by the Acting Agent and Manager, which is considered to effect the object in view, and the adoption of which will result in a saving of 14 chains in the length and Rupees 28,256 in the probable cost of the Railway, besides bringing the station at Mettapollium in closer proximity to the town and business centres. A falling gradient, however, of 1 in 55 to the river bank, against 1 in 89, would have to be encountered if, at any future time, it be decided to extend the Railway.

3. As the prospect of any extension beyond Mettapollium is very remote, the Government are of opinion that the advantages of a more convenient terminus for

present use should not be sacrificed, and His Excellency the Governor in Council accordingly approves of the alterations now recommended.

(True Extract.)

(Signed) J. CARPENDALE, Colonel, R.E.,
Secretary to Government.

No. 242. DOCKET No. 1,861, dated 15th July 1871.

COPY of the above forwarded for the information of the Government of India.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Fxd. E. C. Shunker.

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 2565

From Captain C J Smith RE
Consulting Engineer for Railways,

To Colonel J. Carpendale RE
Secretary to Government,
Public Works Department,
Fort Saint George.

Sir,

With reference to paragraph 11 of G.O. No. 2294 dated 22nd September 1870, I have the honor to submit for consideration and orders of Government, a plan and estimate of an alternative line proposed by the Acting Agent and Manager of the Madras Railway, in order to avoid as much convenient site for the Terminal station at Nellapolum

Modellapoleum on the Weilburg Branch. If the Joule as now elected has the advantage of being shorter than the one originally proposed by Mr Evans; it brings the terminal station nearer to the town of Modellapoleum, to the Hotel, and to the High Road, which is at present at about 1/2 28,25 below.

Should Government however at any future time determine to extend the branch to the foot of the Hills, a gradient of 1 in 53 would be necessary in descending to the Blowing bridge, as against 1 in 89

on the line originally proposed. As this is a contingency against which it seems hardly necessary to provide. I beg to recommend the alternative line for the favourable consideration and sanction of Government.

Madras 23rd June 1851

I have the honour to be Sir, Your most obedient Servant C. Smith Capt R.E. Dy: Cons: Engr for Rys

R W Dept

No. 1860.

Proceedings of the Madras Government
Under date the 15th July 1871.
Read the following

From the Consulting Engineer for Railways; F.E. No. 285 d/23d June 1871.

G.O. No 2294 d/22d Sept/70.

The Government of India having, on economical grounds, declined to sanction the Neilgherry branch line being carried across the Bowhany river at Mettapolliem, as originally intended, the Consulting Engineer was requested to report whether, under those circumstances there were any objections to modify the direction of

From The Consulting Engineer for Railways

To The Secretary to Government P. W. Department, Fort St. George

Dated 23d June 1871

Received 26 No. 285

of the latter part of the line so as to place the terminal station in a spot more conveniently situated with respect to the bridge across the stream.

With the letter above recorded the Dy: Consulg: Engineer submits a plan and estimate of an alternative line proposed by the Ag: Agent and Manager, which is considered to effect the object in view, and the adoption of which will result in a saving of 14 chains in the length and £28256 in the probable cost of the Railway, besides bringing the station at Bettafolleen in closer proximity to the town and business centres. A falling gradient, however, of 1 in 55 to the river bank, against 1 in 89 would have to be encountered if, at any future time, it be decided to extend the Railway

As the prospect of any extension beyond Bettafolleen is very remote, the Government are of opinion that the advantages of a more convenient terminus for present use should not be sacrificed, and His Excellency the Governor in Council accordingly approves of the alterations now recommended.

-ded.

N.G. No: 18619/.

Copy of the above forwarded for the information of the Govt of India.

H.W.

No. 25 / 11
To
The Asst: Consulting Engr
for Railways - Delhi
Mem: Estimates
Dated 17/7/71.

21
2

Dated 17/7/71.

11 Rs

No C/c 2946

Govt. of Madras. 1871

PUBLIC WORKS.

To The Secy Consulting Engr for R. Affairs and To the Secretary to the Govt of India

Dated

Rec'd.

G. O. 15th July 1871, No. 1860-1861.

Nos. 240-241 & 242

Docket

Forwarding copy of the letter from the Engineer for Rys & Irrigation plans and Est. for an alternative line for the Neilgherry Branch of the Madras Ry being carried across the Bowhany at Mettapollium.

Neilgherry Branch. Passing orders on the letter from the Engineer for Rys & Irrigation plan & Estimate for ~~of~~ an alternative line for the Neilgherry Branch of the Madras Ry being carried across the Bowhany River at Mettapollium