

Public Works (1883) Department.

RAILWAY BRANCH.

G.O., No. 14 / R

DATED 21st January

[Despatch Abstract.]

Re. the Palaniam Station

Letter from the Govt. of India communicating
its formal sanction to the agreement entered
into between the Madras Railway and the
Nilgiri Railway for the joint use of the —,
communicated to the Consulting Engineer.

=

[illegible]

G.O.	No.	Department.	Date.

G.O.	No.	Department.	Date.

Exd. S. J. Pereira.
Spare Copies

RAILWAY.

Gobt. of {1893} Madras.
PUBLIC WORKS.

Dated January, 21st.

Recd.

Encl.

G.O., 21st Jan. 1893, No. 141 R.

JANUARY.

Mettupalaiyam Station

Letter from the Government of India communicating its formal sanction to the agreement entered into between the Madras Railway and the Nilgiri Railway for the joint use of the —, communicated to the Consulting Engineer.

No. 32 R. C.

All communications
should be addressed to
the Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY Construction.

To

The Joint Secretary to the Government of Madras,

Public Works Department, Railway Branch

Calcutta, the 10th January 1893.

Sir,

I am directed to acknowledge the receipt of your
~~178~~ No. 2676 R. dated 11th November 1892, forwarding copy of
the Proceedings of the Government of Madras No. 2675 R. of
the same date, sanctioning the estimate amounting to Rs.
24,164 submitted by the Agent and Manager, Madras rail-
way, for the proposed junction arrangements with the
Nilgiri railway at Mettupalaiyam.

2. With reference thereto I am to communicate the form-
al sanction of the Government of India to the agreement
entered into between the Madras railway and the Nilgiri
railway for the joint use of the Mettupalaiyam station,
with the remark that under section 2 of the Indian Guar-
anteed Railways Act 1879, (42 and 43 Vict: Chapter 41)

this

this should have been applied for in the first instance.

I have the honour to be,

Sir,

Your most obedient servant,

H. O. Halliwell

Secretary.

Recd 17.1.93

No. 141 R 3 21 Jan 1903

*Office
20 Jan
Communicated*

*to the Consulting Engineer
for Railways with reference
to Prop. No. 2675 R, dated
11th November 1892.*

No. 2675-6 R 2/11-11-92 ✓

F. W. Walker

W. R.

*To the Consulting Engineer
for Railways
20 Jan 1903*

31/1/03

Jan 19/11

11th NOVEMBER 1892, No. 2675 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated 31st October 1892, No. 778.
From the Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 24th September 1892, No. 7174/835.

With reference to your letter No. 672, dated 15th ultimo, I have now the honour to forward plans and an estimate, amounting to Rs. 24,164, of the proposed junction arrangements with the Nilgiri Railway at Mettupalaiyam station.

2. The arrangements agreed to are recorded in the minutes of the meeting held on the 15th June, of which a copy was forwarded to you with this office letter No. 502, dated 23rd idem. The Nilgiri Railway Company has elected the second of the alternatives mentioned in minute No. 3, viz., that 7½ per cent. upon the whole of the Madras Railway passenger buildings, old and new, shall be debited to joint station expenses, this Company finding the capital, and the estimate has been framed upon this basis. In accordance with minute No. 4, the cost of altering the sidings has been estimated against the two railways in equal shares, but the cost of new material falls upon this line alone. In accordance with minute No. 5 the cost of the goods transshipping platform and shed will be divided equally between the two companies. As this work is to be constructed by the Nilgiri Railway Company the half cost payable in cash by this Company is only included in the estimate.

3. The allocation of the estimate works out therefore as follows:—

	Total cost.	TO BE CHARGED TO		
		Joint station.	Madras Railway.	Nilgiri Railway.
Refreshment room and extension of platform	Rs. 9,124	Rs. 9,124	..	..
Alterations of sidings	8,338	..	2,669	2,669
Extra permanent-way	5,461	..	5,461	..
Transshipping platform and shed	3,941	..	3,941	..
Total	24,164	9,424	12,071	2,669

4. Information as to provision in the budget and date on which the sanction will lapse is given on the face of the estimate and I request that the sanction of Government may be communicated to the proposed outlay. The plans have been approved by the Nilgiri Railway and the estimates of the work to be carried out by this Company have been accepted.

5. The arrangements embodied in the plans herewith submitted were agreed to by the Consulting Engineer and the Chief Engineer of the two Companies on the spot. It is possible that some additional cross-over roads between the transshipping lines may be necessary in the future, but this and any similar details can be dealt with when the necessity arises.

6. No arrangement has been made with the Nilgiri Railway to share the use of our local goods shed, nor can any such arrangement be made so long as the shed remains in its present position. For local traffic therefore the Nilgiri Railway will have to provide its own shed. The staff at the passenger station will necessarily be a

joint staff as the booking and other clerks will be engaged in work that will appertain to both railways.

MINUTES of meeting at Mettupálaiyam on 15th June 1892.

At a meeting held at Mettupálaiyam on Wednesday, the 15th June 1892,

Present:

- Colonel Coaker, R.F., Consulting Engineer for Railways,
- Mr. W. J. Weightman, Engineer-in-Chief, Nilgiri Railway Company,
- „ H. C. West, Acting Chief Engineer, Madras Railway,
- „ L. S. Moss, Traffic Manager, Madras Railway,

it was agreed that the Engineer-in-Chief of the Nilgiri Railway should obtain the sanction of his Board to cancel the proceedings of the meeting held at Mettupálaiyam on the 3rd April 1891.

2. Four plans submitted to the meeting were considered and it was decided that, with certain modifications, plan D should be followed.

3. It was proposed that the Nilgiri Railway pay in cash half the total cost of the passenger platform including existing platform and buildings or that the Nilgiri Railway pay rent on the whole of the Madras Railway passenger buildings, old and new, at $7\frac{1}{2}$ per cent. in proportion to the weight of the traffic exchanged, the Madras Railway in this case finding capital for all alterations and additions; the Nilgiri Railway to have the option of accepting one or other of these proposals.

4. The Nilgiri Railway agrees at this meeting to pay half the cost in cash of the expense incurred in altering and shifting existing standard gauge lines from west to east of the station building excluding any *new* or additional permanent-way or material required.

5. Madras Railway agrees to pay in cash half the cost incurred in erecting the goods transshipping platform and shed; Madras Railway to furnish plan and the works to be carried out by the Nilgiri Railway.

6. Extra standard gauge line to the transshipping shed to be paid for by the Madras Railway.

7. The proposed engine-shed line to be altered on the plan so as to allow an engine to make a back shunt, thus preventing the transshipping line from being fouled by an engine going to or returning from shed.

8. Arrangements for supplying water to the station from Bhaváni river be left in abeyance for the present; but, in erecting the kitchen above the refreshment rooms, the walls are to be sufficiently strong to bear the weight of a cast-iron water tank 15 feet by 4; tank to be not lower than 20 feet from ground level.

9. It was agreed that the kitchen and godown should be built on the top of the refreshment room.

10. It was considered that a foot overbridge for local passengers from the Madras Railway platform was not necessary *at present*, but that, should an overbridge afterwards be necessary, it be provided at the cost of the joint station.

11. Plans and estimates embodying the foregoing it was agreed should be submitted by the Madras Railway to the Nilgiri Railway through the Agent and Manager of the former railway.

12. All buildings belonging to the Madras Railway Locomotive Department on the Nilgiri side of the station, viz., the engine-shed, the turn-table and drivers' running bungalow and out-houses, &c., it was decided should be retained by the Madras Railway.

13. It was agreed that all land at Mettupálaiyam station now in the possession of the Madras Railway should be retained by that Company as its own property.

14. Minute referring exclusively to engineering details taken by Messrs. Weightman and West.

15. It was agreed that the profits of the refreshment room at the Mettupálaiyam station should be credited to the joint station accounts half-yearly.

Submitted for the sanction of Government.

2. The Agent and Manager, Madras Railway, submits an estimate, amounting to Rs. 24,161, chargeable in the proportion of Rs. 22,763 to Capital and Rs. 1,401 to Revenue, of the proposed junction arrangements with the Nilgiri Railway at Mettupálaiyam. The estimate comprises the provision of first and second class refreshment rooms, a bar and store room with the kitchen above, the extension of the passenger platform, alterations and addition to existing sidings, and the half cost of a transshipping platform and shed to be constructed by the Nilgiri Railway.

3. Under the terms of the agreement arrived at on the 15th June 1892, herewith forwarded for the information of Government, the cost of the refreshment rooms bar and store rooms is charged against joint station expenses, while the Madras Railway bears the entire expenditure on additional permanent-way and pays half the cost of the alteration of sidings and transshipping shed and platform. This distribution of charges is made to suit the convenience of the Nilgiri Railway and is consequent on that Company having accepted the second alternative of minute 3 of the agreement, viz., that $7\frac{1}{2}$ per cent. upon the whole cost of the Madras Railway passenger buildings, old and new, should be debited to joint expenses, the Madras Railway providing the Capital and the rental charge of $7\frac{1}{2}$ per cent. being divided between the two Companies in the proportion of the weight of traffic dealt with at the joint works. The balance of the cost of the joint work will be borne by the Nilgiri Railway Company and be provided in its estimate.

4. Sanction is recommended to the estimate to lapse on expiry of one year after receipt. Funds to the extent of Rs. 14,972 will be provided from items, Nos. 1 and 4, schedule B, of the current year's budget, and the Agent and Manager reports that the approval of the Nilgiri Railway has been given to the plans and estimates now put forward.

ORDER—dated 11th November 1892, No. 2675 R., Public Works.

The estimate, submitted by the Agent and Manager, Madras Railway, amounting to Rs. 24,164, chargeable in the proportion of Rs. 22,763 to Capital and Rs. 1,401 to Revenue, for the proposed junction arrangements with the Nilgiri Railway at Mettupálaiyam is sanctioned.

2. This sanction has been registered as No. 34 R. of 1892-93.

3. A copy of these Proceedings will be forwarded for the information of the Government of India.

(Here enter No. 2676 R., Public Works, dated 11th November 1892.)

(True Extract.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways, with plans and estimate.
„ Examiner, Guaranteed Railway Accounts.

ENDORSEMENT—dated 11th November 1892, No. 2676 R., Public Works.

Forwarded.

(By Order.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of Madras.
PUBLIC WORKS.

Dated November, 11th.

Recd.

Encl.

G.O., 11th Nov. 1892, Nos. 2675,
2676 R.

14/11/92
NOVEMBER.

Junction Arrangements

Forwarding copy of Proceedings sanctioning an estimate of Rs. 24,164 for the proposed — with the Nilgiri Railway at Mettupalaiyam.