M.R.O. 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2516 Press Mis.-
38-39
Dated 4-10- 1871.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 4th October 1871.

No. 38. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 19th September 1871, No. 400 :—

From the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 8th September 1871, No. 531.

With reference to Government Order No. 2,294 of the 22nd September 1870, I have the honour to forward herewith an extract, paragraph 27, from a letter* received from my Chairman by the last mail, by which I am informed that the Board of Directors do not agree as to the expediency of altering the Neilgherry branch line in the manner proposed in my letter No. 333 of the 3rd June, and approved by G. O., No. 1,860, dated the 15th July last, as they consider it of great importance that the line should be carried to the foot of the Coonoor Ghaut.

* No. 477, 4th August 1871.

2. I have the honour to request that you will be so good as to communicate to His Excellency the Governor in Council the opinion which has been thus expressed, in view to a reconsideration of the decision previously arrived at that the line ought, for the present at least, to terminate at Mettapollium.

3. The alternative line was, as you are aware, proposed solely in consequence of the Government of India having declined to sanction the crossing of the Bhowany river, so rendering an alteration in the site of the Metapollium station desirable; and you will remember that, in submitting the estimate for sanction, I distinctly stated that it was "only on the understanding that no extension beyond "Metapollium is to be undertaken that I recommend the change."

4. On receiving the instructions of the Board hereon, I requested the Acting Chief Engineer to suspend operations on the alternative line until he hears further from me, and it is therefore of the utmost importance that I should be favoured with a communication from the Government on this subject as early as possible.

Extract from a letter from the Chairman, Madras Railway Company, dated London, the 4th August 1871, *No.* 477.

Paragraph 27.—The Board cannot agree as to the expediency of the proposed alteration of the Neilgherry branch line, referred to in paragraph 11 of 952, as they consider it of great importance that it should, if possible, be carried to the foot of the Coonoor Ghaut. They wish you, therefore, to bring their opinion on this point to the notice of the Government, with the view to their giving it their consideration.

Submitted to the Government.

On the expression of opinion by the Government of India that, in view of the light traffic to be expected, and the costly nature of the works in the Bhowany Valley, the Neilgherry branch line should, for the present at least, stop short of the Bhowany river, the Government enquired whether the direction of the latter part of the line might not with advantage be modified, so as to place the terminus nearer the village of Mettapollium. The Agent and Manager accordingly furnished a survey of an alternative line, the adoption of which he recommended provided that no extension of the line would be undertaken.

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

The Government in their Order of the 15th July 1871, No. 1,860, approved of the alteration, as the prospect of any extension is very remote, and in consideration of the advantages of a more convenient terminus for present use.

2. The question remains still undetermined whether the line shall hereafter run on to the foot of the Coonoor Ghaut, about three miles (by railway) beyond the Bhowany river. Should this extension be eventually sanctioned, it will doubtless prove of great convenience for the traffic of the hills; but, in the meantime, if the terminus be placed at the site near the village of Mettapollium, there will be a saving of Rupees 5,03,082 as compared with the cost of the full length of line first estimated.

	Estimated cost. RS.
The distance from Coimbatore to Kullar is 28 miles 43 chains	23,79,042
Do. from do. to Mettapollium, 1st route, 25 miles 28 chains	19,04,216
Do. from do. to do., 2nd route, as sanctioned, 25 miles 14 chains	18,75,960

3. If there were any prospect of the whole length of the line being completed within a short time, the temporary terminus would probably, on account of engineering facilities, be built on the first route on the lower level in the valley instead of up on the ridge of high ground. But, in the event of the line not working profitably, or of some years elapsing before the trade developed sufficiently to induce the Government to carry on the line to the foot of the ghaut, the village site at Mettapollium would be for the time more convenient; and while the Board of Directors say that the extension should, if possible, be carried out, expressing doubts as to the expediency of altering the first line, they bring forward no reasons in support of the proposition that the line should be carried on beyond Mettapollium.

4. Even supposing it to be assumed that the extension to Kullar will at some future day be sanctioned, I am of opinion that the objection to the alteration of the line first adopted cannot be maintained by the Railway Company, until it is shown by them that it is not possible to keep the Mettapollium station on the site approved by the Government. If the station be built there near the village and the road, and hereafter the extension were sanctioned on the trace which the Board of Directors prefer, there would then be a sacrifice of the cost of the station buildings and of the earth and masonry work on 2 miles 14 chains. But judging by the levels on the sections of the two alternative routes, it appears to me to be practicable to retain the preferable station site at Mettapollium; and, if the gradient from thence to the river is too severe to design the through line to Kullar, to diverge at about half a mile only from the station, so that, in the event of the line being afterwards carried over the Bhowany the station might be still available. A station at Mettapollium would, I think, be required even if that were not the terminal point of the line, for Kullar has the reputation of being so feverish that Engine Drivers, Guards, and other officials, as well as passengers, would be unable to rest there, and accommodation would necessarily have to be provided at Mettapollium.

(Signed) H. L. PRENDERGAST, Major, R.E.,
Acting Consulting Engineer for Railways.

3-1

Proceedings of the Madras Government, Public Works Department, 4th October 1871.

No. 39. ORDER THEREON, 4th October 1871, No. 2,516.

RAILWAY, No. 5.

As it is very improbable that the Railway will be carried beyond the Bhowany river within any reasonable period, the Government see no reason to depart from the principle approved of by the Government of India in their letter printed with G. O., 22nd September 1870, No. 2,294, and they decline to alter the arrangement to which sanction was accorded in G. O., 15th July 1871, No. 1,860, and which received the confirmation of the Right Honourable the Governor-General in Council in letter recorded in G. O., No. 2,168, dated 23rd August 1871.

(True Extract.)

(Signed) R. F. OAKES, Captain, R.E.,
Offg. Joint Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. S. T. Augustin.

No. 531.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 8th September 1871

From

Beresford Anderson Esqre.

Agent and Manager. M. R. Co.

Major H. L. Prendergast, R.E.

Ag Consulting Engineer for Railways.

SIR,

With reference to Government Order No 2294 of the 22nd September 1870, I have the honor to forward herewith an extract - Paragraph 27 - from a letter No. 477 - 4th August 1871 - received from my Chairman by the last Mail, by which I am informed that the Board of Directors do not agree as to the expediency of altering the Kilpherry Branch line in the manner proposed in my letter No 333 of the 3rd June and approved by G. O. No 1860 dated the 15th July last, as they consider it of great importance that the line should be carried to the foot of the Coonoor Ghaut.

2. I have the honor to request that you will be so good as to communicate to His Excellency the Governor in Council the opinion which has been thus expressed, in view to a reconsideration of the decision previously arrived at that the line ought for the present at least to terminate

at Mettapollium.

3. The alternative line was as you are aware proposed solely in consequence of the Government of India having declined to sanction the crossing of the Bhowany River, so rendering an alteration in the site of the Mettapollium station desirable, and you will remember that in submitting the Estimate for sanction, I distinctly stated that it was "only on the understanding" "that no extension beyond Mettapollium" "is to be undertaken that I recommend" "the change".

4. On receiving the instructions of the Board hereon, I requested the Acting Chief Engineer to suspend operations on the alternative line until he hears further from me, and it is therefore of the utmost importance that I should be favored with a communication from the Government on this subject as early as possible.

I have the honor to be
Sir
Your most obedient Servant
Winsfield Auchester.
Acting Agent & Manager

Extract from a letter from the Chairman
M. R. Co. dated London the 4th August 1871 P. 477.

Para 27. The Board cannot agree as to the expediency of the proposed alteration of the Kellgherry Branch Line, referred to in para 11 of 952, as they consider it of great importance that if should, if possible, be carried to the foot of the Coonoor Ghaut. They wish you, therefore, to bring their opinion on this point to the notice of the Government, with the view to their giving it their consideration.

True Extract
Illegible Auditor -
Acting Agent and Manager.

S. F. 2-1 575

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated P. Office Chambers 4th September 1871.
Rec'd 4th "

No. 581.

Enclosing an extract from paragraph 27 of the Chairman's letter in which the opinion of the Board is given of the Railway with regard to the construction of the Kellgherry Branch line.

Submitted to the Government.

On the expression of opinion by the Government of India, that in view of the light traffic to be expected, and the costly nature of the works in the Bhowany valley, the Neilgherry branch line should, for the present at least, stop short of the Bhowany River; the Government enquired whether the direction of the latter part of the Line might not

G.O. No. 2294 dated 22nd Sept 1870

not with advantage be modified so as to place the terminus nearer the village of Mettapollium - The Agent and Manager accordingly furnished a survey of an alternative line, the adoption of which, he recommended provided that no extension of the line would be undertaken -

The Government in their Order of the 15th July 1871, № 1860, approved of the alteration, as the prospect of any extension is very remote, and in consideration of the advantages of a more convenient terminus for present use.

2.

The question remains

still undetermined, whether the Line shall hereafter now or to the foot of the Coonoor ghaut about three miles (by railway) beyond the Bhowany river - Should this extension be eventually sanctioned: it will doubtless prove of great convenience for the traffic of the hills: but in the mean time if the terminus be placed at the latter near the village of Mettapollium, there will be a saving of Rupees 5,03,082 as compared with the cost of the full length of line first estimated

	miles	chs	Estimated cost
distance from Coimbatore to Kullar is	28	43	~~to~~ 23,79,042
to from do to Mettapallium 1st route	25	28	19,04,216
from do to do 2d route as sanctioned	25	14	18,75,960

it is shewn by them, that it is not possible to keep the Mettapollium station on the site approved by the Government - If the station be built there, near the village and the road; and hereafter the extension were sanctioned, on the trace which the Board of Directors prefer: these would then be a sacrifice of the cost of the station buildings, and of the earth and masonry work on 2 miles 14 chains - But judging by the levels on the sections of the two alternative routes; it appears to me to be practicable to retain the preferable station site at Mettapollium; and, if the gradient from thence to the river is too severe to design the through line to Kullar, to diverge at about half a mile only from the station, so that in the event of the line being afterwards carried over the Bhowany, the station might be still available - A station at Mettapollium would I think be required, even if that were not the terminal point of the line: for Kullar has the reputation of being so feverish, that Engine Drivers, Guards and other officials, as well as passengers, would be unable to rest there; and accommodation

I do not quite understand this. A.S.

accommodation would necessarily
have to be provided at
Mettapollium.

Madras
19th Sept
1871

H. W. Pendergast Major R.E.
Ag Cons Engr for Railways

To

The Secretary to Government
Public Works Department
Fort St George

1871

Rec'd 22nd Sept/70 P.P. 401-402
" 15 July/71 — 240-241

Public Works 1871. Department
Pro for October
8a-1-1-59

From

The Consulting Engineer
for Railways,

To

The Secretary to Govt
P.W.D.

Dated 14th September 1871.
Received 20th
Enclos: 2 - No. 400 -

Submitting a letter rec'd from the Agent & Manager of the G.I.P. Co'y on the subject of the construction of the Wellesley Branch line.

No. 38

Ex Col. 21st Sept/71

No. 2516

Proceedings of the Madras Government under date the 4th October 1871.

Read the following

21-1

From the Cons'g Engineer for Railways. (Here enter No. 400 of 19th Sept 1871)

As it is very improbable that the Railway will be carried beyond the Bhowany river within any reasonable period, the Government see no reason to depart from the principle approved of by the Government of India in their letter printed with G.O. 22nd Sept. 1870, No. 2291, and may decline to alter the arrangement to which sanction was accorded in G.O. 15 July/71. No. 1866.

Letter from Consulting Engineer for Railways
dated 19th September 1871. Rs 400.

Circulated for orders.

The Consulting Engineer submits a letter from the Agent which gives Cover to an extract from a letter from the Board of Directors, in which a reconsideration of the question of terminating the Neilgherry Branch at Metapolliem instead of at Kullar at the foot of the hills, is requested. The Government of India decided on stopping short of the Bhowany river on the ground of the costly nature

I do not think that we ought to recognize the principle of carrying on the line to Kullar. It is very important that the line will not be carried any further for many years to come if ever.

I would advise that the line ending at Metapolliem last sanctioned.

28th Sept 71. [illegible]

[illegible]

and which received the Confirmation of the Right Honorable the Governor General in Council in letter recorded in G. O. No 2168 of 23d Aug 71.

[illegible]

To Con. Engr for Railways

Ex-s-desp 4/10/71
P-C 14/10/71

of the works in the Bhowany valley and the light traffic which may be expected. The Board of Directors, while remarking that they consider it of importance that the line should be carried to Kullar, do not meet the objections urged by the Government of India.

§ 25 ½

C. No. 4459.

Govt. of {1871} Madras.

PUBLIC WORKS.

To

The Acting Consulting Engineer
for Railways

Dated

Rec'd. No. 2

G. O. 4th April 71, No 2516.

Nos. 38 & 39

Nellore branch—

Do. lining & allied arrangements already sanctioned for the Salem & Erode in the construction of the Nellore branch line—