

*Proceedings of the Madras Government, Public Works Department,
5th May 1875.*

No. 128. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 15th April 1875, No. 213:—

In compliance with the instructions conveyed in the Order of Government, dated the 6th February 1875, No. 340, I have the honor to submit a plan showing the manner in which it is proposed to provide waiting-rooms at the Coimbatore Station for first and second class passengers, together with an estimate of the cost, amounting to

* No. 347, dated 5th April 1875.
" 390 " 13th " "

Rupees 4,180. Two letters* from the Agent upon the subject are also submitted for the consideration of Government.

2. It will be seen that Mr. Elwin is unable to recommend the proposed expenditure, as he does not consider that the circumstances of the case justify it. In support of his opinion he quotes a letter from the Chief Engineer to which the attention of Government is solicited.

3. The Collector of Coimbatore when addressing Government upon this subject compared the Coimbatore station with others upon the line of Railway at which first and second class waiting-rooms have been provided. Those stations are as follow on the South-West Line:—

Madras.	Salem.
Arconum.	Erode.
Vellore.	Pothanore.
Jollarett.	Mettapoliem.
Bangalore.	Beypore.

Of these Madras, Bangalore, Mettapolliem, and Beypore are terminal stations, while Arconum, Jollarett, Erode, and Pothanore are important junctions. Salem was a terminal station for nearly a year; it is the station used by visitors to the Shevaroy Hills, and it is the regular dining station for the mail trains. Vellore was a terminal station for more than a year, and it is now the station for the two large towns of Vellore and Chittoor, distant respectively from the railway 4 and 18 miles.

4. Coimbatore is a station upon the Neilgherry branch, where the station arrangements, under the strict orders of the Government of India were limited to the absolute requirements of the traffic. It will be seen that the first and second class passenger traffic at Coimbatore is insignificant, the numbers averaging about one and three per train respectively. It should be borne in mind that at Coimbatore—unlike many other towns the Railway station has been built in the centre of the population; also that ample waiting-room accommodation for first and second class passengers has already been provided at Pothanore, 3½ miles to the south, and at Mettapolliem, 22 miles to the north.

5. Under the circumstances, I am obliged to concur with the Railway authorities in considering the proposed expenditure unnecessary, and I trust the Government will be pleased to reconsider the opinion already expressed by them. In the event however of His Excellency in Council being still of opinion that some additional accommodation should be provided, I submit that it will be sufficient to add one room only as a general waiting-room in place of what is shown on the plan.

*Proceedings of the Madras Government, Public Works Department,
5th May 1875.*

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 5th April 1875, No. 347.

With reference to your letter, No. 196, of the 13th of February last, I have the honor to
* No 39.

forward herewith, for submission to Government, a plan* and estimate (Rupees 4,180) for first and second class waiting-room accommodation at the Coimbatore station. This estimate has been prepared in accordance with the opinion expressed by His Excellency the Governor in Council in G. O., No. 340, dated the 6th of February 1875, but I regret to say that I am unable to recommend the expenditure as I do not think that the circumstances of the case justify it.

2. My reasons for so thinking are so well expressed by the Acting Chief Engineer in his letter forwarding the plan and estimate that I quote his words:—

"I may remind you that the wishes of the Government of India regarding stations on the Neilgherry branch are thus expressed in paragraph 4 of letter, No. 1,437, printed with G. O., No. 2,294, dated 22nd September 1870.

"The stations of Coimbatore, Tudialore, Karamady and Mettapolliem, with the junction arrangements at Pothanore, should be of the simplest character and strictly limited to the small traffic which may be expected for several years'. These stations were designed upon as inexpensive a scale as possible, in confirmation of which statement I may mention that the total sanctioned estimate for the station-house at Karamady was only Rupees 91 more than the estimated cost of the increased accommodation now proposed.

"With regard to the second paragraph of letter, No. 109, from the Collector of Coimbatore (printed with Government Order quoted above), I would point out that nearly all the stations at which waiting-rooms are provided on the Madras Railway come under one of the following heads:—

1. Terminal Stations.
2. Junction do.
3. Stations which were terminal stations during the construction of the line.

To this latter class Coimbatore strictly speaking belongs, as it was the terminal station of the Neilgherry branch from February to August 1873, but it will be remembered that at this time the large majority of the first and second class passengers left the Railway at Pothanore instead of using the branch line for 3½ miles. It will also be remembered that the greater number of the first and second class passengers that are now booked for and at Coimbatore live within a mile of the Railway station.

"It is a well known fact that native passengers usually arrive at Railway stations long before the train they intend travelling by is due, and the large number that daily leave Coimbatore rendered a third-class waiting-room desirable.

"In contrast to this the European passengers are few in number, and usually time their arrival so as to have only a few minutes to wait at Railway stations.

"I need hardly point out that the Mettapolliem waiting-rooms are chiefly for the accommodation of persons going to the Neilgherry Hills, many of whom find it convenient to wait at the Railway station for a considerable time before the departure and after the arrival of trains.

"The question of waiting-rooms at Coimbatore has been more than once discussed by the Company's Officers in communication with the Consulting Engineer, and the conclusion arrived at that the limited number of first and second class passengers did not, under the circumstances, justify the extra expenditure."

3. Information as to provision in the Budget, and the date on which the sanction will lapse, is given as usual on the estimate, but I trust that His Excellency in Council will be pleased to reconsider the subject before calling upon the Company to incur the expenditure in question.

*Proceedings of the Madras Government, Public Works Department,
5th May 1875.*

From the same Officer, dated Madras, 13th April 1875, No. 390.

With reference to your letter, No. 410, of the 12th instant, I have the honor to inform you that the number of first and second class passengers in and out of Coimbatore for the half-year ending December 1874 were as follows:—

1st Class	...	...	...	777
2nd „	...	...	...	2,475
or an average per diem of				
1st Class	...	...	...	4.2
2nd „	...	...	...	13.4

No. 129. ORDER THEREON, 5th May 1875, No. 1,282.

RAILWAY, No. 13.

HIS EXCELLENCY the Governor in Council resolves to postpone the further consideration of the question of providing

waiting-room accommodation for first and second class passengers at the Coimbatore station.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. J. W. Lewis.

Spare Copies

No. 347

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 5th April 1875.

From

R. D. Clavin Esq.

Agent and Manager. M. R. Co.

To

Mr. J. H. Bell & Son, Stewart, & Co.

Consulting Engineer for Railways.

Sir,

Sp. 39.

With reference to your letter of 19th of the 13th of February last, I have the honour to forward herewith for submission to Government a plan and Estimate (Rs. 4,180) for first and second class waiting room accommodation at the Coimbatore station. This Estimate has been prepared in accordance with the opinion expressed by His Excellency the Governor in Council in Government Order No. 340 dated the 6th of February 1875, but I regret to say that I am unable to recommend the expenditure as I do not think that the circumstances of the case justify it.

2. The reasons for so thinking are so well expressed by the Acting Chief Engineer in his letter forwarding the plan and Estimate that I quote his words:-

5
I may remind you that the wishes of the Government of India regarding stations on the Kolgherry Branch are thus expressed in paragraph 4 of letter No. 1437 printed with G. O. No. 2294 dated 22 September 1870.

The stations of Coimbatore, Judealme, Karamady and Mettupalayam with the junction arrangements at Pathurme, should be of the simplest character and strictly limited to the small traffic which may be expected for several years. These stations were designed upon as inexpensive a scale as possible in confirmation of which statement I may mention that the total sanctioned estimate for the station house at Karamady was only Rs. 91 more than the estimated cost of the increased accommodation now proposed.

With regard to the second paragraph of letter No. 109 from the Collector of Coimbatore (printed with G. O. quoted above) I would point out that nearly all the stations at which waiting rooms are provided on the Madras Railway come under one of the following heads.

1. Terminal stations.
2. Junction — " —
3. Stations which were Terminal stations during the construction of the line.

To this latter class Coimbatore strictly speaking belongs as it was the Terminal station of the Telgherry Branch from February to August 1873 but it will be remembered that at this time the large majority the 1st and 2^d Class passengers left the Railway at Pothanore instead of using the Branch Line for $3\frac{1}{2}$ miles. It will also be remembered that the greater number of the 1st and 2^d Class passengers that are now booked for and at Coimbatore live within a mile of the Railway station.

It is well known fact that native passengers usually arrive at Railway stations long before the train they intend travelling by is due and the large number that daily leave Coimbatore rendered a 3^d Class waiting room desirable.

In contrast to this the European passengers are few in number and usually time their arrival so as to have only a few minutes to wait at Railway stations.

I need hardly point out that the Metropolitan waiting Rooms are chiefly for the accommodation of persons going to the Telgherry Hills many of whom find it convenient to wait at the Railway station for a considerable

time before the departure and after the
arrival of trains.

The question of waiting Rooms
at Colindale has been more than
once discussed by the Company's Officers
in communication with the Consulting
Engineers and the conclusion arrived
at that the limited number of 1st and
2^d Class passengers did not under the
circumstances justify the extra expenditure.

3. Information as to provision
in the Budget, and the date on which the
sanction will lapse is given as usual
on the Estimate, but I trust that His
Excellency in Council will be pleased
to reconsider the subject before calling
upon the Company to incur the expenditure
in question.

I have the honour to be,
Sir,

Your most Obedient Servant.

J. H. Mellis.

per the agent and manager.

No. 390

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 13 April 1875

From

Robt. B. Clavin Esq.
Agent and Manager. of the M.R.C.

To

Lieut Colonel J. Wm. Shaw Stewart R.E.
Consulting Engineer for Railways.

Sir,

With reference to your letter No 410 of the 12th inst. I have the honour to inform you that the number of 1st and 2nd class passengers in and out of Tambore for the half year ending December 1874 were as follows.

1st class — 777.
2nd — do. — 2475.

or an average per train of
1st class — 4'2
2nd — do. — 13'4.

I have the honour to be
Yours most obedt Servt.
Wm. Shaw Stewart
Agent and Manager.

From

MADRAS RAILWAY.

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated
Recd.

5 April 1875
No. 147

Arriving for the
passengers of 1st and 2nd class
for a 1st class
passenger from
Tambore station
on 13 April 1875

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 218

From
LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,
Consulting Engineer for Railways,

To
COLONEL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

In compliance with the instructions conveyed in the Order of Government dated the 5th February 1875, No. 340, I have the honour to submit a plan showing the manner in which it is proposed to provide waiting-rooms at the Coimbatore station for first and second passengers, together with an estimate of the cost, amounting to Rs 4,180. Two letters from the Agent upon the subject are also submitted for the consideration

Sirs

from
MADRAS RAILWAY
The Agent and Manager,

To
The Consulting Engineer
for Railways,

Date 13th April 1875
Recd. 14th
No. 390.

98-5 May 75
m 13 May 125
Arriving information
as to the number of
1st and 2nd class passengers
in and out of Coimbatore
in the half year ending
December 1874.
(100.2507/45)

100.2507/45 dated 13 April 1875

consideration of Government.

2. It will be seen that Mr. Elwin is unable to recommend the proposed expenditure, as he does not consider that the circumstances of the case justify it. In support of his opinion he quotes a letter from the Chief Engineer, to which the attention of Government is solicited.

3. The Collector of Coimbatore, when addressing Government upon this subject, compared the Coimbatore station with others upon the line of Railway at which first and second class waiting-rooms have been provided. Those stations are as follow on the South-West line:—

Madras
Arconum

Vellore

Vellore
Jollapett
Bangalore
Salem
Erode
Pothanore
Mettapolliam
Beypore.

Of these, Madras, Bangalore, Mettapolliam, and Beypore, are terminal stations; while Arconum, Jollarpett, Erode, and Pothanore, are important junctions. Salem was a terminal station for nearly a year, it is the station used by visitors to the Shevaroy hills, and it is the regular dining station for the mail trains. Vellore was a terminal station for more than a year, and it is now the station for the two large towns of Vellore and

and Chittoor, distant respectively from the railway 4 and 18 miles.

4. Coimbatore is a station upon the Neilgherry branch, where the station arrangements, under the strict orders of the Government of India, were limited to the absolute requirements of the traffic. It will be seen that the first and second class passenger traffic at Coimbatore is insignificant, the numbers averaging about one and three per train respectively. It should be borne in mind that at Coimbatore, unlike many other towns, the railway station has been built in the centre of the population; also that ample waiting-room accommodation for first

first and second ^{class} passengers has already been provided at Pothanore, $3\frac{1}{2}$ miles to the south, and at Mettapolliam, 22 miles to the north.

5. Under the circumstances, I am obliged to concur with the Railway Authorities in considering the proposed expenditure unnecessary, and I trust the Government will be pleased to reconsider the opinion already expressed by them. In the event, however, of His Excellency in Council being still of opinion that some additional accommodation should be provided, I submit that it will be sufficient to add one room only as a general waiting-room, in place

MADRAS RAILWAY.

Nilgerry Branch Line.

Estimate of the cost of Additional Waiting Rooms,
proposed to be constructed at Coimbatore Station
as per Plan No. 39

DESCRIPTION.	Quantity.	Rate.	To be expended Departmentally.	To be drawn from Stores.	Total.
Additional waiting rooms and Baths.					
Caravanserai—	170	7/3/-	31 14/-		
Masonry—	152	9/-	13 68/-		
Plastering inside only	23	4/-	92/-		
Covering with granite slabs, including pointing—	5	26/-	130/-		
Flooring baths with asphalt—	1 1/4	22/-	11 4/-	16 4/-	
Cracking—	6 1/4	25/-	156 4/-		
Plank Timber—	102	3/8/-	357/-		
Sectional Doors 3' 6" x 7' 0" No.	7	40/-	280/-		
Doors 3' 0" x 6' 6" No.	2	30/-	60/-		
Sectional Windows 3' 0" x 5' 0" No.	1	25/-	25/-		
Doors— with frosted glass shutters 3' 0" x 5' 0" No.	2	35/-	70/-		
Sun shades over back door No.	3	25/-	75/-		
Loading and unloading charges			10/-		
Carriage of materials	5	7/15/6	39 13/6		
Contingencies			270 12/6	1 12/-	
			2977/-	18/-	2995/-
Rupees					

M. 2507/95

For the Controller

119-4-75
C. 19-4-75

place of what is shown on the plan.

I have the honour to be,

Sir,

Your most Obedt Servant,

Wm. Stewart Scott R.E.

Cons. Engr. for Railways

and estimate for
waiting room at
Coimbatore.

Substantive Class

No. 213

Ms

Dated 15/12/1875
Recd. 1/12/1875

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

From
The Consulting Engineer,
for Railways,

RAILWAY DEPARTMENT.
No. 2507.

M. 1845. 2507.

Madras
15 April
1875

El. No. 1282.5-5-75.

C19-4-75

MADRAS RAILWAY.

ENGINEERING DEPARTMENT.

Schedule B.

Unforeseen Requirements 1875/76.

Estimate.

Required for the Madras Railway in the

Widgheey Branch Line

This sanction will lapse at the end of the fourth quarter after the receipt of sanction in this office.

DESCRIPTION.	Quantity.	Rate.	To be expended Departmentally.	To be drawn from Stores.	Total.
Front Verandah for additional waiting rooms and Baths.					
Reparations	Sqds. 20	7 3/4	312		
Masonry	" 5	9 1/4	45		
Flooring platform opposite to additional waiting rooms and baths, with granite slabs, including pointing &c.	Sqds. 9	20 1/4	182		
Teak Timber	Cft. 50	3 1/8	175		
Removing and refixing plankings at end of verandah.			6		
Cast Iron columns	No. 4	23 1/4	69	23	
Zinc sheeting, including rivets &c.	Tons 1	52 1/4	124	400	
Wire ties	Lineal feet 86	7 1/4	56	162	
Loading and unloading charges			4		
Carriage of materials	Tons 3	7 15/16	23 14/16		
Contingencies			63 15/16	43 14/16	
Cost of Front Verandah for additional waiting rooms and baths.			402	483	1185
Cost of additional waiting rooms and baths.			2977	18	2995
		Rupess	3679	501	4180

Rupess Four thousand, one hundred, and eighty.

Chief Engineer's Office
10th March 1875

S. W. Nellis
Agent and Manager, Railway.

This sanction will lapse at the end of the fourth quarter after the receipt of sanction in this office.

DESCRIPTION.	To be expended Departmentally.	To be drawn from Stores.	Total.
V Stations and Buildings.			
I Stations and Offices.			
Additional Waiting Rooms proposed to be constructed at Coimbatore Station as per annexed Estimate.	3679	501	4180
Schedule B.			
Unforeseen Requirements 1875/76.			
Budg. allotment Rs. 40,000			
Total amount charged against the Head Rs. 6759. 3. 3			
Balance available Rs. 33210. 12. 9			
TOTAL	3679	501	4180

Submitted for approval, and Sanction to the Government of

S. W. Nellis
Agent and Manager, Railway.

Actg. Chief Engineer, Railway.

CHIEF ENGINEER'S OFFICE,
10th March 1875.

Consulting Engineer to Government.

Secretary to Government.

P. B. Hept.

Proceedings of the Madras Government

Read the following

In the Legislative Council
for Railways } (N.S. No. 213 of 15 April 1875)

G.O. No. 1282 of 5th May 1875

His Excellency the
Governor in Council resolved
to postpone the further
consideration of the question
of providing waiting room
accommodation for 1st and 2nd
class passengers at the
Coimbatore Station.

C.M.N.

Go-5 May/75
1875

On 25th/1875

Engd for Rys ✓ Dec 13/75

P. H. Dept.

Letter from the Leventine Engineer for
Railways No. 213 dated 15 April 1875.

For Orders.

Submitted for orders.

C. M. Mather Colcl. R.

Secretary to Government

P. H. Dept.

I do not think that
a case for the railway
is yet made out
and I am not
prepared to
recommend the
Government to
grant the loan
on the terms
proposed.

I do not object to defer
the thing for a year or two
but the Govt of India have
sanctioned with the strong
doubtful against it. P. H.
20/4/75

201.

81-1282
5 May

№ 128/9.

2629.4-75 4-5-75

c. 19.4.75

629-4-76 K4-3-10

2501

Govt. of Madras.
PUBLIC WORKS.

20

The Engineer-in-Chief

Dated

Recd.

Encl.

G. O. 5 May 1875, No. 1282

Nos. 128 - 129

Madras Railway - Waiting
Rooms for 1st and 2nd class
Passengers at Coimbatore Station.
Postponing the further
consideration of the question
of providing —

10629-4-75 T. 5-75

e. 19.4.75

10629-4-75 T. 4-75