

Public Works (1895) Department.

G.O., No. 570R

DATED 10 September 1895

[Despatch Abstract.]

Lines of Railway in the Madras Presidency

Letter to the Govt. of India forwarding a
list of proposed — divided into classes
of main lines & branches of existing lines of
railway & further subdivided in order of their
importance

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Read the following papers:—

From the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 14th August 1895, No. 971 R.C.

In view to the annual revision of the forecast of railway construction, I am desired to invite an expression of opinion as to the railways which are considered to be most needed for the development of the Province under the control of the Local Government.

2. It would be convenient if, in your reply, the proposed railways were classified into main lines and branches of existing lines of railway, and if each of these classes were further sub-divided into railways—

- (a) of immediate or urgent importance—in the order, so far as possible, of urgency; and
- (b) those of less pressing importance.

3. I am to enclose, for information, a list of promising railways which have from time to time been suggested to the Government of India for construction, and some of which have already been surveyed or reconnoitred.

4. I am to say that, as under existing conditions no railway scheme can be taken up without pledging directly or indirectly the credit of the Government of India, it must rest with the Secretary of State to consider which of the railways asked for by the various Local Governments are most necessary in the general interests of the country and to determine in what order arrangements for their construction are to be made.

5. The favour of a reply is requested at your earliest convenience.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

ENCLOSURES.

A.

LIST OF PROMISING RAILWAYS

WHICH HAVE FROM TIME TO TIME BEEN SUGGESTED TO THE GOVERNMENT OF INDIA FOR CONSTRUCTION.

A.—Important Lines.

Name of Railway.	Approximate length.	Remarks.
STANDARD GAUGE.		
1. Delhi-Bhatinda Samasata ...	400	The project has been fully surveyed and its construction will probably be taken up shortly by a company.
2. Lyallpur-Mooltan Extension.	84	A detailed survey has been carried out by the North-Western Railway.
3. { (i) Kala-ke Sarai to Abbottabad.	55	A detailed survey has been carried out and the project prepared.
(ii) Abbottabad to Manseruh.	13	
(iii) Manseruh to Srinagar.	132	
4. { (i) Ghaziabad to Moradabad.	80	A preliminary survey has been made and a further survey will be carried out in 1895-96.
(ii) Gajraula to Chandni.	44	
5. Rampur to Ramnagar ...	47	A detailed survey has been made. The line will probably be constructed by the Rampur-Durbar.
6. Rae Bareilly-Benares ...	139	The line has been surveyed and the project submitted to the Secretary of State for sanction.
7. { (i) Moga Sarai to Dalton-gunge.	150	The line to Dalton-gunge was fully surveyed in 1890-91, and estimated for. Proposals for the construction of these lines are being submitted to the Secretary of State.
(ii) Dalton-gunge to Sini...	160	
8. { (i) Cuttack to Midnapur.	192	The construction of these lines will be undertaken shortly by the Bengal-Nagpur Railway Company.
(ii) Midnapur to Calcutta.	66	
(iii) Midnapur to Sini on the Bengal-Nagpur Railway.	100	
Carried over ...	1,668	

A.—Important Lines—cont.

Name of Railway.	Approximate length.	Remarks.
Brought forward ...	MILES. 1,668	
STANDARD GAUGE—cont.		
9. Sambalpur-Khurda ...	190	This section formed a part of the Benares-Puri project, which was fully surveyed and estimated for in the years 1883-84 to 1885-86. An alternative route from Sambalpur along the right bank of the Mahanadi River to Khurda on the East Coast Railway, a distance of 190 miles, has since been surveyed in detail by the Bengal-Nagpur Railway Company. A survey is now being made for an alternative line from Raipur to Soapur.
10. Raipur-Vizianagram, with a branch to the Warora-Warangal line near Sironcha (see No. 11 below).	520	In 1882-83 and 1883-84 Mr. Crogreen fully surveyed 230 miles from the Vizagapatnam end and reconnoitred the remaining 110 miles towards the Raipur end. Estimates have been prepared for the whole 340 miles, but only for the metre gauge. The branch to Sironcha has not been surveyed yet.
11. Warora-Warangal ...	180	The section from Warora to Chanda, with a mineral branch (13 miles), total 41½ miles, was surveyed in 1883-84 and estimated for. The Nizam's Government is now surveying the line from Warangal to Karamnagar to Chanda.
12. Sangor to Katni, with a branch from Damoh to Jabulpore.	174	The Sangor-Katni line, 117 miles in length, was surveyed and estimated for in 1893-94. A detailed survey is now being carried out.
13. Agra-Delhi chord ...	121	The East Indian Railway, Indian Midland Railway, and the Bombay, Baroda and Central India Railway have at various times proposed to survey this line.
14. Nagda via Bhurtpore to Muttra, with branches from Bara to Kotah and Goona.	400	A reconnaissance survey has been carried out by the Bombay, Baroda and Central India Railway Company. A detailed survey has also been made of the line from Nagda via Bara to the Chambal river. A survey is in hand from the Chambal river to Muttra and thence to Aligarh.
15. Jeypore to a point on the Rutlam-Bhurtpore-Muttra line in the Chambal valley (No. 14 above).	100	The line was surveyed in 1890-91 by Mr. O. H. Croulance at the request of the Durbar and a complete project prepared.
16. { (i) Surat via Nandurbar to Amalner.	180	The Great Indian Peninsula and the Bombay, Baroda and Central India Railway Companies have surveyed these lines.
(ii) Jalgaon-Amalner-Manmad.	110	
17. { (i) Umarkot via Deesa, Palanpur and Keralu to Sabarmati; or	284	The northern route from Hyderabad (Sind) to Palanpur, and the southern route from Hyderabad to Lagtar, 315 and 351 miles, respectively, were reconnoitred in 1878-79 by Captain Gracey, and estimates prepared. The line from Deesa to Umarkot has lately been surveyed by Mr. Etlinger on behalf of an English Syndicate, and the Jangshahi-Tatta branch by the North-Western Railway.
(ii) Petlad via Wadhwan to Jangshahi.	380	
Total Standard Gauge ...	4,307	

4
A.—Important Lines—concluded.

Name of Railway.	Approximate length.	Remarks.
METRE GAUGE.		
18. Palghat-Dindigul ...	108	The line was surveyed by M. de Closets and inspected by Mr. Geoghegan in 1885-86
19. Dindigul to Kodumudi ...	60	This line has been lately suggested by Mr. H. Gale.
20. Madura-Pamban ...	101	The line was surveyed during 1886 by Mr. H. T. Geoghegan and a complete project prepared. A further detailed survey is now being carried out.
21. Tinnevely-Quilon ...	141	The line was surveyed in 1882 and again in 1883 by the South Indian Railway Company on behalf of Government. Two trial surveys were subsequently made by the South Indian Railway Company and by the Chief Engineer of the Travancore State, respectively. A concession was granted to an English Company up to the 1st April 1893, which has now lapsed by effluxion of time. A further detailed survey is now being carried out.
22. Palghat <i>via</i> Trichoor and Cochin to Quilon.	172	The Shoranur-Cochin and Calicut-Cannanore lines are now being surveyed in detail.
23. Calicut to Cannanore ...	55	
24. Arsikere <i>via</i> Hassan to Mysore.	319	
Hassan to Mangalore ...		
Nanjangode to Erode ...		A detailed survey is now being made of the line from Arsikere <i>via</i> Hassan to Mangalore.
25. Chittagong-Akyab-Minhla.	420	A reconnaissance survey has been carried out. A survey is being made for a railway to connect Assam with Burma <i>via</i> the Hukong valley.
26. Hajepore <i>via</i> Khagaria to Katihar.	154	The line has been surveyed by the Bengal and North-Western Railway Company.
27. Northern Bengal-Assam.	300	A survey is being made.
28. Prome-Magwe-Meiktila ...	176	The line has not been surveyed.
29. Mandalay-Kunlon ...	270	A detailed survey has been carried out.
30. Kanbalu-Kondat ...	90	The line has not been surveyed.
31. Kaliganj or Damer <i>via</i> Cooch Behar to Gauhati.	200	
Total Metre Gauge ...	2,568	

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LIST OF PROMISING RAILWAY SCHEMES

WHICH HAVE FROM TIME TO TIME BEEN SUGGESTED TO THE GOVERNMENT OF INDIA FOR CONSTRUCTION.

B.—Branches and lines of minor importance.

Name of Railway.	Approximate length.	Remarks.
STANDARD GAUGE.		
1. Ludhiana-Ferozepore ...	76	A detailed survey has been made by the Engineer-in-Chief of the Delhi-Minchinabad Railway Survey.
2. Okara to the right bank of the Sutlej river near Fazilka.	40	
3. Jullundur-Hoshiarpur ...	26	
4. Khanpur-Mithankot ...	21	
5. Lodhran-Mailsi ...	40	
6. Benares-Man-Turtipur, with branches to Azamgarh, Ballia and Ghazipur.	211	The lines have been surveyed by the Bengal and North-Western Railway Company.
7. Luckeesarai-Gya, with a branch from Behar to Bakhtiarpur.	163	
8. Bhagalpur-Ahmadpur, with branch.	42	The lines are being promoted by Sir W. B. Hudson.
9. Segowlie-Rakeaul ...	17	
10. Mugra-Cutwa ...	50	The section from Ahmadpur to Mugra, 82½ miles long, was surveyed and estimated for in connection with the Western Bengal Railway project.
11. Shikhoabad-Farukhabad ...	74	The project has been investigated by the East Indian Railway Company.
12. Singhia-Madaripur-Chandpur Extension.	63	The line was surveyed in 1888-89 by the Bengal Central Railway Company and estimates prepared. A further survey was carried out by Government in 1893-94.
13. Sultanpur-Bogra-Kaliganj...	38	The line is under survey.
14. Jubbulpore to Gondia or Tumsar.	143	A reconnaissance survey was carried out by Mr. W. H. Parker in 1890.
15. Akola-Ilingoli ...	56	The line was surveyed in 1884 by Colonel Nuthall, and the project revised in 1886 by Mr. J. G. H. Glas.
16. Bezvada-Masulipatam ...	60	The line was surveyed by the Madras Railway Company in 1891, and estimates prepared for a line on the standard gauge as well as on the mixed gauge.
17. Najibabad-Kotdwara ...	15	This line is under survey by the Oudh and Fohil-khand Railway.
Total Standard Gauge ...	1,130	

B.—Branches and lines of minor importance—concluded.

Name of Railway.	Approximate length.	Remarks.
METRE GAUGE.	MILES.	
18. Bareilly via Budaon to Soron.	50	The Oudh and Rohilkhand Railway surveyed the line from Aonla to Budaon, 19 miles in length, and prepared the necessary project. A detailed survey of a line on the metre gauge from Bareilly to Soron has also been made.
19. Kalka-Simla (special gauge).	60	The line was surveyed in 1883-84 and 1884-85 by Mr. T. B. Morris. It has since been under survey by Mr. W. G. Gilchrist and a revised project is now awaited.
20. Hardwar-Dehra-Rajpur ...	34	The line has been surveyed, but the concession granted to the Dehra Dun Railway Association has lapsed.
21. Fazilka to the left bank of the Sutlej and branch to Minchinabad.	30	The line has not been surveyed.
22. Bahawalpur-Bikanir ...	136	The through line from Ajmere to Bahawalpur was surveyed in 1886-87 by Colonel Nuthall and estimated for.
23. Shadipali-Balotra ...	206	The line was reconnoitred in 1888-89 by Mr. H. Bell in connection with the Bikanir Desert Railway Survey. It has since been surveyed in detail by Mr. P. P. Dease.
24. Sabarmati-Dholera ...	78	The survey of this line was undertaken under instructions from the Agent, Indian Light Railways Company, and the project submitted through the Government of Bombay. A concession was granted to Mr. Robert Miller, but a company has not been formed yet for its construction.
25. Karwar-Hubli ...	109	The line was surveyed in 1870 by Mr. C. J. Shaw.
26. Nanjangode-Calicut ...	155	Messrs. Burchell and Co. of London proposed in 1882 to survey the line from Mysore to Beypore, but this was never carried out.
27. Mâyavaram-Tranquebar ...	15	The line was surveyed in 1887 and complete estimates for the metre gauge prepared.
28. Mymensingh via Jamalpur to the Brahmaputra.	70	The line is under survey.
29. Meiktila to Myingyan ...	76	The line has been surveyed and a project prepared.
30. Mogoung-Myitkina ...	34	The line is under survey and the project is now awaited.
31. Bassac-Henzada ...	86	The line was partially surveyed in 1884. The detailed survey was left to the Local Administration to carry out if it is so desired.
Total Metre Gauge ...	1,139	

NOTE on letter No. 971 R.C., dated 14th August 1895, from Government of India.

In letter, No. 366 R., to the Government of India on the question of branch lines as feeders to the Madras Railway, the order of importance was put forward as follows:—

- | | |
|------------------------|--------------------------|
| (1) Calicut-Cannanore. | (5) Salem-Dindigul. |
| (2) Shoranur-Cochin. | (6) Salem-Porto Novo. |
| (3) Arcot-Ranipet. | (7) Erode-Satyamangalam. |
| (4) Podanur-Dindigul. | |

In considering these branches with the other lines under survey—

Tinnevelly-Quilon, Madura-Pámban,	Arsikere-Mangalore,
--------------------------------------	---------------------

it will be consistent to place these in the above order after the Shoranur-Cochin branch.

The list will then stand as under for lines of immediate importance—

- (a) Calicut-Cannanore.
- (b) Shoranur-Cochin.
- (c) Tinnevelly-Quilon.
- (d) Madura-Pámban.
- (e) Arsikere-Mangalore.

And it then remains to consider the following, which I have placed in the order in which they should, as appears from correspondence, be constructed:—

- (f) Arcot-Ranipet.
- (g) Parvatipur-Vizianagram, being a part of the line from Raipur on the Bengal-Nagpur to Vizianagram on the East Coast line.
- (h) Berwada-Masulipatam.
- (i) Podanur-Dindigul.
- (j) Salem-Dindigul, which includes the Dindigul-Kodumudi enumerated in India's letter.
- (k) Salem-Porto Novo.
- (l) Erode-Nanjangode, which includes Erode-Satyamangalam branch of the Madras Railway.
- (m) Nanjangode-Calicut.
- (n) Mâyavaram-Tranquebar.

This will have to come some day in spite of the Madras Railway. They cannot block such an important through communication for ever.

(Initld.) W.

I submit, however, that the connection of the South Indian and Southern Mahratta lines, Erode-Nanjangode, should be placed higher up in the list, because even if it takes away traffic from the Madras Railway, it would benefit the south of India to afford unbroken communication with Mysore and the Bombay Presidency, and I would place it after the Berwada-Masulipatam branch and include lines (f), (g), (h), and the Erode-Nanjangode lines to be placed in class A as of immediate importance.

The list would then be—

Lines of immediate or urgent importance placed in order of urgency.

B. Calicut-Cannanore.
B. Shoranur-Cochin.
M. Tinnevely-Quilon.
M. Madura-Pámban.
M. Arsikere-Mangalore.
B. Arcot-Ranipet.
B. Parvatipur-Vizianagram.
B. Bezwada-Masulipatam.
M. Nanjangode-Erode.

Lines of less pressing urgency placed in order.

B. Podanur-Dindigul.
B. Salem-Dindigul.
B. Salem-Porto Novo.
B. Nanjangode-Calicut.
B. Májavaram-Tranquebar.

I think this order will do, but I would put Salem-Dindigul before Salem-Podanur.

Salem-Dindigul would then stand next in order to the Nanjangode-Erode line, which is Mr. Moss' *bête noire*, but if the very next to be taken up is the Salem-Dindigul line, he would not object and the public interests would be fully served. There is no doubt that the Salem-Dindigul line would affect the South Indian Railway very prejudicially as regards passengers from the south of India from Dindigul southwards, but a little competition would do them both good.

29th August. (Initld.) W.

30th Aug. 1895. (") H. W. B.
2nd September. (") J. G.

I append the railway map of 1895 with the standard gauge lines marked - - - - - and metre gauge lines marked - - - - - for reference.

28th August 1895.

(Signed) F. R. UPCOTT,
Joint Secy. to Government,
Railway Branch.

Name of Railway.	Length.	Remarks.
MAIN LINES		
MILES.		
METRE GAUGE.		
A.—Important lines placed in their order of urgency.		
Tinnevely-Quilon	106	Northern route now under survey.
Madura-Pámban	102	Now under survey.
Arsikere-Mangalore	137	Vid Hassan now under survey.
Nanjangode-Erode	114	Line to connect the South Indian and Southern Mahratta systems.
BRANCH LINES.		
STANDARD GAUGE.		
A.—Important lines placed in their order of urgency.		
Calicut-Cannanore	52	} Branches of the Madras Railway now under survey.
Shoranur-Cochin	61	
Aroot-Ranipet	7	Short branch from the Madras Railway to Aroot city.
Parvatipur-Viziansgram	47	} Branch of the East Coast Railway.
Bozwada-Masulipatam . . .	44	
BRANCH LINES.		
STANDARD GAUGE.		
B.—Lines of less pressing importance placed in their order of urgency.		
Salem-Dindigul	60	} Branches of the Madras Railway.
Podanur-Dindigul	107	
Salem-Porto Novo	116	
BRANCH LINES.		
METRE GAUGE.		
B.—Lines of less pressing importance placed in their order of urgency.		
Nanjangode-Calicut	155	Branch of the Southern Mahratta.
Máyavaram-Tranquebar	15	Branch of the South Indian.

From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Simla, dated Ootacamund, 10th September 1895, No. 570 R.

In reply to Government of India, No. 971 R.C. of 14th August 1895, I am directed to forward a list of the proposed railways in the Madras Presidency divided into classes of main lines and branches of existing lines of railway and further sub-divided into—

- (a) Railways of immediate importance placed in order of urgency.
- (b) Railways of less pressing importance, also placed in order of urgency.

2. With regard to the list, I am desired to say that in the opinion of His Excellency the Governor in Council, the railways in class A, both main lines and branches, should be placed in the following order of relative importance:—

- | | |
|-------------------------|-----------------------------|
| (1) Calicut-Cannanore. | (6) Arcot-Ranipet. |
| (2) Shoranur-Cochin. | (7) Parvatipur-Vizianagram. |
| (3) Tinnevely-Quilon. | (8) Bezwada-Masulipatam. |
| (4) Madura-Pamban. | (9) Erode-Nanjangode. |
| (5) Arsikere-Mangalore. | |

And those in class B in the following order:—

- | | |
|-----------------------|---------------------------|
| (1) Salem-Dindigul. | (1) Nanjangode-Calicut. |
| (2) Podanur-Dindigul. | (6) Mayavaram-Tranquebar. |
| (3) Salem-Porto Novo. | |

Although this order does not, in respect of the branch lines of the Madras Railway, precisely follow the order recommended in letter No. 366 R., dated 23rd May 1895, slight alterations have been made in reviewing the claims and advantages of the proposed lines of both gauges in the Madras Presidency.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

TO

THE GOVERNMENTS OF MADRAS, BOMBAY, BENGAL, THE NORTH-WESTERN PROVINCES AND OUDH, AND THE PUNJAB.
THE CHIEF COMMISSIONERS OF THE CENTRAL PROVINCES, BURMA AND ASSAM.
THE RESIDENTS AT HYDERABAD AND IN MYSORE.
THE AGENTS TO THE GOVERNOR GENERAL IN CENTRAL INDIA, RAJPUTANA AND BALUCHISTAN.
THE DIRECTOR GENERAL OF RAILWAYS.
THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA, LUCKNOW, AND ASSAM.

Simla, the 14th August 1895.

SIR,

In view to the annual revision of the forecast of railway construction, I am desired to invite an expression of opinion as to the railways which are considered to be most needed for the development of the Province under the control of the Local Government.

2. It would be convenient if, in your reply, the proposed railways were classified into main lines and branches of existing lines of railway, and if each of these classes were further sub-divided into railways—

- (a) of immediate or urgent importance—in the order so far as possible of urgency; and
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3. I am to enclose, for information, a list of promising railways which have from time to time been suggested to the Government of India for construction, and some of which have already been surveyed or reconnoitred.

4. I am to say that, as under existing conditions no railway scheme can be taken up without pledging directly or indirectly the credit of the Government of India, it must rest with the Secretary of State to consider which of the railways asked for by the various Local Governments are most necessary in the general interests of the country and to determine in what order arrangements for their construction are to be made.

5. The favour of a reply is requested at your earliest convenience.

I have the honour to be,

SIR,

Your most obedient servant,

J. L. K. K. K.

Under Secretary.

Document accompanying.

List of promising railways which have from time to time been suggested to the Government of India for construction.

*To The Joint Secretary to the Govt. of Madras
Public Works Dept. Railway Branch*

LIST OF PROMISING RAILWAYS.

WHICH HAVE FROM TIME TO TIME BEEN SUGGESTED TO THE GOVERNMENT OF INDIA FOR CONSTRUCTION.

A.—Important Lines.

Name of Railway.	Approximate length.	REMARKS.
STANDARD GAUGE.		Miles.
1. Delhi-Bhatinda Samasata .	400	The project has been fully surveyed, and its construction will probably be taken up shortly by a company.
2. Lyallpur-Mooltan Extension .	84	A detailed survey has been carried out by the North Western Railway.
3. { (i) Kala-ke Sarai to Albot- tabad. (ii) Abbottabad to Manseruh (iii) Manseruh to Srinagar	55	A detailed survey has been carried out, and the project prepared.
	13	
	132	
4. { (i) Ghaziatad to Morada- bad. (ii) Gajraula to Chandusi.	86	A preliminary survey has been made and a further survey will be carried out in 1895-96.
	44	
5. Rampur to Ramnagar .	47	A detailed survey has been made. The line will probably be constructed by the Rampur-Durbar.
6. Rae Bareilly-Benares .	139	The line has been surveyed, and the project submitted to the Secretary of State for sanction.
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14-10

4

22-10

A.—Important lines—continued.

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Brought forward	Miles. 1,668	
STANDARD GAUGE—contd.		
9. Sambalpur-Khurda	190	This section formed a part of the Benares-Puri project, which was fully surveyed and estimated for in the years 1893-94 to 1895-96. An alternative route from Sambalpur along the right bank of the Mahanadi River, to Khurda on the East Coast Railway, a distance of 190 miles, has since been surveyed in detail by the Bengal-Nagpur Railway Company. A survey is now being made for an alternative line from Raipur to Sonpur.
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15. Jaspore to a point on the Rutlam-Bhuttpore-Muttra line in the Chambal valley (No. 14 above).	100	The line was surveyed in 1900-01 by Mr. C. H. Croudace at the request of the Durbar, and a complete project prepared.
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17. (i) Umarnkot, via Deesa, Palanpur, and Keralu to Sabarnati; or (ii) Petlad, via Wadhwan, to Jangshahi.	284 380	The northern route from Hyderabad (Sind) to Palanpur, and the southern route from Hyderabad to Laxtar, 315 and 351 miles, respectively were reconnoitred in 1878-79 by Captain Gracey, and estimates prepared. The line from Deesa to Umarnkot has lately been surveyed by Mr. Etlinger on behalf of an English Syndicate, and the Jangshahi-Tatta branch by the North Western railway.
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20. Madura-Pamban	101	The line was surveyed during 1886 by Mr. H. T. Geoghegan, and a complete project prepared. A further detailed survey is now being carried out.
21. Tinnevely-Quilon	141	The line was surveyed in 1862 and again in 1883 by the South Indian Railway Company on behalf of Government. Two trial surveys were subsequently made, by the South Indian Railway Company and by the Chief Engineer of the Travancore State respectively. A concession was granted to an English Company up to the 1st April 1893, which has now lapsed by effluxion of time. A further detailed survey is now being carried out.
22. <i>Shoranur Cochin</i> Palghat, via Trichoor and Cochin, to Quilon.	172	The Shoranur-Cochin and Calicut-Cannanore lines are now being surveyed in detail.
23. Calicut to Cannanore	55	
24. <i>Shoranur Cochin</i> Arsikere, via Hassan, to Mysore. Hassan to Mangalore	319	A detailed survey is now being made of the line from Arsikere, via Hassan, to Mangalore.
25. <i>Nanjangode to Erode</i> Chittagong-Akyab-Minhla	420	A reconnaissance survey has been carried out. A survey is being made for a railway to connect Assam with Burma via the Hukong valley.
26. Hajipur, via Khagaria, to Katihar.	154	The line has been surveyed by the Bengal and North Western Railway Company.
27. Northern Bengal-Assam	300	A survey is being made.
28. Prome-Magwe-Meiktila	176	The line has not been surveyed.
29. Mandalay-Kunlon	270	A detailed survey has been carried out.
30. Kanbala-Kendat	90	The line has not been surveyed.
31. Kaliganj or Dumer, via Cooch Behar, to Gauhati.	200	The line has not been surveyed.
TOTAL METRE GAUGE	2,560	

LIST OF PROMISING RAILWAY SCHEMES.

WHICH HAVE FROM TIME TO TIME BEEN SUGGESTED TO THE GOVERNMENT OF INDIA FOR CONSTRUCTION.

B.—Branches and lines of minor importance.

Name of Railway	Approximate length.	REMARKS.
STANDARD GAUGE.		
1. Ludhiana-Ferozepore .	76	A detailed survey has been made by the Engineer-in-Chief of the Delhi-Minchinabad Railway Survey.
2. Okara to the right bank of the Sutlej river near Fazilka.	40	The line has not been surveyed.
3. Jullundur-Hoshiarpur .	26	Ditto ditto.
4. Khanpur-Mithankot	21	Ditto ditto.
5. Lodhran Multani .	40	Ditto ditto.
6. Benares-Mau-Turtipur, with branches to Azamgarh, Ballia, and Ghazipur	211	The lines have been surveyed by the Bengal and North-Western Railway Company.
7. Luckeesarai-Gya, with a branch from Behar to Bakhtiarpur.	163	A company has been formed for the construction of these lines.
8. Bhagalpur-Ahmadpur, with branch	42	The lines are being promoted by Sir W. B. Hudson.
9. Segowlie-Raksaul	17	
10. Mugra-Cutwa	50	The section from Ahmadpur to Mugra, 82½ miles long, was surveyed and estimated for in connection with the Western Bengal Railway project.
11. Shikhabad-Farukhabad	74	The project has been investigated by the East Indian Railway Company.
12. Singhia-Madaripur-Chandpur Extension.	63	The line was surveyed in 1898-99 by the Bengal Central Railway Company, and estimates prepared. A further survey was carried out by Government in 1893-94.
13. Sultanpur-Bogra-Kaliganj .	38	The line is under survey.
14. Jubbulpore to Gondia or Tumsar	148	A reconnaissance survey was carried out by Mr. W. H. Parker in 1890.
15. Akola-Hingoli .	50	The line was surveyed in 1894 by Colonel Nuthall, and the project revised in 1886 by Mr. J. G. H. Glass.
16. Bezwada-Masulipatam	50	The line was surveyed by the Madras Railway Company in 1891, and estimates prepared for a line on the standard gauge as well as on the mixed gauge.
17. Najibabad-Kotdwara	15	This line is under survey by the Oudh and Rohilkhand railway.
TOTAL STANDARD GAUGE	1,130	

B.—Branches and lines of minor importance—concluded.

Name of Railway.	Approximate length.	REMARKS.
METRE GAUGE.		
18. Bareilly, <i>via</i> Budaon, to Soron.	50	The Oudh and Rohilkhand Railway surveyed the line from Aonla to Budaon, 19 miles in length, and prepared the necessary project. A detailed survey of a line on the metre gauge from Bareilly to Soron has also been made.
19. Kalka-Simla (special gauge)	60	The line was surveyed in 1883-84 and 1884-85 by Mr. T. B. Morris. It has since been under survey by Mr. W. G. Gilchrist, and a revised project is now awaited.
20. Hardwar-Dehra-Rajpur	34	The line has been surveyed, but the concession granted to the Dehra Dun Railway Association has lapsed.
21. Fazilka to the left bank of the Sutlej and branch to Minchinabad.	30	The line has not been surveyed.
22. Bahawalpur-Bikanir	136	The through line from Ajmere to Bahawalpur was surveyed in 1886-87 by Colonel Nuthall, and estimated for.
23. Shadipali-Balotra	206	The line was reconnoitred in 1898-99 by Mr. H. Bell in connection with the Bikanir Desert Railway Survey. It has since been surveyed in detail by Mr. P. P. Dasse.
24. Sabarmati-Dholera	73	The survey of this line was undertaken under instructions from the Agent, Indian Light Railways Company, and the project submitted through the Government of Bombay. A concession was granted to Mr. Robert Miller, but a company has not been formed yet for its construction.
25. Karwar-Hubli	109	The line was surveyed in 1870 by Mr. C. J. Shaw.
26. Nanjangode-Calicut	155	Messrs. Burchell & Co. of London proposed in 1882 to survey the line from Mysore to Beypore, but this was never carried out.
27. Mayavaram-Tranquebar	15	The line was surveyed in 1897, and complete estimates for the metre gauge prepared.
28. Mymensingh <i>via</i> Jamalpur to the Brahmaputra.	70	The line is under survey.
29. Meiktila to Myingyan	76	The line has been surveyed and a project prepared.
30. Mogoung-Myitkina	34	The line is under survey, and the project is now awaited.
31. Bassein-Henzada	66	The line was partially surveyed in 1894. The detailed survey was left to the Local Administration to carry out if it is so desired.
TOTAL METRE GAUGE	1,139	

CURRENT No. 6542

His Excellency the Governor.
Hon. Rev. Bishop.
Hon. Sec. Genl.

Decr. 26. 8. 55

Note on letter No 971 RE
dtd 14 Aug 55 from Govt.
of India -

In letter 366 R to the Govt.
of India on the question of
branch lines as per memo
to the Madras Ry. - the
order of importance was
put forward as follows.

1. Calicut Cannanore
2. Shoranur Cochin
3. Arcot Rameswaram
4. Podanur Dindigul
5. Salem Dindigul
6. Salem Pato Koro
7. Erode Satyamangalam

In considering these branches
with the other lines under
consideration,

Trincomalee, Zambiar
Madras Panhau
Ankathuruzhale
it will be consistent to
place these in the above or-
der after the Shoranur Co-
chin branch -

The list will then stand
as under for lines of im-
mediate importance

- a - Calicut Cannanore
- b - Shoranur Cochin
- c - Trincomalee Zambiar
- d - Madras Panhau
- e - Ankathuruzhale

and it then remains to
consider the following
which I have placed in
the order in which they
should ^{as appears from correspondence} ~~be considered~~
be considered.

- f - Arcot Rampet
 g - Parvathipur Vymanagaram being a part of the line from Rampet on the Mysal branch to Vignapuram on the East Coast line.
 h - Beysala Masulipatam
 i - Pottur Dindigul
 j - Salem Dindigul which includes the Dindigul Kodumudi summe-
 ted in British letter
 k - Salem Porto Novo
 l - Erode Mungupudi which includes Erode Sathyamangalam branch of the Madras Ry.
 m - Mungupudi Calicut
 n - Mayasaram Mangalore

I submit however that the connection of the South Indian & Southern Mahratta lines Erode Mungupudi should be placed higher up in the list because even if it takes away traffic from the Madras Ry, it would benefit the South of India to afford unbroken communication with Mysore and the Bombay Presidency and I would place it after the Beysala

This will have to come some day in spite of the Madras Railway - they cannot block such an important through communication for ever.

W
 -

I think this order will do - but I should put Salem - Dindigul before Salem - Pottur. S.D. would then stand next in order to the Mungupudi - Erode line, wh. is the most bite noise - but if the very next to be taken up is the Salem Dindigul line he w^d not object - and the public interests would be fully served. There is no doubt that the Salem - Dindigul line would affect the S. D. R. very prejudicially as regards passengers from the South of India from Dindigul to the South - but a little competition would do them both good.

Very well

30/8/95

W
 29 Aug

2/9

Masulipatam Branch - and include lines f, g, h and the Erode Mungupudi lines to be placed in Class A as of immediate importance -

The list would then be lines of immediate or urgent importance - placed in order of urgency

- B Calicut Calicut
 B Shrirang Cochin
 M Dindigul Dindigul
 M Madras Mangalore
 M Aranthi Mangalore
 B Arcot Rampet
 B Parvathipur Vymanagaram
 B Beysala Masulipatam
 B Mungupudi Erode

Lines of less pressing urgency - placed in order

- B X Pottur Dindigul
 B X Salem Dindigul
 B Salem Porto Novo
 B Mungupudi Calicut
 B Mayasaram Mangalore

I append the Ry. map of G.S. with the standard gauge lines marked ----- and metre gauge lines marked - - - - - for reference

From 2/9
 2/95

Ch 28/8 2/9

75P

Main lines

Metro gauge

A-Important lines placed in

their order of urgency

<u>Name of Railway</u>	<u>Length Miles</u>	<u>Remarks</u>
Tinnevely-Quilon	106	Northern route now under survey
Madurai-Pamban	102	Now under survey
Arsikere-Margalore	137	Via Hassan now under survey
Munjugode-Erode	114	Line to connect the South Indian and Southern Mahratta Systems

Branch lines

Standard gauge

A-Important lines placed in

their order of urgency

Calicut-Cannanore	52	} Branches of the Madras Railway now under survey
Shoranur-Cochin	61	
Arcot-Raripet	7	Short branch from the Madras Railway to Arcot City
Parvatipur-Vizianagram	47	Branch of the East Coast Railway
Bezvada-Masulipatam	44	-----do-----do-----

Branch lines

Standard gauge

B-Lines of less pressing

importance placed in their order of urgency.

Salem-Dindigul	60	} Branches of the Madras Railway
Podanur-Dindigul	107	
Salem-Porto Novo	116	

Branch lines
Metro gauge
B-Lines of less pressing
importance placed in their order of urgency.

Name of Railway	Length Miles.	Remarks
Munjunge-Calicut	155	Branch of the Southern Mahratta
Mayavaram-Tranquebar	15	Branch of the South India

Bf.
No. 570 R. dated 6.9.95

W-4.9.
R 5/9

Bf.
His Excellency the Governor
Sir M. Alis
San W. from

W
4 Sep

20
7/9/95

28
7/9

No. 570 R 5/9

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE SECY. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.
Simla.

Ooty, the 10th September 1895.

Sir,

In reply to Govt. of India
No. 971.R.C of 14th August 1895, I am directed to forward a list of the proposed --
railways in the Madras Presidency divided
into classes of main lines and branches --
of existing lines of railway and further
sub-divided into

A- Railways of immediate importance placed in order of urgency.

B- Railways of less pressing importance also placed in order of urgency.

2. With regard to the list, I am desired to say that in the opinion of His Excellency the Governor in Council the railways in class A both main lines and branches should be placed in the following

ing

following order of relative importance:-

1. Calicut-Cannanore
2. Shoranur-Cochin
3. Tinnevely-Qutlor
4. Madura-Palnan
5. Arsikere-Mangalore
6. Arcot-Ranipet
7. Parvatipur-Vizianagram
8. Berwada-Masulipatam
9. Erode-Munjengod

and those in class B in the following order:-

1. Salem-Dindigul
2. Podarur-Dindigul
3. Salem-Porto Novo
4. Munjengod-Calicut
5. Mayavaram-Tranquebar

although this order does not, in respect of the branch lines of the Madras Railway, precisely follow the order recommended in letter No. 366.R dated 23rd May 1895, slight alterations have been made in reviewing the claims and advantages of the proposed lines of both gauges in the Madras Presidency.

Wm R.

4/95

Documents all right

List of Rgs referred to

Referred in R. Office on 10.9.95

B/
No 570.R dated 10.9.95