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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	2837	Press
B.P. No.		Mis.
Dated	30-10	C876 -195-

Not to be folded or roughly handled

No. 474. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 23rd October 1876, No. 505:—

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, 18th October 1876, No. 1,054.

WITH reference to my endorsement, No. 875, of the 28th August last, I have the honor to enclose copy of a further report*
* No. C 8394/2,125, 16th October 1876. from the Traffic Manager on the subject

of the opening of three trial stations, on the South-west Line, between Avenashy and Pothanore, viz., at the 279th mile, 18th telegraph post, 291st mile, 4th telegraph post, and at the 296th mile, 12th telegraph post.

2. You will observe that Mr. Church also recommends that a trial station to be called "Goodaloor" should be opened at the 316th mile, 18th telegraph post, Nilgiri branch.

3. Authority has been given for the stoppage of trains on the branch, and of the 8-45 A.M. train from Pothanore and the 7-30 P.M. train from Madras, in accordance with the Traffic Manager's recommendation.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 25th August 1876, No. ^{1280 A and M}_{1,955}.
Economical Working of Traffic on Madras Railway.

Consulting Engineer's letter No. 623 of 15th June, and Order of Government, No. 1,263, dated 19th May.

Rates for country produce and piece goods.—On the 14th instant, the rate for articles of country produce was reduced from 12 and 10 Pies to 8 Pies per ton per mile irrespective of weight or distance, and at the same time the rate for piece goods (press packed) was reduced from 18 to 14 Pies per ton per mile, and for piece goods (country packed) from 24 to 18 Pies per ton per mile.

2. *Pick-up Train.*—On the Bangalore branch two points have been selected as trial stations, one at a village called "Kamasamoodram," situated at the 167th mile between Coopum and Colar Road stations, and the other at "Tyeul" situated at the 183rd mile between Colar Road and Malloor stations. The up and down coolie trains commenced to stop at these points on the 7th instant, and a report of the results will be submitted in due course. The arrangement of stopping one of the ordinary trains is not only the most economical mode we can adopt of testing the value of the traffic at these trial stations, as it involves very much less additional expense than a special pick-up train, but it also has the advantage of giving a regular service.

3. Between Madras and Mullapooram and between Arconum and Raichoor, the District officers are of opinion that there are no points between stations where any traffic can be secured, but the subject will not be lost sight of.

4. Between Mullapooram and Beypore nothing definite has yet been settled, but it is probable that two or three points will be selected as trial stations.

No. 875.

For the information of the Consulting Engineer for Railways with reference to paragraphs 3 and 5 of his letter of the 15th of June last, No. 623.

MADRAS,
28th August 1876.

(Signed) R. B. ELWIN,
Agent and Manager.

*Proceedings of the Madras Government, Public Works Department,
30th October 1876. No. 2,897.*

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 16th October 1876, No. C 8391 A & M—2,125.

Economical Working of Traffic on Madras Railway.

In continuation of my letter, No. C 1,280 A & M—1,955, dated 25th August, and with reference to the following petitions, viz. :—

- (1). From Ismallan, Ronuthan and others, praying for a station at the 280th mile, (South-west Line,) near the High Road.
- (2). From the inhabitants and merchants of 20 villages attached to the Palladam taluq of the Coimbatore zillah, praying for a station at the 291st mile, 12th telegraph post, (South-west Line).
- (3). From Govintha Chettiar and others, praying for a station at the 296th mile, (South-west-Line).

Mr. Bailey recommends that trial stations should be opened as follows :—

- (a). At 279th mile, 18th telegraph post, situated between the Avenashy and Somanore stations and close to the public road connecting Pulladam and Avenashy.
 - (b). At 291st mile, 4th telegraph post, situated between Somanore and Pothanore stations.
 - (c). At 296th mile, 12th telegraph post, situated between Somanore and Pothanore stations and close to the Trunk Road connecting Trichinopoly and Coimbatore.
2. These several points seem to meet fully the requirements of the petitioners, and as regards their probable advantages in point of traffic, Mr. Bailey writes as follows :—

- (1). "A trial station to be called 'Pulladam and Avenashy' to be opened at the 279th mile, 18th telegraph post, between the present Avenashy and Somanore stations. 5 miles from the former and 6 from the latter, at this point the direct public road between Avenashy and Pulladam crosses the line, the distance of the former place from the level crossing being 5, and the latter 9, miles. This level crossing is by far the nearest point on the railway to Avenashy and Pulladam, both very large business places. There are large villages also in the neighbourhood of the crossing at which reside a number of merchants in an extensive way of business. I have visited these villages, and met the principal residents by arrangement. Goods are sent thence to places on the Nilgiri Branch west of Somanore and east of Avenashy by country carts and by bullocks. At 'Mungalum,' one mile from the crossing, a large shandy is held every Saturday. The inhabitants appear extremely anxious to secure the advantages of the railway, especially those living at 'Vadoogalipaliem' and 'Mungalum,' two large 'mercantile' villages, one within a mile and the other within two of the crossing."

"I am certain that a station at this point would prove a success. At present we fail to secure a great deal of traffic, passenger and goods to and from Avenashy, Pulladam and other large places, and that which we do secure is booked from the west to Somanore, and from the east to Avenashy, station. With a station at the 279th mile, 18th telegraph post, such traffic would be booked to that point, and increased receipts be the result. The name of the present 'Avenashy' station will have to be altered to 'Tirupur,' an arrangement which will give, I find, satisfaction to a great many persons. Ghee, tobacco, jaggery, seed and grains, cotton and cloth are exported largely from this district, and salt, ginger, potatoes, yarn, salt-fish and general merchandise imported.

- (2). "A trial station to be called 'Sulur' should be opened at the crossing at 291st mile, 4th telegraph post, between Somanore and Pothanore, 5 miles from the former, and 11 from the latter, station. Sulur is a most important mercantile place situated on the Trichinopoly and Coimbatore Trunk Road at a distance of 1½ miles from the level crossing. Population in 1871, 3,518, which has greatly increased since. A large shandy takes place at Sulur every Friday. The district is an extremely fertile one and thickly populated; tobacco, jaggery, cotton seeds and grains are exported in

*Proceedings of the Madras Government, Public Works Department,
30th October 1876. No. 2,897.*

large quantities from it. Betel leaves are very largely cultivated at Sulur, and command in the market a higher price than those from any other place."

The following villages are within the distances stated from the level crossing :—

	Population in 1871.	Distance from level crossing 291st mile, 4th telegraph post.
Sulur	3,518	1½
Ravathihur	853	1½
Rasipoisnam	2,000	2
Arasur	1,986	3
Kangiampoliam	683	3
Karvanalimathapoor... ..	1,452	3½
Kadambadi	1,807	4
Kalingal	1,772	4
Mailampatti	400	4
Appanayakanpatti	1,429	5½
Paruvayi	1,518	6
Karadibavi	1,521	7½
Jallakkarachal	3,056	7½
Mallaikavandenpoliyam	839	8½
	22,834	

"There are several other villages, all of which with those above named are situated nearest the 291st mile, 4th telegraph post, than any other point on the railway.

- (3). "A trial station to be called 'Shingenellur' should be opened at the level crossing at the 296th mile, 12th telegraph post, between Somanore and Pothanore, 11 miles from the former station and 5 from the latter. At this point the Trichinopoly and Coimbatore Trunk Road crosses the line. The thorough success of a station at this point is certain. Large quantities of jaggery, grains, betel-leaves, &c, are exported from this district, which is an extremely rich and fertile one, by carts to the Western Coast. The population is also very great. Shingenellur alone had 7,125 inhabitants in 1871, and it has greatly increased since then.

"Within two miles of this point there was in 1871 in two villages only a population of 12,332 persons.

"Shingenellur	7,125
"Vellalore	5,207
	12,332

("At Vellalore a very large shandy is held weekly).

"The following particulars obtained from official sources (as all the figures have been in this letter) give a good idea of the importance of this point :—

Place.	Population in 1871.	Distance from 296th mile, 12th telegraph post.
Irugur	3,442	1½
Shingenellur	7,125	1½
Pattanem	1,171	1½
Oddarpolliyam	980	1½
Poodoor	1,493	1½
Savoorypolliyam	2,461	2
Vellalore	5,207	2
Pidampatti	1,776	2½
Kanampolliyam	1,610	3
Poolamadoo	1,658	3
Klalpolliyam	1,105	3½

Proceedings of the Madras Government, Public Works Department.
30th October 1876. No. 2,897.

Place.	Population in 1871.	Distance from 296th mile, 12th telegraph post.
Ramanadapooram	1,796	3½
Pappampatt	800	4½
Naranapooram	3,973	5
Edayarpolyam	818	6½
	35,415	

"Besides the above places there are the following small villages in the immediate neighbourhood of the village crossing. Pallapollyam 2 miles, Neelyconampolliam 1½ miles, Oipilly polliam 2 miles, Pudupolliam ½ mile, and Kullymady 2 miles. There can be no doubt that at the present moment upwards of 40,000 people, many of whom are large merchants and ryots, live within five miles of the 296th mile, 12th telegraph post, and considerably over 20,000 of these within two miles of it."

3. Before issuing any orders on the subject I am anxious to have your opinion as to the names to be given to these stations. As you will see, Mr. Bailey proposes:—

"Palladam and Avenashy" at	279-18
"Sulur" at	291-4
"Singenellur" at	296-12

and to change the name of the present "Avenashy Road" station to "Tirupur." My own idea is that the station at 279th mile, 18th telegraph post, should be called either "Palladam Road" or "Avenashy Road," and that the station at 296th mile, 12th telegraph post, should be called either "Trichinopoly Road" or "Coimbatore Road." The name of the station proposed at 291st mile, 4th telegraph post, seems unobjectionable.

4. Before incurring any expense in the building of platforms, and in order to test the value of the traffic, I propose to post intelligent men at each place and stop the 8-15 A.M. train from Pothenore and the 7-30 P.M. train from Madras.

5. Mr. Bailey also recommends that a trial station should be opened at "Goodaloor," situated at 316th mile, 18th telegraph post, on the Nilgiri Branch, between the Tullaloro and Karamudy stations, and on the prospects of traffic remarks as follows:—

"A trial station to be called 'Goodaloor' should be opened at 316th mile, 18th telegraph post, on the Nilgiri Branch between Tullaloro and Karamudy, 6 miles from Karamudy and 5½ from Tullaloro. There is a considerable amount of cotton, tobacco, gram, cholera, raggy, &c., grown in the neighbourhood, much of which is sent to Palghat and places west thereof in carts."

Within 3 miles of the 316th mile, 18th telegraph post, there are the following villages:—

Village	Population in 1871
Idigaray	3,561
Paramuckenpolliem	2,401
Veerapondy	2,202
Goodaloor	1,568
Uttipolliem	1,126
Narasimmanipolliem	1,046
Naickenpolliem	903
Vellamaday	781
Bilichy	627
Samanaickenpolliem	504
Colypolliem	463
Terommalanickenpolliem	447
Poodoopolliem	413
Vattamlaypolliem	300
	17,022

Proceedings of the Madras Government, Public Works Department.
30th October 1876. No. 2,897.

SUBMITTED for the information of Government.

2. The arrangements referred to in the enclosed letters are in furtherance of the measures proposed for the improvement of traffic in Proceedings of Government, No. 1,263, dated 19th May 1876.

(Signed) C. J. SMITH, Major R.E.,
for Consulting Engineer for Railways.

No. 475. ORDER THEREON, 30th October 1876, No. 2,897.

RAILWAY, No. 39.

HIS GRACE the Governor in Council approves of the arrangements for the improvement of the traffic of the Madras

Railway described in these papers. The results of the measures should be reported on in due course. (True Extract.)

Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.
Spare Copies

No. 1054

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 18th October 1876.

From

R. B. Chinn Esq.
Agent and Manager. M. R. Co.

To

Mr. J. Hall & Son Steamers, &c.
Consulting Engineer for Railways.

Sir,

With reference to my enclosure
of 875 of the 28th August last, I have the
honour to enclose copy of a further report
from the Traffic Manager on the subject
of the opening of three trial stations, on the
South West Line, between Chennai Bay and
Palani, viz at the $27\frac{7}{8}$ miles, $29\frac{1}{2}$ miles and
at the $31\frac{1}{2}$ miles.

You will observe that Mr. Chinn
also recommends that a trial station to be
called "Goodaloor" should be opened at
the $31\frac{1}{2}$ mile Kilopherry Branch.

Authority has been given for
the stoppages of trains on the Branch,
and of the 8.45 Am. Train from
Palani and the 7.30 Pm. Train from Chennai
in accordance with the Traffic Manager's

Recommendation

recommendation.

I have the honour to be,
Sir,

Your most obedient Servant.

Thos. M. Moore
Agent and Clergyman.

Consulting Engineer's Office,
Madras, 23rd October 1876.

RAILWAY DEPARTMENT.

No. 505

SUBMITTED for the information OF GOVERNMENT.

2. The arrangements referred to in the enclosed letters are in furtherance of the measures proposed for the improvement of traffic in Proceedings of Government No. 1262 dated 19th May 1876.

C. L. Hunter Major, R.E.,
Loc. Eng. for Railways

To The Secretary to Government
Public Works Department
Fort Saint George.

P.W.D.

650176
7891

No. 1

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 19th October 1876

Recd.

(11)

No. 1054

For forwarding a copy of the
last two reports made by
the Chief Engineer
of the Madras Railway
to the Board of Directors
on the 3rd June 1876
concerning the Southern

2019-5-73-1263.

P.W.D.
25 OCT 76
No. 7691

12474
Cir 26-10-76.
Letter from the
Public Engineering
The Engineering
2 letters delivered
a Bureau of
none -

Dated 23rd September 1876.
Received
No. 505
Enclosures 3.

From
The Consulting Engineer
for Railways,
To
The Secretary to Government,
P. W. Department,
Fort St. George.

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 30 Oct 76.
Read the following :-

From
The Cons^g Eng^r for Ry (No. 505 of 23rd Oct 76)

His Grace the
Governor in Council
highly approves of the
arrangements for the
improvement of the traffic
of the Madras Railway
described in these
papers. The results
of the measures should
be reported on in due
course.

M.W.

Cons^g Eng^r for Ry. 21
Dated 11/11/76

Govt. of 1876 Madras.

PUBLIC WORKS.

To the *Presiding* ^{Off} for Railways

Dated

Issued

Recd.

Encl.

G. O. 30th October 1876, No. 78-5

Nos.

Trill Stations between

Madras & Pudukottai

*Madras Ry - for improve-
ments for the improvement
of the line between
Madras & Pudukottai -
approved.*

*Staff in Regd.
13-11-76*