

Public Works (1897) Department.

RAILWAY BRANCH.

G.O., No. 33/4 R. 332 R

DATED 10th May 1897.

Railway Programme of the Madras Presidency.
[Despatch Abstract.]
Ordered that the — be forwarded to the Govt
of India for the consideration of the Conference
— of 1897.

Letter to India forwarding —

PUBLIC WORKS.

Spare copies

MAY.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

READ the following:—

Note by the Consulting Engineer for Railways, Madras, dated 21st April 1897 for the Railway Conference of 1897.

ORDER—No. 331/A., R., dated 10th May 1897.

Ordered that the following letter be addressed to the Government of India.

[Here enter No. 332 R., dated 10th May 1897.]

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

THE RAILWAY CONFERENCE OF 1897.

NOTE BY THE CONSULTING ENGINEER FOR RAILWAYS, MADRAS.

The Madras Presidency is concerned with a number of railway projects, some of which are still very far from being ready for final approval. All projects, however, are here detailed for facility of reference. Those for whose construction and working proposals have been made under the terms of Government of India Circular, No. 514 R.C., dated the 17th April 1896, are, as per paragraph 5 of the Hon. Mr. Trevor's memorandum, dated 26th March 1897, to be kept outside the programme of the annual forecast. But it has been thought best, for the sake of completeness and symmetry, to include them in the present note. As a matter of convenience the projects are here grouped together around the main railway systems by the agency of which, or in direct connection with which, it seems likely that they will be worked.

MADRAS RAILWAY COMPANY'S GROUP—STANDARD GAUGE.

I. Calicut-Cannanore, 59 miles—Rs. 73,75,000.—In his memorandum already referred to, the Hon. Mr. Trevor remarked as follows with reference to this important scheme: "The Government of India are very desirous to authorize an early commencement, and while it is considered preferable that this line should be constructed and worked as part of the parent line, with a special arrangement for treatment of the debenture capital raised for the branch and of the rate of exchange on its earnings, it has been recommended that, if the funds for its construction cannot be raised in the manner proposed, it should be made by a subsidiary or branch line company." The negotiations for the financing of this branch have now, as I learn unofficially from the Agent, Madras Railway, reached the following stage. The Directors of the Madras Railway Company in London have received a letter, No. 134 P.W., dated the 17th March 1897, from the Secretary of State, informing them of the terms on which the Government of India are prepared to sanction their raising money for the Calicut-Cannanore Railway. These terms are briefly as follows:—

- (a) The extension to be purchased at the same time as the parent line of which it will be a part.
- (b) Exchange rate to be the prescribed rate instead of the old 1s. 10d.
- (c) Extension to be worked at same percentage of gross receipts as obtain over entire system.
- (d) Excess of net earnings over interest to be net profits, and to be distributable one-fifth to Company and rest to Government, with a provision for making up, out of the Madras Railway's surplus profits, any deficit when interest is not covered by net earnings.

Subject to the Madras Railway Company's acceptance of these terms, the Secretary of State is prepared to sanction an estimate of Rs. 73,75,000 for 59 miles.

As this goes to press, I learn that the Agent has heard, by wire, from his Board, that they have accepted the Secretary of State's terms.

II. The Arcot Branch, 4.5 miles—Rs. 2,25,000.—This is the latest estimate, and is about half the originally estimated cost. The plans and all figures are ready, and have gone to the Board of Directors. There seems to be no reason why this small branch should not be included in the coming forecast. It is estimated as likely to pay 7 per cent., and has been included in the list of selected lines given in paragraph 10 of Mr. Trevor's memorandum.

I take it that the Company will not object, if Government should insist on it, to the capital cost being treated similarly to that of the Calicut-Cannanore line.

III. The Madras Harbour Branch, about 1 mile—Rs. 2,00,000.—Now that a reply has been received from the Military Department about the position of the railways with reference to the batteries, and now that the Madras Harbour improvement scheme is approaching maturity, it will be possible in a very few weeks to get

out a proper plan and estimate of this short and greatly-needed extension, which will not only bring the Madras, East Coast, and South Indian Railways into connection at a common station on the Beach, but will put all three into close contact with the boat basin which the Harbour Board have decided to build, and, with the coal hard, and with the shipping and port trade generally.

IV. *Shoranur-Cochin*, 73 miles—latest estimate Rs. 87,60,000.—But even this estimate, though far below that originally submitted for Rs. 1,51,12,000 by the Madras Railway Company, is believed to be susceptible of further large reductions when re-aligned on a 1 in 100 grade and 1,200 feet curve basis. The necessary re-alignment and survey are, however, for the present deferred pending a decision being come to as to whether the line is likely to be worth making. This extension cannot come into the forecast for 1897.

V. *Podanur-Dindigul*, 107 miles.—The Madras Railway Company are anxious to construct this extension, and have made a traffic survey of it and sent it home to their Board asking to be allowed to make a regular survey. But meanwhile the South Indian Railway have put in a claim for it, and the general question now under consideration is whether it should be standard or metre gauge. The case is not ready for consideration at the coming conference.

VI. *Salem-Dindigul, Salem-Porto Novo, Erode-Satyamangalam*.—These three branches of the Madras Railway have been proposed from time to time; but they need not be seriously considered as coming within the scope of the present note.

SOUTH INDIAN RAILWAY COMPANY'S GROUP—METRE GAUGE.

VII. *Madura-Pámban*, 100 miles—Rs. 43,00,000.—Messrs. Best & Co. are anxious to get a concession for this line which they desire shall be worked by the South Indian Railway Company on the basis of the percentage of working expenses to gross earnings, limited to 50 per cent., obtaining over that Company's entire system. The Agent, however, has advised his Board not to allow so important an extension to pass out of their own hands. The Board's reply to this letter is awaited, and pending its receipt things are not ripe. The Secretary of State and the Government of India as well as the Madras Government are in favour of the construction of this important extension either by the South Indian Railway Company directly, or by a Branch Line Company subsidiary to them. The matter is still under consideration.

VIII. *Erode-Nanjangod*, 114 miles—to cost, including the purchase of the Nanjangod-Mysore section, £ 600,000 for 150 miles.—The latest phase of this suggested connection, between the South Indian and Southern Mahratta Railways, is a proposal from the Nilgiri Ry. Co. to construct the link. This proposal is believed to be strongly supported by the South Indian Ry. Co. and by the Mysore Government. The proposal includes a metre gauge connection between Mettupálaiyam and Satyamangalam, which would give through metre connection between the Nilgiris and Southern India, a thorough connection which would be rendered very much more direct and convenient if a metre link of 50 miles were made between Dindigul and Karúr.

The terms asked for are: interest in sterling at $3\frac{1}{2}$ per cent. during construction, chargeable to capital when not covered by traffic receipts; rupee guarantee $3\frac{1}{2}$ per cent. after opening; surplus profits to be equally divided; the South Indian Railway to work the line at 50 per cent. of gross receipts; and in addition, the usual clauses about purchase, rates and fares, land, and other matters.

IX. *Negapatam-Nagor*, 4 miles—Rs. 2,50,000.—This project on being recommended to his Board by the Agent, South Indian Railway, was sanctioned by them, and a survey has been sanctioned by the Government of India. Provision for making the extension was inserted in the current year's budget, and has not been cut out by the Government of India. We may therefore, I think, take it that this small extension will probably be included in the sanctioned programme.

X. *Podanur-Dindigul*, 107 miles.—This overlaps the standard gauge scheme No. V. The South Indian Railway have entered a protest against the territory to be served being made over to the Madras Railway Company; but their proposals to make the connection themselves have not yet been submitted in definite shape. It seems probable that if the scheme referred to under the head of No. VIII, viz., for a metre connection between Dindigul and Karúr, should be put forward by the Nilgiri or by

the South Indian Railway Company and should commend itself to Government, the South Indian Railway could afford to leave to the Madras Railway Company the development of the Podanur-Dindigul country. Matters are not ripe for the settlement of this question at the next conference.

XI. *Trichinopoly-Pudukkottai-Thondi*, 86 miles—Rs. 37,50,000.—The Agent, South Indian Railway, would place this proposed branch fifth in order of preference. It is not yet fit for submission to the Government of India. We are awaiting a reply from the Agent to a reference about survey, and from the Collectors of Madura and Tanjore about traffic figures. The Pudukkottai State, who have put forward the scheme, have suggested the formation of a Branch Line Company on an Imperial guarantee of 3 per cent., the proportion of the guarantee appertaining to the 41 miles inside Pudukkottai territory being underwritten by that State. The South Indian Railway Company are now considering these proposals, and nothing as yet is ripe for submission to the Government of India.

XII. *Tinnevely-Qulion*, 103.33 miles—Rs. 1,01,62,000.—The Agent of the South Indian Railway is strongly opposed to this line, and has proposed to his Board that, if they are to work it at all, they should do so on the basis of actuals. The Board disapproving of this have called on him to propose a percentage of gross earnings at which, without loss, it may probably be worked. The Agent replied in his No. 528, dated 7th April 1897, advising that, subject to a minimum of Rs. 80 per mile per week, for the first five years, and of Rs. 70 per mile per week afterwards, the branch be worked for the same percentage of net to gross receipts as obtain over the entire system, with in addition, a percentage charge for rolling stock. The Travancore Government have agreed to underwrite so much of a 3 per cent. guarantee, if offered by Government to a Branch Line Company, as applies to the 57 miles which lie inside their State.

XIII. *Tanjore District Board's lines—Mutupet-Araayarkoil*, 45 miles, 15 lakhs and *Kumbakonam-Mannargudi*, 21 miles, 13 lakhs.—We sent these projects forward to the Government of India in January with a recommendation that the Mutupet-Araayarkoil line and the Nidamangalam-Mannargudi section of 8 miles only of the second line should be approved. The District Board propose to raise the necessary capital by borrowing on the security of the opened Mayavaram-Mutupet Railway and of the railway guarantee cess. Should the projects meet with the Government of India's approval, surveys and estimates will be arranged for.

XIV. *Amayanaikanur-Kuvuranath*, 75 miles—50 lakhs or £ 300,000.—Messrs. Wilson & Co. have asked for a concession to investigate this line with a view to raising a company for its construction and working. They have asked for a Government guarantee of 3 per cent. under branch line terms, with a division of surplus profits, two-thirds to themselves and one-third to Government. They ask for the concession for one year. They propose to run on the district road, and the District Board of Madura approve of the proposal. The application includes also a demand for a concession for the use, for electric traction, of the water power to be derived from the Periyár scheme. We have strongly supported this scheme in sending it forward to the Government of India on the grounds that it will be a valuable feeder to the South Indian Railway. The question of the utilisation of the Periyár water power is still in abeyance, and meanwhile the Company propose to use steam. The terms demanded are branch line terms.

XV. *Coonoor-Ootacamund*, 12 miles.—The Nilgiri Railway Company have asked for a concession to make this extension of their Mettupálaiyam-Coonoor line on branch line terms. Their proposal is now under consideration.

SOUTHERN MAHRATTA RAILWAY COMPANY'S GROUP—METRE GAUGE.

XVI. *Kurnool road to Kurnool*, 32 miles—Rs. 11,11,000.—The Southern Mahratta Railway Company have offered to promote a subsidiary company for making this extension, on branch line terms, but the Government of India had not, a year ago, decided whether or not to include this line in the list of branch lines for which they were prepared to receive offers, and so far as we know nothing has been done since.

XVII. *Arsikere-Mangalore*, 137 miles—Rs. 1,86,88,000.—This scheme seems hung up for the present, though its great importance is fully recognised by this Government; because the statistics of existing traffic by road do not seem to warrant its

becoming at once a commercial success. It would undoubtedly confer great indirect benefits on the country traversed; and this Government is of opinion that it will have the effect, if constructed, of creating much traffic which is now non-existent in the absence of sufficiently good means of communication between the plateau of Mysore and Coorg and the district of Canara, and the sea coast.

XVIII. Tellicherry-Mysore.—This scheme has as yet gone no further than a proposal from the Malabar Chamber of Commerce that a survey should be made. This ghât line has little prospect of being ever carried out, as the Mysore Government are not favourable to the construction of the part of it which lies within their territory, and the interests of Coorg and South Canara will be served as well as is at present likely to be practicable by the proposed branches of the Arsikere-Mangalore line. This Government has decided to support the latter scheme and there is at present no room for both.

EAST COAST RAILWAY GROUP.—STANDARD AND OTHER GAUGES.

XIX. Vizianagram-Bimlipatam, 15 miles—Rs. 4,50,000.—Sir Bradford Leslie and Mr. H. G. Turner have a concession for this branch on the 2' 6" gauge. The conditions of their concession are that there shall be no State assistance except free grant of land, and that the terms for the purchase of the line by Government, and other matters, shall be settled by agreement. During Mr. Turner's recent visit to India, however, he got an offer from the Maharajah of Vizianagram of a guarantee of interest, for a term of years, on the capital required. The Bimlipatam merchants and the Madras Chamber of Commerce have been pressing for the substitution of the standard gauge for the 2' 6" gauge for this branch, and Mr. Turner has told the Secretary of State that he will not need the Maharajah's guarantee if he is allowed to make the line on the standard gauge and on branch line terms. The Government of India have replied to Mr. Turner that they are not prepared to give branch line terms for the Vizianagram-Bimlipatam line, and that the suggestion for a change of gauge from 2' 6" to standard has been referred to this Government for an expression of opinion.

XX. Vizianagram-Pârvatipur, with branch to Salur, 60 miles.—Sir Bradford Leslie and Mr. H. G. Turner having first accepted a concession for a 2' 6" line were subsequently offered a concession for this line on the standard gauge on certain conditions. They, however, asked for too high a guarantee, so the offer, as well as the original concession, were held to have lapsed. They have since replied that they hope to submit new proposals on branch line terms, and they have been told that their application when received shall be considered at the coming conference.

XXI. Bezwada-Masulipatam, 50 miles—Rs. 41,39,000 for standard gauge.—But schemes for mixed and metre gauges have also been considered. The Southern Mahratta Railway Company made an offer in July 1893 to build this extension of their system on the metre gauge at an estimated cost of 30 lakhs. Certain of their proposed conditions, however, being unacceptable, their offer was refused; and the decision of the Government of India was that the further consideration of this line must be deferred until the East Coast Railway shall have been longer open, and until opinions can be formed as to the effects of its opening upon the course of trade.

XXII. Samalkotta-Yeleswaram, 24 miles—Rs. 6,00,000, gauge 2' 6".—The Godâvari District Board proposed to borrow half the estimated capital from Government, and the balance locally. They were informed however, after some enquiry, that the statistics of traffic which they had furnished did not seem to warrant a belief in the commercial success of the proposed line. The matter seems to have dropped.

XXIII. Berhampur-Gopâlpur, 7 miles—Rs. 5,00,000.—The local Gopâlpur merchants who have asked for this branch have been informed that Government consider it a suitable field for private enterprise. Further enquiries, however, are going on, and it seems probable that proposals for the construction of this branch may yet be favourably considered.

OOTACAMUND,
21st April 1897.

F. J. E. SPRING,
Offg. Consulting Engineer for Railways, Madras.

RAILWAY.

Government {1897} of Madras. PUBLIC WORKS.

Recd.

Regd.

1897.

Enclosures

Spare copies

Letter, No. 332 R., 10th May 1897.

MAY.

Railway Programme of the Madras Presidency.

Letter to the Government of India submitting a—for the consideration of the Railway Conference of 1897.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

F. J. E. SPRING, Esq., C.I.E.,

Offg. Joint Secretary to the Government of Madras,

Public Works Department,

Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

SIR,

From your letter No. 214 R. C., dated the 3rd February 1897, as well as from various other communications from the Government of India on the subject of individual railway projects, as well as from para. 15 of the Honorable Mr. A. C. Trevor's Memorandum dated the 26th March 1897, this Government has become aware that it is the Government of India's desire that the views of the Provincial Governments on the subject of the Railway programme for the coming year should reach Simla by the 15th of May 1897.

2. I am accordingly directed to address you on the comparatively small number of projects, out of the many which have from time to time been put forward, which this Government is prepared to press upon the Government of India as being worthy of immediate attention.

3. In the accompanying Note, prepared by the Consulting Engineer for Railways with this Government, a general view is presented of all the railway projects with which this Presidency is directly concerned and which are still in the project stage. In this note the history of the negotiations for the financing, construction, and working of each of the projects is brought, as far as possible, up to date. The most notable feature in the history of these negotiations is the Madras Railway Company's expression of its readiness to raise, under its existing borrowing powers, the necessary capital for the construction of one at least of the projected extensions and branches in which that Company is interested, on terms which are very much more favourable to Government than those on which capital has heretofore been raised by this Company's agency.

4. As the construction of the Calicut-Cannanore extension will absorb only about one sixth of the Madras Railway Company's available borrowing powers it seems probable that the provision of funds for extensions of its system may in the future prove easier than in the past. Should this prove to be the case, it seems not unlikely that some much desired extensions and branches of the Madras Railway system, e.g. the Shoranur-Cochin line, as well as the projected branch to Dindigul, may now be nearer of accomplishment than has heretofore been thought likely.

5. His Excellency the Governor of Madras in Council will be glad to learn of the success of negotiations for the very early construction of the Calicut-Cannanore Section; and, in view of the altered attitude of the Madras Railway Company above referred to, he hopes also that matters may soon be ripe for the Shoranur-Cochin line being also approved of at as early a date as may be practicable. As regards the short Arcot branch, which is practically little more than a siding, I am instructed to say that it seems scarcely worth while to apply to this branch the new, or as they may be called the Cannanore, terms; and I am to suggest that money for this branch might very well be provided by the Madras Railway Company on the old terms.

6. As regards the Madras Harbour branch, or beach line, for the construction and ownership of which the Madras Railway Company is pressing, I am directed to say that, though very anxious that this small but important extension should be approved of as early as possible, this Government is of opinion that the advisability of its being constructed as a part, not of the Madras Railway, but of the East Coast Railway, should be carefully weighed; and I am to express a hope that, until the alternative proposals have been thought out and a decision arrived at, no order may be passed which may have the effect of giving to the Madras Railway Company a claim to construct and to work it. A special communication on this subject shall later on be addressed to the Government of India.

7. I now pass on to the South Indian group of projects, numbered VII to XV in the Consulting Engineer's Note, and with reference thereto, I am directed to communicate the following remarks. This Government will be pleased to learn of arrangements being concluded on a satisfactory basis for the construction of the Madura-Paumben line. It will be seen that it has been placed very high up, viz., second, on the list showing the order of preference of the projects now under consideration, because in the opinion of this Government it is considered to be one of the most important of the schemes in the interests of the development of this Presidency. I am to express a hope that the Nilgiri Railway Company's proposals for raising funds for the extension of its line to Ootacamund may meet with the Government of India's approval; and also that its request for a concession for the Erode-Nanjangode line may be favourably considered, and that it may receive the necessary permission to prepare surveys and estimates. The project for the short extension from Negapatam to Nagore is not ready, but it is hoped that when sent forward it may be sanctioned.

8. For reasons similar to those which have led to a very high place on the list being allotted to the Madura-Paumben line, the Tinnevely-Quilon has also been given a fairly high place. This Government is of opinion that if reasonable terms for working it can be agreed to, it is in the interests of this Presidency, of which, for Railway purposes, the Native State of Travancore must be considered a part, that encouragement should be held out to its promoters for its very early construction. This Government hopes that the Tanjore District Board lines, and the concession asked for for the Amayanaikadur-Kuvuranuth line may in due course meet with the Government of India's approval. It is also considered that, conditionally on the Rajah of Pudukotta, who was offered to underwrite a part of the guarantee of the Trichinopoly Tondi line, coming forward with satisfactory branch line terms for the construction and working of that railway, it deserves to be favourably considered.

9. As regards the Southern Mahratta group of projects, I am directed to say that this Government is very loth to give up all prospect of the very important Arsikere-Mangalore project being brought to a practical issue, and I am desired to strongly press its reconsideration on the Government of India, because of the important industrial enterprises whose success is dependent upon the opening up of the country which this line will traverse. In a country so destitute of good trade outlets the statistics of existing cart traffic form no fair criterion of what

may soon be expected to follow the advent of a railway. I am also to press for early sanction being given to the Southern Mahratta Railway to construct the important branch from Kurnool Station to Kurnool.

10. There now only remain to be considered the five projects which group themselves around the East Coast Railway. As regards the most important of these, the Masulipatam branch, I am instructed to say that the prospects of its construction as part of the East Coast Railway, out of funds to be provided directly by the State, seem so very remote; and that the need for it on any gauge is so great; and that the propriety of its being built on the metre gauge by the Southern Mahratta Railway is so very apparent, that it seems very advisable that encouragement should be held out to the Southern Mahratta Railway Company to come forward again with suitable proposals for its construction and working on Branch Line Terms. It will be seen that this important extension of the Southern Mahratta Railway has been placed very high up, fourth on the list of preference, as an indication of the value set upon it by this Government, as a protective line for the dry Deccan Districts, and as the natural and logical development of the policy which led to the construction of the Bellary Kistna Railway.

11. As regards the projected Gopalpur branch, I have already acquainted you with the opinion of this Government that if built on an economical scale it is likely to pay. It is a comparatively small project, but it seems likely that it may prove a useful feeder to the East Coast Railway. It is observed that negotiations between the Government of India and the promoters of the Vizianagram-Parvatipur branch are still in progress, and it is hoped that the result of these negotiations may be that capital for this important feeder line may soon be forthcoming. A reply about the gauge of the Bimlipatam branch is due to the Government of India, and shall shortly go forward.

12. Attached to this letter is a schedule of 19 out of the 23 projects referred to in the Consulting Engineer's Note, which appear likely sooner or later to be brought to a practical issue. The 19 projects have been arranged in a certain order, an order dictated by considerations partly of expediency and partly of real preference. The arrangement of the schedule differs indeed greatly from that which would have been adopted were obstacles, connected with the formation of Companies, the provision of funds, and the lack of reliable statistics, not likely to cause the inception of several of the projects to be postponed for the moment. Indeed the order of precedence in which the 19 projects have been placed in the schedule has been governed by many and complex considerations; and circumstances may arise at any time, and between this and next year will almost certainly arise, necessitating an alteration of the order which has been adopted.

13. In conclusion, I am desired by His Excellency the Governor of Madras in Council to express a hope that by the altered policy of the Madras Railway Company being taken advantage of, and by the reasonable demands of would-be-concessionaires being favourably considered, and by as liberal a distribution of State funds as the Government of India may find themselves in a position to make, it may be found possible to allot to this Presidency a fair share of the mileage of new railways which may be determined on during the coming Conference.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) F. J. E. SPRING,

Offg. Joint Secy. to Govt.,

Railway Branch.

OOTACAMUND,

10th May 1897.

No. in order of preferred priority.	No. in Consulting Engineer's Note.	Name of Project.	Line in connection of which to be worked.	Source of supply of Funds.
1	I.	Calicut-Cannanore ...	M. Ry.	Madras Railway Company's existing borrowing powers.
2	VII.	Madura-Paumben ...	S. I. Ry.	Branch Line Company.
3	II.	Arcot Branch ...	M. Ry.	Madras Railway Company's existing borrowing powers.
4	XXI.	Masulipatam-Bezvada ..	S. M. Ry.	Branch Line Company promoted by Southern Mahratta Railway.
5	III.	Madras Harbour Branch ...	E. C. Ry.	State direct.
6	IX.	Negapatam-Nagore ...	S. I. Ry.	State to South Indian Railway Company.
7	XIII.	Tanjore Dist. Board's lines...	S. I. Ry.	District Board Loan.
8	IV.	Shoranur-Cochin ...	M. Ry.	Madras Railway Company's existing borrowing powers.
9	XII.	Tinnevely-Quilon ...	S. I. Ry.	Branch Line Company partly underwritten by Native State.
10	XX.	Parvatipur-Vizianagram ...	E. C. Ry.	Branch Line Company.
11	XIV.	Amayanaikanur-Kuvuranuth.	S. I. Ry.	Do. do.
12	XVII.	Arsikere-Mangalore ...	S. M. Ry.	Mysore State.
13	XXIII.	Gopalpur-Berhampur ...	E. C. Ry.	State direct.
14	XV.	Coonoor-Ootacamund ...	S. I. Ry.	Branch Line Company promoted by Nilgiri Railway Company.
15	VIII.	Erode-Nanjangode ...	S. I. Ry.	Do do.
16	XVI.	Kurnool road, Kurnool ...	S. M. Ry.	Branch Line Company promoted by Southern Mahratta Railway.
17	XIX.	Bimlipatam-Vizianagram ...	E. C. Ry.	Branch Line Company.
18	V.	Podanur-Dindigul ...	M. Ry.	Madras Railway Company's existing borrowing powers.
19	XI.	Trichinopoly-Thondi ...	S. I. Ry.	Branch Line Company partly underwritten by Native State.

Sp. $\frac{331}{A}$ R 7 10th May 1897

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Note by the Consulting Engineer for Railways, Madras
dated 21st April 1897 for the Railway Conference
of 1897.

Ordered that the
following letter be addressed
to the Government of India

Print

MS No 332 R 7 10 May 1897

No. 332. *H*

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

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

Cotacaim 15th May 1897.

Sir,

From your letter No. 214 R.C.

dated the 3rd February 1897, as well as from various other communications from the Government of India, on the subject of individual railway projects, as well as from para 15 of the Honorable Mr. A. C. Trevor's Memorandum dated the 26th March 1897, this Government ~~has~~ ^{has} become aware that it is the Government of India's desire that the views of the Provincial Governments on the subject of the Railway programme for the coming year should reach Simla by the 15th of May 1897.

2. I am accordingly directed to address you on the comparatively small number of projects, out of the many which have from time to time been put forward, which this

Government

Print
18/5
Draft for Approval

H. S. The Governor

The Hon. Mr. Bliss C.I.S.

The Hon. Mr. Goss C.I.S.

Appd.
8.9.97
7.5.97

8/5

8/5/97

But see below

Plural right I think.
"A number of multilateral projects will usually have a very subjective application."

7.4.97

See
at Secy. Mr. Goss is a Gov. order to
use the language so as to not
mislead which fair above
I have told him to use it
8/5/97

OK
7.5.97
12.15.97

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may in the future prove easier than
~~was~~ in the past ~~was the case~~. Should

this prove to be the case, it seems
not unlikely that some much desir-
ed extensions and branches of the
Madras Railway system, e.g. the
Shoranur-Cochin line, as well as
the projected branch to Dindigul,
may now be nearer of accomplish-
ment than has heretofore been
thought likely.

5. His Excellency the Governor
of Madras in Council will be glad
to learn of the success of negocia-
tions for the very early construc-
tion of the Calicut-Cannanore Sec-
tion; and in view of the altered
attitude of the Madras Railway
Company above referred to, he hopes
also that matters may soon be ripe
for the Shoranur-Cochin line being
also approved of at as early a
date as may be practicable. As
regards the short Arcot branch,
which is practically little more
than a siding, I am instructed to
say that it seems scarcely worth
while to apply to this branch the
new, or as they may be called the
Cannanore, terms; and I am to sug-
gest that money for this branch
might very well be provided by the
Madras Railway Company on the old
terms.

6. As regards the Madras Harbour
branch, or beach line, for the
construction

See print letter making for
R. M. S. 7/11

construction and ownership of which
the Madras Railway Company ^{is} ~~are~~ pres-
sing, I am directed to say that,
though very anxious that this small
but important extension should be
approved of as early as possible,
this Government ^{is} ~~are~~ of opinion that
the advisability of its being con-
structed as a part, not of the Madras
Railway, but of the East Coast Rail-
way, should be carefully weighed;
and I am to express a hope that, un-
til the alternative proposals have
been thought out and a decision ar-
rived at, no order may be passed
which may have the effect of giving
to the Madras Railway Company a claim
to construct and to work it. A special
communication on this subject shall
later on be addressed to the Govern-
ment of India.

7. I now pass on to the South Indian
group of projects, numbered VII to
to XV in the Consulting Engineer's
Note, and with reference ^{thereto} ~~xxxx~~ I am
directed to communicate the following
remarks. This Government will be
pleased to learn of arrangements be-
ing concluded on a satisfactory basis
for the construction of the Madura-
Paumbon line. It will be seen that
it has been placed very high up, viz
second, on the list showing the order
of preference of the projects now un-
der consideration, because in the

*I do not prefer to H.E. would not recommend the
inclusion of the Nilgiri R.R. at all. It is a
very, it is, in fact, better that the S.I.R. should make it
itself H.E. decide as to this. I don't want the
approval of the Government as it stands.
I should leave out the word 'favourably'*

has. A.H.

7.5.57

*I think the S.I.R. should have this rather than the
M.R. But I appear from para VIII of the
minutes that it is believed that the S.I.R.
strongly supports the proposal of the Nilgiri
Ry. Co. to construct the line. The draft may
therefore, I think stand as it is.*

A.H. 10.5.57

*Further, for Railway purposes, I think
the Native State of Travancore must be
considered a part,*

I do wish as above

A.H.

opinion of this Government it is
considered to be one of the most
important of the schemes in the in-
terests of the development of this
Presidency. I am to express a hope
that the Nilgiri Railway Company's
proposals for raising funds for the
extension of ^{its} ~~the~~ line to Ootaca-
mund may meet with the Government
of India's approval; and also that
^{its} ~~their~~ request for a concession for
the Erode-Nanjangode line may be
^{it} ~~they~~ favourably considered, and that ~~they~~
may receive the necessary permis-
sion to prepare surveys and estimates
The project for the short extension
from Negapatam to Nagore is not
ready, but it is hoped that when
sent forward it may be sanctioned.
8. For reasons similar to those
which have led to a very high place
on the list being allotted to the
Madura-Paumbon line, the Tinnevely-
Quilon has also been given a fairly
high place. This Government ^{is} ~~are~~ of
opinion that if reasonable terms for
working it can be agreed to, it is
in the interests of this Presidency
that encouragement should be held
out to its promoters for its very
early construction. This Government
hopes that the Tanjore District Board
lines, and the concession asked for
for the Amayanayakanur-Kuvuran ^u
line may in due course meet with
the

the Government of India's approval. It is also considered that, conditionally on the Rajah of Pudukotta, who has offered to underwrite a part of the guarantee of the Trichinopoly Tondi line, coming forward with satisfactory branch line terms for the construction and working of that railway, it deserves to be favourably considered.

9. As regards the Southern Mahratta group ^{of} projects, I am directed to say that this Government is very ^{loth} ~~loath~~ to give up all prospect of the very important Arsikere-Mangalore project being brought to a practical issue, and I am desired to strongly press its reconsideration on the Government of India, because of the important industrial enterprises whose success is dependent upon the opening up of the country which this line will traverse. In a country so destitute of good trade outlets the statistics of existing cart traffic form no fair criterion of what may soon be expected to follow the advent of a railway. I am also to press for early sanction being given to the Southern Mahratta Railway to construct the important branch from Kurnool Station to Kurnool.

10. There now only remain to be considered the five projects which group themselves around the East Coast Railway. As regards the most important

*This almost a waste of ink & paper
to say this, for the Raja has no money.
However, it may stand
BS*

of these, the Masulipatam branch, I am instructed to say that the prospects of its construction as part of the East Coast Railway, out of funds to be provided directly by the State, seem ^{so} very remote; and that the need for it on any gauge is so great; and that the propriety of its being built on the metre gauge by the Southern Mahratta Railway, is so very apparent, that it seems very advisable that encouragement should be held out to the Southern Mahratta Railway Company to come forward again with suitable proposals for its construction and working on Branch Line Terms. It will be seen that this important extension of the Southern Mahratta Railway has been placed very high up, ^{fourth} ~~third~~ on the list of preference, as an indication of the value set upon it by this Government, as a protection ^{line} ~~line~~ for the dry Bellary Districts, and as the natural and logical development of the policy which led to the construction of the Bellary-Kistna Railway.

11. As regards the projected Gopalpur branch, I have already acquainted you with the opinion of this Government that if built on an economical scale it is likely to pay.

It

It is a comparatively small project, ~~but~~ ^{and} it seems likely that it may prove a useful feeder to the East Coast Railway. It is observed that negotiations between the Government of India and the promoters of the Vizianagram-Par^Vpatipur branch are still in progress, and it is hoped that the result of these negotiations may be that capital for this important feeder line may soon be forthcoming. A reply about the gauge of the Bimlipatam branch is due to the Government of India, and shall shortly go forward.

12. Attached to this letter is a schedule of 19 out of the 23 projects referred to in the Consulting Engineer's Note, which appear likely sooner or later to be brought to a practical issue. The 19 projects have been arranged in a certain order, an order dictated by considerations partly of expediency and partly of real preference. The arrangement of the schedule differs indeed greatly from that which would have been adopted were obstacles, connected with the formation of Companies, the provision of funds, and the lack of reliable statistics, not likely to cause the inception of several of the projects to be postponed for the moment. Indeed the order of precedence in which

the

the 19 projects have been placed in the schedule has been governed by many and complex considerations; and circumstances may arise at any time, and between this and next year will almost certainly arise, necessitating an alteration of the order which has been adopted.

13. In conclusion, I am desired by His Excellency the Governor of Madras in Council to express a hope that by the altered policy of the Madras Railway Company being taken advantage of, and by the reasonable demands of would-be-concessionaires being favourably considered, and by as liberal a distribution of State funds as the Government of India may find themselves in a position to make, it may be found possible to allot to this Presidency a fair share of the mileage of new railways which may be determined on during the coming Conference.

Documents accompanying:
Note by the Cons. Eng. for
Rys & the Schedule
referred to

F.H.S.

Offg: R.

7/5/17

Print

No. in order of preference.	No. in Consgr. Eng's Note.	Name of Project.	Line in connection of which to be worked.	Source of supply of Funds.
1	I	Calicut-Cannanore.	M. Ry.	Madras Ry. Co's existing borrowing powers.
2	VII	Madura-Paumben.	S. I. Ry.	Branch Line Company.
3	II.	Arcot Branch.	M. Ry.	Madras Ry. Co's existing borrowing powers.
4	XXI.	Masulipatam-Bozvada.	S. M. Ry.	Branch Line Co. promoted by S. M. Ry.
5	III.	Madras Harbour Bh.	E. C. Ry.	State, direct.
6	IX.	Negapatam-Nagore.	S. I. Ry.	State to South Indian Ry. Co.
7	XIII	Tanjore District Board's lines.	S. I. Ry.	District Board Loan.
8	IV.	Shoranur-Cochin.	M. Ry.	Madras Ry. Co's existing borrowing powers.
9	XII	Tinnevelly-Quilon.	S. I. Ry.	Branch line Co. partly underwritten by Native State.
10	XX.	Parhatipur-Vizia-nagram.	E. C. Ry.	Branch Line Company.
11	XIV.	Amayanaikanur-Kuvuranuth.	S. I. Ry.	Do.
12	XVII.	Arsekere-Mangalore.	S. M. Ry.	Mysore State.
13	XXIII	Gopalpur-Berhampur.	E. C. Ry.	State direct.
14	XV.	Coonoor-Ootacamund.	S. I. Ry.	Branch line Co., promoted by Nilgiri Railway Company.
15	VIII	Erode-Nanjangode.	S. I. Ry.	Do. do.
16	XVI.	Kurnool road Kurnool.	S. M. Ry.	Branch line Co. promoted by S. M. Ry.
17	XIX.	Bimlipatam-Vizia-nagram.	E. C. Ry.	Branch Line Company.
18	V.	Podanur-Dindigul.	M. Ry.	Madras Ry. Co's existing borrowing powers.
19	XI.	Trichinopoly-Thondi.	S. I. Ry.	Branch line Co. partly underwritten by Native State.