

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 56/1893

DATED 16th March

[Despatch Abstract.]

Hill Grove Estate. — Letter from the Secy^r and agent Nilgiri Railway Co., stating that the railway cutting near — will be stopped temporarily provided compensation was paid by Government for any loss or delay sustained by the Contractor, communicated to the Collector of Nilgiris with remarks & the further statements promised by the Collector in his letter no 1945, d/ 1st March 1893, awaited.

[illegible][illegible]

(ii) *The plan of leading the spoil along the path and discharging it from the path itself instead of from the cutting.*—This would also increase the expense much, but I observe it is being done in another but much smaller cutting higher up the line, so that the old ghât may not be blocked. The lead from some parts of this cutting would be very long, 80 to 100 yards, on a very steep slope.

(iii) *The special gang plan.*—A special gang might be employed and paid by Government to clear away the spoil as it falls on the path. The contractor of the railway cutting, be he never so much ordered in the matter, cares nothing for its path below nor will he keep it properly open even if he could; I say "if he could" because, while 50 coolies are discharging spoil from above, it is not easy for persons to work on the path below owing to the constantly falling spoil, which runs down the hill at a great pace as I saw yesterday. The employment of such agency would necessitate the coolies in the cutting stopping every now and again, while the special gang cleared away the *debris* below. This, of course, would delay bullocks that wanted to pass for the slope is so steep that no man can stand on the side of the hill off the path, there being no foothold whatever.

(iv) *The plan of using the ghat road round by Coonoor for the conveyance of manure to the estate.*—This would cost something like Rs. 4,000 or more, which is excessive.

(v) *The plan of abandoning this cutting work for 3 months from March 1st.*—This would enable the manure contract to be carried out and the path to be kept open and the railway contractor is, I understand, willing to defer the work. The Engineer-in-Chief is not so, but, unless this plan is carried out, I cannot see any other remedy which is so thoroughly efficient. The nature of the ground is such that this cutting cannot be "turned" by making a new path up to Hill Grove estate and avoiding this difficult part of the hill.

7. There are many parts of the line where plenty of work remains to be done, and if plan (ii) of leading away the spoil below the path cannot be carried out, and I do not think it is possible on account of the zigzags below getting covered with spoil, it seems to me that nothing remains except for Government to order the discontinuance of work at this point for the time suggested. Any other plan is only too likely to lead to obstructions of the path and disputes and possible claim for compensation, which it will be most difficult to decide on hereafter.

8. Meantime, I would point out respectfully that the matter is an urgent one as this thriving estate is being delayed of its manure supply and I solicit very early instructions as to its disposal.

From the Under-Secretary to Government, Public Works Department, Railway Branch, to the Secretary and Agent, Nilgiri Railway Company, dated 20th February 1893, No. 775 C.

I am directed to forward, herewith, copy of letter No. 17 Gt., dated 14th February 1893, from the Collector of Nilgiris, and to request to be informed if you can, without detriment to the general progress of the work on the railway, postpone work on the cutting mentioned for three months from 1st March 1893, and, if not, whether you can carry out any of the other suggestions made by the Collector.

From the Secretary and Agent, Nilgiri Railway Company (Limited), to the Under-Secretary to Government, Public Works Department, Railway Branch, dated Coonoor, 2nd March 1893, No. 526.

In reply to your No. 775 C., dated 20th February 1893, I have the honour to inform you that the contractor is willing to stop the work temporarily at any point or points on the line where the Collector thinks it desirable to do so and where a necessary deposit of spoil interferes with estate communications, provided Government will compensate him for any loss or delay which he may sustain thereby.

2. As an instance, I may perhaps point out that it is more than probable that sub-contractors will claim compensation for the stoppage of their work, as it may, in consequence, have to be rushed through hereafter. Should any such claims be made, it would of course be defrayed by Government.

ORDER—dated 16th March 1893, No. 561 R., Public Works.

The letter from the Secretary and Agent, Nilgiri Railway Company, will be communicated to the Collector of Nilgiris with the information that Government cannot give the guarantee required by the Company and that the further statements promised in his letter No. 19 Gt., dated 1st March 1893 (G.O., No. 519 R., dated 11th March 1893) will be awaited.

(True Extract.)

Major, R.E.,
Offg. Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Collector of Nilgiris.

Exd A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of (1893) Madras.
PUBLIC WORKS.

Dated March, 1893.

Recd.

Encl.

G.O., 16th Mar. 1893, No. 561 R.

MARCH.

Hill Grove Estate

Letter from the Secretary and Agent, Nilgiri Railway Company, stating that the railway cutting near — will be stopped temporarily provided compensation was paid by Government for any loss or delay sustained by the contractor, communicated to the Collector of Nilgiris with remarks and the further statements promised by the Collector in his letter No. 19 Gt., dated 1st March 1893, awaited.

Printer

Nilgiri Collector's Office
Coimbatore. February 1893
From Mr. Wolfe Murray Esquire,
Collector of Nilgiris,
The Secretary to Government,
Public Works Department,
Railway Branch, Madras.

Sir, I have the honor to bring the following facts to the notice of Government as I deem them to be very important in connection with possible payment of compensation in future. I have before adverted to them in my letter No. 237 of 31st ultimo to the Secretary and Agent Nilgiri Railway Company Limited, copy of which was submitted with endorsement No. 67 Misc. of the same date for the information of Government. In the first place it may be, I suppose, taken as granted that

if the Railway block a path to a Coffee Estate & thereby prevent the necessary manure being carried to it, the possible damage to the next year's Crop on an Estate which produces annually something like 100 tons of Coffee is not to be set down under a good many thousands of Rupees, and for this damage Government & Insurance will be held liable.

3. This obstruction to traffic now obtains in the case of Hill Grove Estate close to the site of the Hill Grove Station & the new Railway.

4. I considered at first that the obstruction might be got rid of by building an overshoot to convey Spoil over the path & let it fall below, and this would remedy the matter at that particular point, no doubt, but inspection shows the difficulty to be just as

great further along the path; the obstruction is just as considerable and owing to the distance of the cutting from the path no overshoot is at that point possible.

5. It is difficult for me to give an adequate description of the place, nor ^{will} any sketch give much idea. The hill is terribly steep & the path very narrow owing, of course, to the Spoil constantly falling on it, and yesterday it was not without difficulty that we could get along on foot. For laden bullocks it is, in its present condition, most dangerous, for the slope is so steep & the soft Spoil which covers the ground below the path - gives no firm foothold that man or beast that once goes over the edge is done for, neither is it always wide enough to allow a pack bullock to pass.

6. I have considered, I believe, all possible suggestions in the matter.

with a view to keeping the path below clear & they are as follows -
I the overshoot plan. This will only keep clear one portion of the path and if all spoil were led to the one or two overshoots made it would immensely increase the cost of the Cutting, while it is doubtful if the runnag of the path lower down the hill would not be blocked by the large quantity of spoil falling at one or two particular points.

II The plan of leading the spoil along the path and discharging it from the path itself instead of from the cutting. ^{This would also increase the expense much but} I observe it is being done in another but much smaller cutting higher up the line, so that the old habitat may not be blocked. The lead from some parts of this cutting would be very long 80 to 100 yards on a very steep slope.

III The special gang plan. A special gang might be employed & paid by Government to clear away the spoil as it falls on the path. The Contractor of the Railway Cutting, be he never so much ordered in the matter, cares nothing for its path below, nor will he keep it properly open even if he could. I say if he could because while 50 Coolies are discharging spoil from above, it is not easy for persons to work on the path below owing to the constantly falling spoil, which runs down ^{the} hill at a great pace, as I saw yesterday. The employment of such Agency would necessitate the Coolies in the cutting stopping every now & again, while the special gang cleared away the debris below. This, of course, would delay bullocks that wanted to pass for the slope ^{is so steep that no man can stand on the side of the hill off the path, there being} no foothold whatever.

IV. The plan of using the shaft road round by Fenner for the conveyance of manure to the estate. This would cost something like Rs 4000 or more, which is excessive.

V. The plan of abandoning this cutting work for 3 months from March 1st, this would enable the manure contract to be carried out & the path to be kept open, and the Railway contractor is, I understand, willing to defer the work. The Engineer-in-Chief is not so, but unless this plan is carried out, I cannot see any other remedy - which is so thoroughly efficient. The nature of the ground is such that this cutting cannot be turned by making a new path up to Hill brook Estate and avoiding this difficult part of the hill.

7. There are many parts of the line

where plenty of work remains to be done and if plan II of leading away the spoil below the path cannot be carried out, and I do not think it is possible on account of the rips & bags below - getting covered with spoil, it seems to me that nothing remains except for Government to order the discontinuance of work at this point for the time suggested. Any other plan is only too likely to lead to obstructions of the path & disputes & possible claims for compensation, which it will be most difficult to decide on hereafter.

8. Meantime, I would point out respectfully that the matter is an urgent one as this throwing

Estate is being delayed of its manure.

Supply and I solicit very early
instructions as to its disposal.

I have the honor to be

Your most obedient servant

W. Wolfenden
Collector

W. M.

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From
The Collector of
Nilgiris
To The Secretary to Govt.
Public Works Dept.
Railway Branch
Madras

Dated 14 Feb 1893
Recd 16 Feb 1893
D.M.
11. p. very early on this subject
16/2 to 17/2

Encls -

Subject

Railway

Bringing certain
facts, the notice
of Govt, in connection
with possible payment
of compensation in
future.

P.W.C. No 1034 & file
546 & file

not to be done in future

The Hon. Secy to Govt. P.W.D. S. 1

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

Read the following :-

Letter from the Collector
of Nilgiris - 10 17th date 11th
February 1893.

FOR ORDERS

A copy of Collector's No 1796 might
be sent to the S & A Nilgiri R.
with request that he may
for report if he can without
detriment to the general progress
of the work on the R. postpone
work on the cutting mentioned
for 3 months from 1st March 1893.
If he can carry out any of the other suggestions
he to be told that if this cannot
be done, the Collector will be
authorized to provide sufficient
labour at Govt. expense to keep
the path open.

I would tell this to the
Collector. If you tell it
to the S & A. he will of course
not stop the work.

11/2 16/2

A copy of this letter to the D. Co
might go to the Collector but
might be pointed out to him that
compensation for severance on
account of the land actually
acquired by the Co has been
paid by his predecessor, and
that Estate owners had no
claim against Govt or the D. Co.

app? 17/2
11/2

16/2 17/2

In severance of roads
what the Railway has cut in
two, and that the only way where
they can obtain compensation
is when a road within their
estate has been blocked
by spoil, which road is
then the land actually
acquired by the R. & N. line

Not 8/16

FOR ORDERS.

58/11

No. 775C

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE Secretary & Agent

Milgiri Ry. P. & A.
Cronos

20th February 1893.

SIR,

I am directed to
forward herewith copy of
letter no. 17 dt dated 16th
February 1893, from the Collector
of Milgiris and to request that
if you can, without detriment
to the general progress of the
work on the Railway, postpone
work on the cutting mentioned
for 3 months from 1st Decr
1893, and, if not, whether you
can carry out any of the
other suggestions made by
the Collector.

22/2

22/2

No. 526

The Nilgiri Railway Company Ltd.

Coonoor, 2nd March 1893

From

THE SECRETARY AND AGENT,

NILGIRI RAILWAY COMPANY LTD.

COONOOR.

To

The Under Secretary to Government.
P.W.D. Railway Branch

Sir,

In reply to your letter of 17.5.93 I have the honor to inform you that the Contractor is willing to stop the work temporarily at any point or points on the line if the Collector thinks it desirable to do so, and where a necessary deposit of spirit interferes with telegraphic communications, provided Government will compensate him for any loss or delay which he may sustain thereby. 2. As an instance, I may perhaps point out, that it is more than probable that subcontractors will claim compensation for the stoppage of their work, as it may, in consequence, have to be rushed through hereafter. Should any such claims be made it would of course be defrayed by Government.

I have the honor to be

Yours most obedt Servt.
Freight Wootley.

Secretary and Agent,

Nilgiri Railway Co., Ltd.

No 775 C of 20 Feb 1893

A No. 561 R of 16th March 1893

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

- 1 Letter from the Collector of Nilgiris } H. O. No. 1746 of 14 February 1893
- 2 Letter to the Secretary Nilgiri Ry. Coy. } 775 C of 20 - do -
- 3 Letter from - do - do - 526 of 2nd March 1893

The letter from the Secretary Nilgiri Railway Company will be communicated to the Collector of Nilgiris with the information that Government cannot give the guarantee required by the Company and that the further statements promised in his letter No 1946 dated 1st March 1893 (H. O. No 519 R. dated 11 March 93) will be awaited.

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Suar

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9/3

In accordance with

The Collector for Pys
Collector of Nilgiris 17/3

M
5/3
D.R.

Order made by the
Collector of Nilgiris
with the sanction of the
Government
The Collector of Nilgiris
will be awaited
The Collector of Nilgiris
will be awaited
The Collector of Nilgiris
will be awaited

Order 1.3.93

No. 775 C of 20-2-93

A.

No. 561 R 7/16 March 1893.

A

CN^o 2068

1893

Public Works Department.

No.

Dated

Despatched

Received

22/3

SUBJECT.

Will Grove Estate

Letter from the Secy.
& Agent Nilgiri Ry.
stating that the railway
cutting near — will
be stopped temporarily
provided compensation
was paid by Govt for
any loss or delay
sustained by the
contractor, referred to
the Collr of Nilgiris with
a statement, and the
further statements
promised by the Collr.
in his letter No. 19 Ghent
dated 1. III. 93 awaited

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