

- (1) Number of pages \_\_\_\_\_
- (2) Date of repair \_\_\_\_\_
- (3) Initials of the Referee \_\_\_\_\_

# MADRAS RECORD OFFICE.

## Government of Madras.

Public Works DEPARTMENT.

|         |         |       |
|---------|---------|-------|
| G.O. No | 1171-73 | Press |
|         |         | Mis.  |
| Dated   | 15-5-18 |       |

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,  
7th May 1872.*

No. 140. Read the following letter from the Consulting Engineer for Railways, to the Officiating Secretary to Government, Public Works Department, dated Madras, 20th April 1872, No. 191 :—

With reference to G. O. of the 1st December 1871, No. 3,044, I have the honour to forward an outline map showing Pothanoor station, the town of Coimbatore and the proposed station, the Noyel bridge, and the neighbouring main roads.

2. As regards the necessity for goods accommodation at the new station, the Agent has sent the following explanation, with which I beg to signify my entire agreement :—

“It was never for a moment supposed by the Railway Authorities that the Neilgherry Branch line of itself would contribute much towards the revenues of the Company. One of the most important collateral advantages calculated upon is the securing of the local traffic between the important towns of Coimbatore and Palghaut.

“The town of Palghaut is situated upwards of two miles from the Railway Station of that name, and the town of Coimbatore upwards of three miles from the Pothanoor Station. At present the entire large goods traffic between these stations goes by bullock carts over the public road. The provision of suitable accommodation at the Coimbatore Station will, I have no doubt, be the means of diverting this traffic to the Railway, hence one important argument in favour of the scheme submitted for approval.

“When the line is completed to Coimbatore, Pothanoor will cease to be of any importance either as a goods or passenger station. The whole of the former traffic, and I should think at least 99 per cent. of the latter, will be diverted to Coimbatore.”

3. The position of the goods shed has been altered to the west side of the line, which is also nearest to the native town.

4. With regard to the station-house, it is explained that the “Station Master’s room” in the main building is intended to be used as an office, and that a detached residence is necessary. The latrine cannot be built apart from the booking office without adding slightly to the cost; but, if it is still thought advisable, a small detached one can be built.

5. The Agent has submitted an estimate, amounting to Rupees 179,\* with section, for raising the gradient into the station ground at Coimbatore. This change was considered necessary by Major Prendergast when he last inspected† the line.

\* Herewith enclosed.

† *Vide* report printed with G. O. No. 464 of 19th February 1872.

6. With reference to the remarks made by the Government of India on the site selected at Pothanoor for watering arrangements, the Agent quotes the Chief Engineer’s reasons for adhering to the originally proposed site as follows :—

“I.—The water in well at the south side of the station is limited in quantity and of very doubtful quality.

“II.—There is a very good well at the north side of the station, close to the east end of the platform, the water of which has proved on analysis to be well suited for locomotive boilers.

*Proceedings of the Madras Government, Public Works Department,  
7th May 1872.*

"III.—There is a small tank-house already in existence close to the well.  
"IV.—The watering arrangements are intended principally for the use of the engines working the Neilgherry Branch Line. If placed near the engine shed or fuel platform, engines would have to cross all the lines of rails in the yard to enable them to take water."

No. 141.

ORDER THEREON, 7th May 1872, No. 1,171.

RAILWAY, No. 16.

ORDERED that these papers be forwarded to the Government of India.

(Here enter No. 1,172, dated 7th May 1872.)

(True Extract.)

PUBLIC WORKS DEPARTMENT,  
FORT ST. GEORGE, 7th May 1872.

No. 142.

No. 1,172.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 17.

SIR,—With reference to your letter No. 2,294-R., dated 11th November 1871, communicating the orders of the Govern-

ment of India on the plans and estimates for the construction, in connection with the Neilgherry Branch of the Madras Railway, of additions to the Pothanoor Junction Station, and of a new station at Coimbatore, I am directed to forward the accompanying letter from the Consulting Engineer affording the needful explanations on the several points noticed, with an outline map showing the Pothanoor Station, the Coimbatore Station and Town, the Noyel Bridge, and the neighbouring main lines of communication.

2. In regard to the observations of the Government of India on the extent of goods accommodation allowed at the Coimbatore Station, I am to invite attention to the explanations now furnished by the Agent which, in the opinion of the Governor in Council, satisfactorily establish the necessity for making suitable provision for the large amount of traffic at present diverted into other channels, which the position of the new station is designed to command.

3. It will be observed that the site of the goods shed has been changed to a more eligible situation on the west side of the line, and that, in paragraphs 4 and 6 of the Consulting Engineer's letter, material reasons are adduced for adhering to the original proposals in regard to Station Master's bungalow and the latrine at Coimbatore, and the position of the watering arrangements at Pothanoor.

4. A personal inspection of the line by the late Acting Consulting Engineer having shown the advisability of raising the gradient into the station ground at Coimbatore, the Agent now submits the accompanying estimate of the cost of the alteration amounting to Rupees 179.

5. With these explanations I am to request that sanction may be accorded to the total estimate for the buildings and works required at the Coimbatore Station which, with the supplemental estimate of Rupees 179 now forwarded, will stand at Rupees 1,10,459.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,

Officiating Secretary to Government.

Exd. E. C. Shunker.

Public Works Dept.

Cons: Engineer's Office

No 191

From

Lieut. Colonel J. M. de Shaw Stewart R.E.

Cons: Engineer for Railways

To

Colonel G. W. Walker R.E.

Secy to Government

Public Works Dept.

Fort Saint George

Sir,

With reference to G. O. of the 1<sup>st</sup> December 1878, to 3044, I have the honour to forward an outline map showing Pothanoor Station, the town of Coimbatore and the proposed station, the Vogel bridge, and the neighbouring main roads.

2.

As regards the necessity for goods accommodation at the new station, the Agent has sent

the following explanation, with  
which I beg to signify my entire  
agreement:-

"It was never for a moment  
" supposed by the Railway authorities  
" that the Kelgherry Branch line of  
" itself would contribute much  
" towards the revenues of the Company.

" One of the most important  
" collateral advantages calculated  
" upon is the securing of the local  
" traffic between the important  
" towns of Coimbatore and Palghat.

"The town of Palghat is  
" situated upwards of two miles from  
" the Railway station of that name  
" and the town of Coimbatore upwards

" of three miles from the Pothanoor  
" Station. At present the entire  
" large Goods traffic between these  
" stations goes by bullock carts over  
" the public road. The provision of  
" suitable accommodation at the  
" Coimbatore Station will I have  
" no doubt be the means of diverting  
" this traffic to the Railway, hence  
" one important argument in  
" favour of the scheme submitted  
" for approval.

"When the line is completed  
" to Coimbatore, Pothanoor will cease  
" to be of any importance either as a  
" Goods or Passenger station. The

"whole of the former traffic and I  
"should think at least 99 per cent  
"of the latter will be diverted to  
"Coimbatore."

3. The position of the  
goods shed has been altered to the  
west side of the line, which is  
also nearest to the native town.

4. With regard to the  
station house, it is explained  
that the "Station Master's Room"  
in the main building is intended  
to be used as an office, and that  
a detached residence is necessary.  
The station cannot be built apart  
from the booking office without

adding slightly to the cost; but  
if it is still thought advisable,  
a small detached one can be  
built.

5. The Agent has  
submitted an estimate, amounting  
to Rupees 179, with section, for  
raising the gradient into the  
station ground at Coimbatore.  
This change was considered necessary  
by Major Prendergast when he last  
inspected the line.

6. With reference to the  
remarks made by the Government  
of India on the site selected at  
Pothanoor for watering arrangements,  
the Agent quotes the Chief Engineer's

\* See with  
and ed.

\* Vide report  
printed with  
G.O. 10464 of  
19<sup>th</sup> February  
1892.



| Description                                                                                                                                                                  | Quantity | Rate  | To be expended |       | To be drawn |       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-------|----------------|-------|-------------|-------|
|                                                                                                                                                                              |          |       | Departmentally | Total | from Store  | Total |
| Works as formally proposed<br>A Single 6 feet Rail Guide<br>in 10 feet bank at 2 Miles 3 Ch.<br>as per Plan No. 80. vide details<br>sanctioned 6 <sup>th</sup> February 1892 |          |       | 11828.         | 60 4. |             |       |
| Contingencies                                                                                                                                                                |          |       | 1244.          |       |             |       |
|                                                                                                                                                                              |          |       | R. 1306 12.    | 60 4. |             |       |
| Earthwork from 2 mile<br>50 Chs. to 3 mile 10 Chs. Gds. 11968 1/4 p.                                                                                                         |          | 2992. |                |       |             |       |
| Contingencies                                                                                                                                                                |          | 294.  | 5491.          |       |             |       |
|                                                                                                                                                                              |          |       | R. 4597 12.    | 60 4. |             |       |
| Cost of Works as now proposed as<br>per foregoing estimate                                                                                                                   |          |       | 4776 12.       | 60 4. |             |       |
| Amount requiring sanction.                                                                                                                                                   |          |       | R. 179.        |       |             |       |

Rupers one hundred and seventy nine

Chief Engineer's Office  
16<sup>th</sup> February 1892

J. N. Nellis  
for the Agent-Manager

Mustapha Anand  
Chief Engineer  
R. N.

Total Amount of Revised Estimate  
for the Neilgherry Branch Line  
Sanctioned 6<sup>th</sup> February 1892  
Estimate of proposed  
alterations in the Neilgherry  
Branch Line as per  
foregoing estimate

Total cost Rupees.

J. N. Nellis  
for the Agent-Manager

| To be expended | Departmentally | To be drawn | from Store | Total     |
|----------------|----------------|-------------|------------|-----------|
|                |                |             |            |           |
| 10,96,252      | 128            | 759,549     | 34         | 18,55,802 |
| 179            |                |             |            | 179       |
| 10,96,431      | 128            | 759,549     | 34         | 18,55,902 |

Mustapha Anand  
Chief Engineer  
R. N.

Duplicate.

MADRAS RAILWAY.

ENGINEERING DEPARTMENT.

*Proposed*  
*Schedule B.*  
*Budget 18/2/73.*

Estimate.

Required for the Madras Railway in the *Madhavaram Branch Line*

| DESCRIPTION.                                                                                                                  | To be expended<br>Departmentally. | To be drawn from<br>Stores. | Total. |
|-------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-----------------------------|--------|
| IV Gallasing & Permanent Way,<br>2. Permanent Way.<br>Estimate of the cost of altering the<br>Gradient from the foundation to | 179                               |                             | 179    |
| TOTAL...                                                                                                                      |                                   |                             |        |

Submitted for approval, and Sanction to the Government of

*J. N. Sallis*

for the Agent and Manager, Railway.

*Alfred Archer*

Chief Engineer, Railway.

CHIEF ENGINEER'S OFFICE,

*14th February 1873*

Consulting Engineer to Government.

Secretary to Government.

*6834*

*P. M. 2034/72*  
*Sanjay Chatterjee*

P. W. Dept.  
No. 1171.

Proceedings of the Madras Government.

Under date the April 1872.

Read the following

From the Genl. Engr. for Madras / H. C. No. 191 of 20 April 1872

Ordered that these papers be forwarded to the Govt. of India.

M. B. Nayyar.

To.

The Secretary to the Govt. of India.

Sir

With reference to your letter No. 2294 R dated 11th November 1871 communicating the orders of the Govt. of India on the plans and estimates for the construction, in connection with the Nilgerry Branch of the Madras Railway.

To.  
The Comd. Engr.  
for Railways  
Dated 9/5/72

P. W. 2034/72.  
Sur. V. S. 1/12  
R. B. 110

Railway, of additions to  
the Pothanoor Junction  
Station, and of a new  
station at Coimbatore.  
I am directed to forward  
the accompanying letter  
from the Consulting Engr.  
affording the needful  
explanations on the several  
points noticed, with an  
outline map showing the  
Pothanoor Station, the  
Coimbatore Station and  
Town, the Royal bridge  
and the neighbouring  
main lines of commu-  
nication.

In regard to the  
observations of the Govt.  
of India on the extent  
of goods accommodation  
allowed at the Coimbatore  
Station I am to invite  
attention to the explana-  
tions

tions now furnished by  
the Agent which in the  
opinion of the Governor  
in Council satisfactorily  
reestablish the necessity  
for making suitable  
provision for the large  
amount of traffic, at  
present diverted into  
other channels, and  
which the position of  
the new station is  
designed to command.

It will be observed  
that the site of the  
Goods Shed has been  
changed to a more  
eligible situation on  
the West side of the  
line, and that, in  
Paragraphs 4 & 5 of the  
Consulting Engineer's  
letter, material reasons  
are adduced for  
adhering to the original  
proposals

proposals in regard to  
Station Master's bungalows  
and the latrine at Coim-  
batore, and the position  
of the Watering arrange-  
ments at Pothanoor.

A personal inspec-  
tion of the line by the  
late Acting Consulting  
Engineer having shown  
the advisability of raising  
the gradient into the  
station ground at  
Coimbatore the Agent now  
submits the accompanying  
estimate of the cost of  
the alteration, amounting  
to Rs 179.

With these expla-  
rations I am to request  
that sanction may be  
accorded to the total  
estimate for the build-  
ings and works re-  
quired

quired at the Coimbatore  
Station which, with the  
Supplemental estimate  
of Rs 179 now forwarded,  
will stand at Rs 1,10,459.

G. W.  
24.4.72

Recd 8/5/72 - Coimbatore  
Of Govt 1171 of 1872 + four enclosures.

25  
2

C/2034

Govt. of India

PUBLIC WORKS

The Consulting Eng<sup>r</sup>  
for Railways  
And  
The Secretary to the  
Govt of India

From

To

Date

27<sup>th</sup> May 1872

Nos 140-141 & 142

Keilberry branch. Paking 17.  
ders in letter from the Paking Sub.  
Submitting an outline map showing  
the Pothanore station, &c.

Forwarded, with explana-  
tion, letter from the Paking  
for Paking to submit an outline  
map showing the Pothanore  
station, &c.