Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 1317 Rly.

DATED 25th October 1898.

Includes

No. 112 RM dy 2-9-98.

[Despatch Abstract.]

Feeder Road. Lr. to the agent & Manager, S. Rly., Pns. L & Mi. D. Fdt., embodying letter from the President, District Board, Coimbatore, stating that the construction of the ——— to the Kulitalaiyam Railway station has been completed.

[P. W. Ry. 500—13-6-98.]

Indexed. 31/10/98

BACK PAPERS.

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INSPECTION REPORT BY MR. F. R. UPCOTT, SENIOR GOVERNMENT INSPECTOR OF RAILWAYS, MADRAS, FOR THE HALF-YEAR ENDING 30TH JUNE 1893.

MADRAS RAILWAY (STANDARD GAUGE 5′ 6″).

South-West Line.

[*Total mileage*—530 *miles.*]

The inspection was carried out between 1st and 8th July.

The Agent and Heads of Departments and the District officers were present throughout.

General.—The general upkeep of the line was good.

Banks and cuttings.—These were of full section and in good order throughout. A few minor works to protect the line were noticed to be required—at 311/3 small diversion cut to prevent water washing across the railway; at 265/2 channel to be cut from a disused tank to the 12′ arch No. 199 to prevent water from running into cutting at 264/14; at 120/8 channel diversion required.

Bridges.—The bridges inspected were in thoroughly good order.

The bridge at mile 387/12 near Tirur station, 5 spans of 70′ and 1 span of 20′, is a type of the old girders which are weak in section and insufficiently cross-braced. The bridges remaining to be strengthened besides this one are the Cheyér of 50 × 64′ and the Booga of 8 × 70′, both of which are in hand. This will complete the bridges undertaken by the Railway. The strength of the other bridges is being investigated under Government of India Rules, Technical section.

Bridge at 395/5.—This has been strengthened by screw pile piers in the centre of each span screwed below ground. The down-stream protection work and flooring is complete.

Thootha bridge, 373/12, 12 *spans of* 64′ *continuous girders.*—The old girders have been removed.

The pitching up and down stream at the abutments appear to be rather deficient in size and slope.

Stations and buildings.—The stations were in good order and repair; everything had been freshly painted and tarred and the neatness of things generally was exceptional. At the junction stations and railway colonies, the running rooms were clean and well kept.

The catch sidings on the main line, with the exception of that at Bangalore city, were in order. The continuation of the rails to the extremity of a catch siding laid to a very steep grade does not commend itself to me. The last three or four rails should be omitted, so that, should a wagon run away into the catch siding and reach the top, it would be derailed instead of running back again into the station yard.

The notes on individual stations represent the extra provision asked for by the Traffic and Locomotive and are generally reasonable. These will be taken up by the Agent in the order of urgency.

Calicut.—A deputation of gentlemen asked for a shelter for carriages outside the station.

Best and Co. require an oil tank here. The site chosen was at the end of goods lay-bye.

A sky-light is wanted in the ticket office.

Kallai.—The timber traffic here seems to depend on the Kolar gold mines and is increasing. A second wet dock with lines on either side is proposed at a subsequent time, the excavation being used to level up the low ground adjoining.

Ferok.—Houses for two pointsmen and a latrine required.

Kadalundi.—Approach road from old rail bank to Beypore up to west end of platform required. This has been long in hand by local authorities.

Edakkolam.—House for stationmaster required and removal of dead end to opposite the station.

Pallippuram.—District road to the station is required.

Shoranur.—A third line is to be laid in and the main line shifted to the standard distance of 15′ 6″ centre.

Mankarai.—House for stationmaster and a latrine required.

Olavakode.—The old coal and fuel shed has partially fallen. The Locomotive Superintendent requires the engine shed lines to be laid into a new line on the far side of the shed, having the turn-table altered from its present position to the end of the new line and a new coal shed erected near it.

A house for native guard required.

Should the Cochin Railway be built, it will probably be necessary to extend the platform and add to the station building.

Madukarai.—Small extension of waste land required here near the station.

Pódanúr.—The yearly provision of Traffic subordinate quarters has been four double houses. Agent considers these should be built—

One at Pódanúr. One at Gooty.	Two at Jalarpet.

An additional room 12′ × 12′ to the stationmaster's house is required.

The present wells for locomotive service are unequal to supply the present daily quantity of 20,000 gallons. It is proposed to erect a steam pump with a well at the Noyel river bridge beyond the distant signal and ¾ mile from the station, where engines at present run out to water, to lay down 6″ pipes and remove the 3,300 gallon tank now at the river to the present locomotive tank in the station.

Singánallúr.—This being now a night station a house for the assistant stationmaster is required.

Súlúr.—The village being 2½ miles off quarters are required for assistant stationmaster and five menials. Land for this, which is here waste, will be needed of standard width on one side of the line.

Sómanúr.—By making a slight alteration in the station building, the present third-class waiting room can be extended.

Mangalam.—Increase of traffic here requires transfer of an iron shed from Kolar road station.

Tirupúr.—A modification of the sanctioned plan of the goods sidings was discussed and adapted to enable engines to draw out wagons for trains working to Madras.

Uttukuli.—Water tank requires enlarging from 3,400 to 10,000 gallon capacity and raising from 17′ to 20′ above rail level.

Viziamangalam.—House for assistant stationmaster required but not urgent.

Totiyapalaiyam.—The attention of the district authorities should be called to the need for roads to this station.

Erode.—The water-supply here is limited. Present well requires enlarging. Hydrant is needed for passages. The refreshment room to have kitchen placed above it.

Cauvery.—Land is required here for the erection of staff quarters.

Sankaridrug.—The new well to the east of station requires enlarging to replace the two old wells.

McDonald's Choultry.—Main line requires shifting to 15′ 6″ centre with siding.

Ariyanur.—Native latrine required.

Salem.—The water column and fuel platform require slight alterations in position.

Kadiampatti.—A cheap lock-up godown for coffee is required.

Mile 186½.—As the run between Thinnappatti and Mallápuram is 16½ miles and there is no crossing station between, it is proposed to open one at the top of the ghât. This will much facilitate the working of the line on this section. The grade is 1 in 264 for 1 mile and 28 feet and on ground level so the earthwork will be inexpensive.

Mallápuram.—Well requires enlarging.

Baddireddipatti.—Quarters for two menials are required.

Kallávi.—At this and six or seven other stations the two distant signals are not yet put up. They are required to complete the south-west section.

Kagankarai.—Four menial quarters and latrine required.

Jalárpet.—Plans and estimate for the remodelling of the station house are under consideration. The Agent's reasons for this appear reasonable, namely the large additional traffic which will follow the opening of the new lines to Guntakal and the Kolar gold fields branch. The question of additional land at this station is a difficult one. The northern portion is hemmed in by villages which the doctor reports are very insanitary and on a recent occasion a severe outbreak of cholera here nearly stopped the working of the station. It is an open question whether this arose from pilgrim traffic or not. All the Traffic and Locomotive quarters as well as the institute, a very poor one, and the recreation ground, are on this side. On the southern side a strip of land, 400 feet wide, is required for extra lines, goods shed and loading platform, which have been already sanctioned, but the construction not commenced. Two double Traffic quarters and 20 Locomotive menial quarters have also been sanctioned, and it is at present proposed to build them on the north side in continuation of the present quarters.

The question of additional land on the northern side is still under consideration. It may lead perhaps to a satisfactory settlement if further acquisition on this side be abandoned, the village being fenced off with a sunk fence, because the acquisition of a plot hemmed in between two villages can only be an aggravation of the position and to acquire the whole village would be enormously costly and only result in another collection of huts outside the new boundary. The District Traffic Officer's house and future quarters will then be placed on the south side where land is cheaper and there are no villages. This will entail an over-bridge for crossing, but it appears to be the lesser of two evils. An asphit is required at the old coal shed. The well for this station at mile 132/16 is being widened. A small house for the engine-driver and a store is required here.

Vinnamangalum.—Land for permanent station is required.

Mailpati.—The third-class waiting room to be extended to include booking office.

The stationmaster here lives in the station and a house for him and land will be required.

Gudiyátam.—The through siding to be extended to dead end; an ashpit is required near water column.

Latteri.—Still a trial station, but will probably be made permanent and land will be required.

Katpadi.—The water scheme here, owing to insufficient rain, has been a failure. The native tank from which its supply partially comes is nearly dry.

It is proposed to deepen the bore hole in the well and to drill holes in the sides as well, and, if this is unsuccessful, to widen the tank.

The question of additional quarters here will, if required, be raised by the Agent.

Tiruvallam.—Two quarters for menials and one gate house required.

Arcot.—Alterations to this station are in progress.

Thalangai.—This is a trial station. The location of the permanent station is still under reference to the district authorities.

Companypett.—A deputation of the inhabitants presented a petition asking for a permanent station here. This will be considered. As however this place is close to Arkonam, where the present traffic goes and where a large staff has to be kept up, its advantage to the Railway Company seems doubtful.

Bangalore Branch.

Gudupalli.—Stationmaster's house and latrine required.

Kolar road.—The question of alterations at this station, which are much needed in consequence of the great increase of traffic that will take place when the branch line to the gold fields, now under construction by the Mysore Darbar, is opened, depends on the agreement between the Madras Railway and the Darbar as to the division of the cost of part of the proposed alterations.

The three schemes for the complete works necessary are for Rs. 4,000, 63,000, 89,000; of these the first provides only for laying the branch line into the main line in its present position and is not recommended.

This matter is still under consideration and it is hoped a settlement will shortly be arrived at.

The branch line will probably be ready for opening in four or five months' time.

Tyakal.—Houses for two menials required.

Malur.—The sanctioned lengthening of this platform has not been yet done.

Devankundi.—Houses for four menials and a latrine required.

Bangalore city.—The estimate for the entire remodelling of this station has been approved by the Darbar and Southern Mahratta Railway and the Consulting Engineer, Bombay Railways, and is now under consideration by Government and a commencement may shortly be expected. The Darbar have asked that the station platform be roofed in and this has been submitted to the Southern Mahratta Railway for approval.

The question of land for staff quarters is still under discussion. The Southern Mahratta Railway Company have relinquished two plots with the buildings thereon on the Madras Railway side, but decline to give up the third large piece of land on that side.

The Madras Railway urge with some reason that it would be preferable for all land on their side to be in their possession and for the Southern Mahratta Railway Company to acquire land on their own side of the station.

This matter is still under reference.

The safety catch siding to protect the main line towards Kengeri on the Southern Mahratta Railway had empty wagons in it. I can find no rule laid down about this, but the matter is being taken up with the Madras Railway.

The present catch siding is too close to the station and should be moved 600' away where the grade of 1/70 commences and the points weighted for the catch siding, but, until this is done, the Madras Railway should absolutely prohibit the present catch siding being used as a lay-bye and shunting to be done beyond the catch siding points.

Palghat Branch.

Palghat.—The new goods shed is almost completed. Of the lines laid out on the complete plan, No. 1 line is to be laid in with a loop for weigh-bridge (also ready); the present connecting line from main road to goods shed to be taken up.

Both the present sheds for the goods and the passengers being roofed with matting are very liable to catch fire; the former will now be abandoned; while the latter is used, some provision against fire should be made.

Nilgiri Branch.

Coimbatore.—A carriage ramp off the new siding is required.

Tudiyalur.—Feeder road to connect main road with station is required.

Karaimadai.—The timber traffic here requires extension of goods platform to serve as a timber loading platform with a hand crane to be transferred from another station.

A stationmaster's house is required and land to build it on. The required plot of ground has been lately relinquished.

Méttupálaiyam.—Oil tank for Messrs. Best and Co. to be erected at end of transhipping shed, which is being erected by the Nilgiri Railway Company. The extension to the station and platform is in progress.

The proposed position of the starting, distant and home signals of the Nilgiri Railway to be referred to the Engineer-in-Chief for approval.

Works completed during the half-year ending 30th June 1893.

Terminal Works.

Ráyapuram—
Alteration of siding at west end of the yard.

Perambúr Works—
Carriage shop—paving with Portland cement and fixing skylights in five bays for the use of paint shop.

1st Division, South-West Line.

Konnur—
Relief siding.

Manur—
Platform.

Arkonam—
(1) Alterations and additions to signallers' bungalow.
(2) Guards' bungalow.
Level crossing gate at 1/19 miles.

Kátpádi—
Double bungalow for signallers.

2nd Division, South-West Line.

Jalarpet—
(1) Additions to Assistant Traffic Manager's office.
(2) Double bungalow for guards.
(3) Converting old dispensary into quarters for firemen.
(4) Shed for sheltering carriages.
(5) Watering arrangements.
(6) Stand-pipe.
(7) Pandals for bungalows Nos. 139, 142, 150/1, 151/1-4, 151/L and 151/N.

Bangalore Branch—
166/3. Single 20 feet opening in lieu of a culvert.

Bangalore City—
Goods shed office.

Tirupatúr—
Extension of lay-bye and loading bank.

Kallavi—
One house for subordinate staff.

3rd Division, South-West Line.

Tinnappatti—
Feeder road for loading bank.
204/2 miles additions to engine men's house.

Erode—
Thirty-ton weigh bridge and office.

Viziamangalam—
Goods godown and loading bank.

Mangalam—
Station-master's house.

4th Division, South-West Line.

Pódanúr—
(1) Guards' bungalow.
(2) Assistant Traffic Manager's office.

Olavakode—
(1) Alterations and additions of siding.
(2) Do. to signallers' bungalow.

Palghat—
(1) Diversion of road.
(2) Thirty-ton weigh bridge.

Mankarai—
Station-house.

Edakkolam—
Station-house.

Ferok—
Third line and godown.
Strengthening of bridge at 395/5 miles.
Calicut—
Bath-room to 3 guards' bungalows.

WORKS IN PROGRESS ON THE 30TH JUNE 1893.

Terminal Works.

Ráyapuram—
Grouping points.
Central Station—
Dispensary and apothecary's quarters.
Salt Cotaurs—
(1) Flagging delivery shed.
(2) Proposed siding and turn-table.
Perambúr Works—
(1) Assistant Locomotive Superintendent's bungalow.
(2) Brick flue between lathe shop and boilers' shop.
(3) Verandah on south of Locomotive Superintendent's office.

1st Division, South-West Line.

Mosur—
Platform.
Arkonam—
(1) Depôt siding.
(2) Alterations and additions to Telegraph Engineer's bungalow.
Arcot—
Alterations and additions to station-house.

2nd Division, South-West Line.

Jalarpet—
Goods godown, lay-bye, &c., on third line.
Kamasamudram—
Three houses for subordinate staff.
Malur—
Assistant stationmaster's house.
Bangalore City—
Converting sandalwood koti into houses for subordinate staff.

3rd Division, South-West Line.

McDonald's Choultry—
Shifting siding.
Erode—
Alterations of sidings, &c.
Tirupur—
Alterations and additions to sidings.

4th Division, South-West Line.

Pódanúr—
(1) Kitchen to Assistant Traffic Manager's bungalow.
(2) Third line.
Palghat—
Goods shed and extension of siding.
Ferok—
Alterations and additions of siding.
Coimbatore—
Lay-bye, &c.
Karamadai—
Assistant stationmaster's house.
Méttupálaiyam—
Alterations and additions consequent on the junction of Nilgiri Railway with Madras Railway.

Permanent-way.—The road is in good order and well maintained. It consists of double-headed rails of 65 lb. iron and 75 lb. steel laid in cast-iron pot sleepers; the keys are of pressed teak; the fish-plates are of two musters, ordinary and flanged, with four bolts of $\frac{7}{8}$″ and 1″, respectively.

Grove's washers are being tried and the engineers speak well of them.

The rail seat on the cast-iron pot is 6″ long. The Chief Engineer informs me that a longer seat will be provided in the new pattern. This he rightly considers will lessen the indenting of rails on their bearings and thus allow of a longer life to rails turned. It has been however found that, as turning rails upside down reverses all the strains, the bull-headed rail is preferable.

The rails are 20′ long with six sleepers to the steel rail, and seven to the iron rail.

The two pots are connected by a tie bar fastened by gib and cotter. The gauge of the line has been laid at 5′ $6\frac{5}{8}$″ with the effect of lessening the side oscillation in fast running, the theory being that the wheel rests on the rail where the coning is less steep.

The road was opened out at miles 381, 151 and 128. In two cases the pots were broken, but these particular places were selected by me as presenting indications of a broken pot. During the monsoon the road is not open for pot sleeper examinations.

The tie bars do not seem to corrode at all.

A practice obtains here of inserting a small piece of hoop iron at the end of the rail (where the joint has gone down and become bruised) between the fish-plate and rail head with good results in keeping the joints up.

I suggest a few rail-cutting circular saws and drills for cutting off damaged rail ends and drilling fresh fish bolt holes as a possible economy.

The inspection of rails returned as unfit for further use and fit for sidings showed that the engineers are very careful in getting the full value out of a rail before lifting it out of the main line.

The average of permanent-way men is from 2 to $2\frac{1}{3}$ per mile; they do not live on the line but in adjacent villages.

STATEMENT showing rails in line and renewals for the half-year ended 30th June 1893.

Divisions.	Length of divisions. Main line.	Sidings.	Total.	Length laid with steel rails. Steel rails, 75 lb.	Flat bottomed rails.	Renewals including rails from sidings for four half-years. Number of rails renewed. December 1891.	June 1892.	December 1892.	June 1893.	Balance length of iron rails in main line including sidings of each sort by weight in rails. 65 lb.	75 lb.	84 lb.
	MLS.	MLS.	MLS.	MLS.	MLS.	NO.	NO.	NO.	NO.	MLS.	MLS.	MLS.
First division, South-West Line ..	176·0177	35·5939	211·6116	115·5629	·4600	1,574	1,523	978	361	35·1404	11·8913	48·5570
Second do. do. ..	136·3763	21·8758	158·2521	49·9517	..	977	1,054	1,105	616	36·2408	72·0596	..
Third do. do. ..	121·3700	11·5890	132·9590	42·3200	·3200	1,237	656	474	94	50·2600	39·5290	·5300
Fourth do. do. ..	139·5850	22·0245	161·6095	41·4922	·4980	426	1,212	894	323	89·1959	30·4234	..
Total ..	573·3490	91·0832	664·4322	249·3268	1·2780	4,214	4,445	3,451	1,394	210·8371	153·9033	49·0870

STATEMENT showing broken pots renewed for the half-year ending 30th June 1893.

Divisions.	No.
First division, South-west Line	1,248
Second do. do.	397
Third do. do.	267
Fourth do. do.	170
First division, North-west Line	679
Second do. do.	307
Total ...	3,068

Ballast is of sand throughout and in good order. The progress in laying the 2″ upper stone or brick ballast to keep dust down is as under :—

COVERING of sand ballast with broken stones on South-West Line.

Divisions.	Length to be covered with broken stones.	Length already covered.	Length still remaining to be covered.
	MS. CHS. FT.	MS. CHS. FT.	MS. CHS. FT.
First division, S.-W. line { Double ...	42 20 0	8 60 0	33 40 0
First division, S.-W. line { Single ...	88 40 0	1 40 0	87 0 0
Second do. do.	135 0 0	30 7 0	104 73 0
Third do. do.	115 3 44	78 41 44	36 42 0
Fourth do. do.	111 0 0	21 10 0	89 70 0
Double line ...	42 20 0	8 60 0	33 40 0
Single „ ...	449 43 44	131 18 44	318 25 0

As the ballast is some trouble to the packers and prevents the loose or broken pot to be so readily detected, I suggest that the ballast be kept clear of the rail on each side for 6″ or 9″ and the result noted.

Fencing and level crossings are in good order. The live hedge of aloes is, the Chief Engineer considers, not so economical as a stone wall or wire.

Station machinery.—Signals and points and crossings were in good order. A few distant signals remain to be provided. Nearly all entrance points to stations are fitted with Stoney's locking bar which prevents the movement of the points during the passage of the train.

A point indicator designed by the same gentleman is being tried at Pódanúr and Ferok.

And the further safety of the line is obtained at stations having dead ends, where the points lead from the main line, for trains running through, by a single key which locks the points and the home signal in such manner that the key can be withdrawn from the signal lock when at danger only, and from the point lock when set for main line.

This is similar to Annett's patent lock.

MADRAS,
29th August 1893.

(Signed) F. R. UPCOTT, M.INST.C.E.,
Senior Government Inspector.

INSPECTION REPORT BY Mr. H. W. BENNETT, GOVERNMENT INSPECTOR OF RAILWAYS, MADRAS, FOR THE HALF-YEAR ENDING 30th JUNE 1893.

Madras Railway (Standard Gauge 5′ 6″).

North-West Line.

[*Total mileage*—308 *miles.*]

The Agent, all heads of departments, and district officers were present during the inspection, which was made on the 17th July and three following days.

Earthwork.—The cuttings and banks were in good order; the latter were to full section.

Bridges.—Those which were examined were found in good order.

The strengthening of the Cheyér bridge is in progress. This bridge is between miles 135 and 136 and consists of 50 openings of 64-feet spans with girders continuous over two spans. Fourteen pairs of these girders have 10″ flanges, the rest 12″ The former are being strengthened by additional old 10″ flange girders being laid alongside the existing ones. The transverse beams carrying the track are also being strengthened.

It is anticipated that the estimate for this work will be exceeded owing to the amount of the work and the cost of repairing and straightening, &c., the old girders having been under-estimated.

It is not considered necessary to strengthen any other bridges on this section at present.

Stations and buildings generally have been well maintained and were extremely neat in all respects. Great attention has been paid to the upkeep of all buildings and masonry works and the station compounds, approach roads, &c., were remarkable for their tidiness. The running rooms were clean and habitable.

Central Station, Madras.—An extra booking office is said to be required for Tiruvallúr passengers; it is proposed to provide a bunk; the want of an additional entrance into the third-class passenger waiting shed is also felt.

The present parcels office is found to be too small for the purpose and it is proposed to extend it so as to include the existing lost property office. An open space between the present lost property and post offices is available, which, if enclosed and roofed, will suffice for the lost property office.

The dispensary and apothecary's quarters are in progress; it is a double-storied building and is conveniently situated.

A plot of ground, known as Adam's Park, which is near the Central station, has, the Agent states, been selected as a site for a municipal market, but that he considers it should be reserved for future extensions.

Salt Cotaurs.—There is a large piece of waste ground near the Salt Cotaurs which is said by the Company's Medical officer to be used by the municipality for depositing all kinds of refuse including night-soil. On the date of inspection an intolerable stench from this land pervaded the inspection train. The Medical officer has been asked to report on the matter. The Agent states this land will be required for extensions of sidings and engine-sheds when the East Coast Railway joins in and that it is undesirable, from a sanitary point of view, to deposit refuse matter on it. I agree with him.

The Locomotive Superintendent asks for an ash-pit to be constructed at the water column near the tarpaulin shed. The necessity for the work has arisen through the adoption of Singareni coal in place of patent fuel and Bengal coal, the former giving more ash. This is not considered an urgent work.

The flagging in the inwards delivery shed will be completed by the end of this year.

Washermenpet.—The takings at this station average Rs. 4,000 monthly. The existing station building is, unlike others on the Madras Railway, far too small for requirements. It is a temporary rail and corrugated iron structure comprising a booking office, 9′ × 9′, and an open waiting shed, about 30′ × 9′. There being a heavy local passenger traffic it is necessary to double the present accommodation and to add a latrine. The buildings being rail structures can be removed and erected elsewhere if necessary when the Madras portion of the East Coast Railway is constructed.

Ráyapuram—Locomotive water-supply.—The Locomotive Superintendent complains that the water of the locomotive well is brackish and only fit for washing out purposes and is affecting the engine boilers. About 6,000 gallons daily are required for running purposes, and it is proposed if other suitable water is not available to lead Red Hills water to the present pump and to partition off the present tank house, so that it can contain a separate supply of good water. This is the first time this water has been condemned and the tank house has only recently been enlarged; it seems advisable, therefore, that a careful investigation is made before expenditure is incurred.

Medical store room.—The accommodation appears insufficient. Some of the stores were stacked in the verandah.

Vaccination shed.—It is proposed to substitute tiles for thatch in the roof of the vaccination shed. This work is not urgent.

The interlocking of points and signals at the west end of the yard is under consideration.

Perambúr.—There is no third-class latrine on the down platform. The Traffic Manager states that one is necessary. In consequence of the alteration in the train service, the traffic staff has been increased by one assistant stationmaster and quarters are now required for him. The open drain near the chapel reported on a previous inspection as insanitary and a nuisance is still in the same condition as before. Arrangements are being made with the civil authorities to lead the drainage to some low ground some distance from the colony. The latrine for the fitting shop is objectionably close to the shop. It is proposed to temporarily close this latrine and to erect one of tarred mats in a more open spot as an experimental measure.

Connur.—This is an experimental station which has been made permanent. A latrine for third-class passengers and a stationmaster's house are required.

Tinnanur.—A third-class waiting shed is required on the down platform.

Tiruvallúr.—For the present one ash-pit is asked for at the west end of the platform. The necessity for this is said to be due to the use of Singareni coal.

Manur.—A strip of land, 200′ × 50′, is required as a site for stationmaster's and menials' quarters. There are no suitable sites on the land now in the Company's possession. Stationmaster's quarters and a down platform are required. The earnings of this station are Rs. 500 monthly.

Chinnamapet.—Two pointsmens' huts are asked for.

Mosur.—The platform is in progress, but is delayed for want of some land.

Arkónam junction.—A large scheme is under consideration for additions and alterations to the yard. As the work will be a costly one, for which funds could not at once be provided, the Agent proposes to do the work by degrees, spending about Rs. 5,000 annually.

Bungalow No. 17.—Occupied by waiting room attendants. An additional room and bath room are required.

Third-class waiting shed.—It is proposed to extend this building the length of one bay leaving an arched opening and counter in the present end wall. The extension to be used as a fruit shop and refreshment room for native passengers. The Chief

Engineer has been asked to submit a plan and estimate for sanction so that the work may be undertaken without delay. A site was selected at the end of the platform for the trough for watering horses. The Agent brought to notice that the third-class latrine was objectionably close to the station building and proposed that it should be shifted to the end of the platform, the trough for watering horses being placed at the foot of the screen wall to the latrine. As the trough will probably only be used on rare occasions, there seems no objection to its being placed near the latrine if its removal is sanctioned. It will be well out of the way.

Tirutani.—Provision will be made in the budget for the interlocking of points and signals. The ground-nut godowns have been completed.

Ponpadi.—This is a trial station, the earnings of which are Rs. 300 a month. Provision for a platform, 500′ × 15′, will be made in the budget.

Nagari.—Provision will be made in the budget for the interlocking of points and signals.

Vepagunta.—The platform has been completed and lay-bye is in progress. Estimates for a complete trial station will be submitted shortly to include station building, station-master's house, loading bank and latrine. The work is considered urgent.

Puttúr and Púdi.—Provision will be made in budget for interlocking of points and signals.

Rénigunta.—It is proposed at once to extend the third-class waiting shed to provide accommodation for a fruit stall and refreshment room for natives. It is also proposed to utilize a double-storied house which may become vacant for sleeping rooms for first and second class native passengers.

Kódúr.—Huts for pointsmen, porters and sweepers are required. Expenditure will be provided for in the budget for 1894–95.

Mámandúr.—Interlocking of points and signals in hand.

Urampád and Reddipalle.—Quarters for menials required.

Siddhavattam.—A latrine for native passengers is required.

Cuddapah.—The present latrine accommodation is insufficient.

Yerragudipad.—This is a trial station which will be made permanent. Some land is required for the station compound.

Works completed during the half-year ending 30th June 1893.

1st Division, North-West Line.

Nagari—
Godown.

Rénigunta—
(1) Six houses for subordinate staff.
(2) Extension of engine shed.
(3) Guards' bungalow.

Rajampét—
Six houses for subordinate staff.

Nandalúr—
Four houses for subordinate staff.

Vontimitta—
One house for subordinate staff.

Cuddapah—
Six houses for subordinate staff.

Gangayapalle—
Station-house.

Kámalápuram—
Alterations and additions to station-house

Yerraguntla—
Alterations and sidings.

2nd Division, North-West Line.

Gooty—
(1) Eight houses for native firemen.
(2) Prosecuting Inspector's office.
(3) Block of four houses for native drivers.

Molagavalli—
Platform.

Raichur—
(1) Transhipping shed.
(2) New coal siding.
(3) Alterations and additions of sidings between station-house and engine shed.
(4) Enlargement of locomotive well.

Works in Progress on the 30th June 1893.

1st Division, North-West Line.

Tirutani—
Three godowns.

Nagari—
Godown.

Púdi—
Interlocking.

Mámandúr—
Interlocking.

Rénigunta—
One block of four bungalows for European and Eurasian firemen.

Gangayapalle—
Station-master's house and loading bank.

2nd Division, North-West Line.

Jakkalacheruvu—
Station-master's house.

Gooty—
Dispensary and institute.

Matmari—
Hut for scavengers.

Permanent-way.—The road is in first-class running order and has been well maintained. The renewals during the half-year have been considerably less than in previous half-years, but have been sufficient.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

Report on the Inspection of the Madras Railway for the half-year ended 30th June 1893.

No. 278.

Endorsement by the Consulting Engineer for Railways, dated 14th September 1893.

Submitted for the information of Government and for the submission to the Government of India of 35 copies of the report with the orders passed thereon.

ORDER—dated 19th September 1893, No. 1230 R., Public Works.

The report of inspection of the Madras Railway will be communicated to the Agent and Manager for information and necessary action.

Also to the Consulting Engineer for Railways, Bombay, for such action as he may consider necessary.

Also to the Local and Municipal Department for such action as may be considered necessary with reference to the rubbish depôt near the Salt Cotaurs.

2. A copy of these proceedings will be forwarded for the information of the Government of India.

[Here enter No. 1231 R., dated 19th September 1893.]

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways, Bombay.
„ Agent and Manager, Madras Railway,
through the Consulting Engineer for Railways.
„ Local and Municipal Department.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.

PUBLIC WORKS.

Dated September, 19th.

Recd. *Encl.*

G.O., 19th Sept. 1893, No. 1230 R.

No 2680 C/ 15th August/94

No 3020 C/ 3rd Octr 1894

SEPTEMBER.

Feeder Road

Inspection Report

Orders on the — of the Madras Railway for the half-year ending 30th June 1893.

(No. III.)

No. 7299. 603

5,000—15-3-88.

Apgs 25/7/94 papers

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 21st July 1894

From

The Agent and Manager,

To *M. R. Co.,*

The Consulting Engineer for Railways.

SIR,

With reference to the note in your inspection report for the half year ending 30th June 1893 relative to the need of a road to Totiyapalayam station, I have the honor to enquire if the District authorities have been addressed on the subject and if there is any prospect of the road being made.

I have the honor to be,
Sir,
Your most Obedient Servant
[illegible]
Agent and Manager.

REGISTER
No. 4149
FILE
No.

MADRAS RAILWAY.

Dated 188

Recd.

No.

From

The Agent and Manager,
M. R. Co.,

To

The Consulting Engineer
for Railways.

FORM No. 4.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 31st July 1894

To

AGENT AND MANAGER, M. R.

No. 2405 Reply No. 624 , dated 2/8

Reminders.

Subject.

SIR,

In reply to your letter No 7249/603 dated 24 July 1894 I have the honor to inform you that my inspection report referred to was communicated to the Local & Municipal Depart, but it is not known whether any further action has been taken in connection with the roads to Tottiyapattiyam Station

Asst
3077/94

Government of Madras.

1894.

P. W DEPARTMENT.

CURRENT No.

From The Agent & Manager
M. R. Co.

ENCLOS.

No. 7299/624
Dated 2-8-94
Received 4-8-94 in the R. Office

SUBJECT.

Requesting to address the Taluk Board, Erode, in connection with the construction of a feeder road to the Station at Kotiyapalaiyam as the inhabitants have again petitioned the Traffic Manager urging that the said station is at present useless to them owing to its inaccessibility.

29—2,000—6-2-94.

DISPOSAL.

No. 2680 C dated 13 August 94

Transferred to the Local and Municipal Dept. with reference to the Inspection Report forwarded with G.O. No: 1230 R. d/19 Septr. 1893 and to correspondence ending with Local and Municipal G.O. No: 1778 L. Mis. d 3-8-92.

(Sd.) F. R. H.

R.

DESPATCHED
14 AUG. 94

No. 2680 C d/13 August 94

(No. II.) 5,000—14-11-85.

No. 7299/752. MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 1st October 1894.

From

The *Agent and Manager,*
M. R. Coy:

To

The *Consulting Engineer for Railways,*
Madras.

SIR,

With reference to my letter No. 7299/624 dated 2nd August 1894 on the subject of a feeder road to Tottiyapalaiyam Station I have the honour to enquire if a reply has been received from the Erode Taluq Board on the subject.

I have the honour to be,
Sir
Your most obedient Servant,

Agent & Manager.

P. V. O

REGISTERED
No. 5106
FILE
No. 4

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Reced.

No.

No: 3020 C dy 3 Octr: 94

Transferred to the Local & Municipal Deptt with reference to P. W. D. endorsement No. 2680 C, dated 13th August 1894.

A.B.G. Thullen
Captn R.E.
Under Secy to Govt
P W D Railways

DESPATCHED
4 OCT. 94

V.D. 2/10

Form No. 4.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 3rd October 1894.

To

AGENT AND MANAGER, M. R.

No. 3062 Reply No. , dated

Sir,

Reminders.

In reply to your letter No. 7299 dated the 1st ult 752 regarding the construction of a Feeder road to Tatty Apadaiyan Station, I have the honor to state that no reply has yet been received in the subject from the Local & Municipal Deptt, which has now been reminded.

Abd
21/10/94

Draft sent back of Minutes

Subject.

4,000—18-8-94.

Local and Municipal Department.

CHIEF SECRETARIAT MADRAS.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following papers—

From the Public Works Department, dated 13th August 1894, No. 2650 C, transferring letter from the Agent and Manager, Madras Railway Co., regarding the construction of a feeder road to Totiyapalaiyam station, Madras Railway Co., in the Coimbatore District.

From the President, District Board, Coimbatore, dated 10th October 1894 Ref. on Cir. No. $\frac{1217}{D/B}$.

With reference to Government Endorsement dated 27th August 1894, No. 728 forwarding for the remarks of the Erode Taluk Board certain papers in connection with the Opening of a road to the Totiyapalaiyam Railway station on the Madras Railway, I have the honor to state that the Erode Taluk Board has resolved to undertake the work if the District Board will provide the necessary funds and to request that the Estimate for the road submitted with letter dated 15th July 1892

N. 91/D.B may lee returned for reference in considering the advisability of allotting funds therefor.

Order. 19th October 1894 N. 2113 Lmis.

The President's letter read above will lee communicated to the Public Works (Railway) Department.

2. The estimate for the road in question will lee returned to the President as requested.

(True Extract)

L Francis

Offg. Asst. Secretary.

for Chief Secretary.

To

The Public Works (Railway) Deptt. ✓

a President, District Board, Coimbatore.

with an estimate.

Sent

PRESENT No. 8034

Govt. of {1894} Madras.

Local and Municipal Department.

To The Public Works (Railway) Deptt.

Recd: 22-10-94

Proceedings, dated 19th October 1894.
No. 2113 L. (mis).

Subject.

Road.

Communicating to the P.W.D. (Railway Branch) letter from the President District Bd., Coimbatore, stating with remarks that the Erode Taluk Board has resolved to open a road to Kottiyapalaiyam — Railway Station on the Madras Railway, if the Distt. Bd will provide the necessary funds.

P.W.C No. 8034

Proceedings Local & Municipal Deptt.
No. 2113 L (mis) dt 19.10.94

No. 3263
23-10-94

Copy forwarded to the P.W. for information with ref to correspondence ending with this office letter No 3062 dt 3-10-94

For
24/10 for S.R.

ent Erode Taluk
Board

4,000—18-8-94.

Local and Municipal Department.

CHIEF SECRETARIAT
MADRAS.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following paper :—

From the President District Board Coimbatore
dated 7th January 1895, dis: No. 16 D.B.

In continuation of the correspondence recorded in
G.O. 19th October 1891, No. 2113 L this regarding the formation
of a feeder road to the Pothyapalaiyam Railway Station
I have the honor to report that the District Board
received a report on the subject from the Sub-Collector
Coimbatore (Copy enclosed) stating that the road is, in
his opinion, unnecessary until the Railway Company
have justified to the Board's satisfaction the existence
of the station.

Under the circumstances explained by the
Sub-Collector, the District Board is not prepared to
give funds for the road. Vide Resolution No. 123 of
15th December 1894

Enclosures.

From the Sub-Collector and President Taluk

Board to the President District Board Coimbatore,—

ted 19th November 1894 No. 89 T.B.

With reference to your endorsement, reference on No. 1271 T.B. dated 30th ultimo, I have the honor to inform you that I have visited the station and travelled from the Chennimalai to the Perundurai road. The station is at present almost inaccessible for cart traffic. I saw the wheelmarks of one bandy but the ittories are so bad that no heavy goods can be brought to or from the station. Therefore if the station is necessary, the road is; the station is of little use without the road. I happened to arrive there about 8am time; about a dozen people were at the station. The station itself is at present a mere shed by the Line. The country all round is well fenced and cultivated; a lot of cotton and the usual grains are raised. No doubt some of this may be carried by rail if a road is opened; but there are roads already on both sides of the line to Chennimalai and Perundurai and Erode. both can lead to Perundurai or Erode stations. Those stations are only five miles off. Very few villages are actually nearer to Jottipalaiyam than to either Erode or Perundurai. I am therefore of opinion that a station at Jottipalaiyam is a luxury rather than a necessity and that the Board cannot afford luxuries. We already spend 45,000 Rupees on road maintenance and I am strongly opposed to increasing our mileage by a single yard, except to open up profitable markets. I have therefore the honor to report that I consider the new road unnecessary until the Railway Company have justified to our satisfaction the existence of the station. The same remarks apply to Koolipalaiyam to which we are also asked to make a road. I have visited that station while Head Assistant Collector. It is situated near a large tank. Any road we may make will, as far as I can see, be submerged during half the year and I don't think we can ever make one. It seems almost a pity that the Railway Company should open these trial stations without first consulting the District or the Taluk Board about the possibility of feeder roads.

The documents that accompanied your reference are returned herewith.

Proceedings of the District Board Coimbatore

at a meeting held at 2 p. m on Saturday the 15th December 1894.

× × × ×

Read:—

Letter from the Sub-Collector of Coimbatore, dated 19th November 1894 No. 89/J.B reporting that the formation of the feeder road to the Pollachi Railway station is unnecessary; connected papers.

Resolution No. 1230 of 1894.—

The Board is not prepared to give District funds for the road.

× × × ×

Order dated 22nd January 1895 No. 114 Lmis

Communicated to the Public Works (Railway) Department in continuation of G.O. dated 19th October 1894 No. 2113 L.

(True extract,

H Ravis

Ag Asst. Secretary,
for Chief Secretary.

To
The Public Works (Railway) Department.

P. W. CURRENT No. 536

Govt. of {1895} Madras.

Local and Municipal Department.

To

The Public Works
(Railway) Dept.

Recd: 25. 1. 95

Proceedings, dated 22. January 1895,
No. 144 L Mis.

Subject.

Road

Communicating to the Public Works (Railway) Department, letter from the President, Distt. Bd. Coimbatore, reporting that under the circumstances explained by the Sub-Collector of Coimbatore the Distt. Board is not prepared to give funds for the formation of a feeder road to the Railway Station at Tottipalaiyam on the Madras Railway.

P.W.C. no 536.

No 285
28-1-95

Proceedings of the Loc
& Municipal Dept, No.
144 Lellis, dy 22 Jany 1895

Copy forwarded
for information to the Agent
& Manager, Madras Railway
in continuation of endorsem
No. 3263, dated 23 Oct 1894
with reference to the re-
marks of the Bd. Collector
of Coimbatore that both
the stations of Tottipalaiy
and Kodipalayam
are luxuries and that
it is a pity the Ry Co. rd.
open these stations without
first consulting the District
& the Taluk Board about
the possibility of construc-
ting feeder roads - I think
it is desirable to send
me the reasons that led
to the opening of these stati
the traffic that now exist
& any other remarks for
their disposal -

25/1

(No. II.) 5,000—14-11-85.

No. 7299/83

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 28th January 1895.

File Cells 29/1.

From

The *Agent and Manager,*

M.R.(ory:

To

The *Consulting Engineer for Railways,*

Madras.

SIR,

Adverting to your endorsement No. 3263 of the 23rd October 1894 on Government Order No. 2113 L. Mis. of the 19th idem, I have the honour to request that you will be so good as to let me know what steps have been taken since the date of the above communication with regard to the construction of a Feeder road to Ittyapalaiyam Station.

I have the honour to be,
Sir,
Your most obedt Servant.

Agent & Manager.

Cells 29/1

* approximate figures.

REGISTER
No. 434
FILE

MADRAS RAILWAY.

From The Agent and Manager.

To

The Consulting Engineer for Railways.

Dated 188

Read.

No.

Kulipalayam Station

On the 18th August 1891 the inhabitants of Palladam Taluq, Naroopareehal, Mayooravaree and Palayam Villages petitioned the Divisional officer at Podanur for a station to be opened on the east of a village named Koolipalayam between Uttukuli and Tiruppur stations.

The Divisional Officer in forwarding copy of the Petition to this office enclosed also copy of letter from the Resident Engineer stating mileage 270/10-11 close to Kulipalayam Village as a suitable spot and adding that the main road was about a mile distant and ran parallel to the line.

The Traffic canvasser was asked to report on the matter and he reported favorably on 14 September 1891 (~~Copy of report attached~~)

The matter was kept in abeyance till the 4th March 1892 when after persistant applications from the Villagers the Agent and Manager was written to to obtain sanction for opening a station at 270/10 mile to be called Kulipalayam (~~Copy of letter attached~~). The Government in their order No. 693R dated 16th March 1892 sanctioned the opening of the station at 270/10 mile to be called Kulipalayam. It was subsequently decided with the approval of Government to name the station Kulipalayam. Arrangements were made and the station opened on 8th June 1892.

Receipts

Period	Passengers				Goods			
	Inwards		Outwards		Inwards		Outwards	
	No	Rs	No	Rs	Tons	Rs	Tons	Rs
Half year Decr 92	937	94	2023	421	1	7	7	5
" June 93	1083	123	2275	326	13	106	69	61
" Decr 93	1458	164	2343	353	15	133	98	94
" June 94	1521	147	2480	310	8	74	65	5
" Decr 94*	2037	268	3061	445	14	112	80	

* 6 Months 10 Days.

Totiyapalaiyam Station

On 27th February 91 the then Traffic Manager (Mr. Bone) sent out a memo directing that the Divisional Officer at Podanur be written to to select a suitable spot for a trial station about midway between Erode and Perandurai Stations and to furnish list of villages near to the spot selected and the number of houses and inhabitants in each village. The Traffic Manager also suggested a spot from $\frac{247}{6.66}$ to $\frac{248}{6.66}$ The Divisional officer stated the best site seemed to him to be $\frac{247}{15}$ to $\frac{246}{16}$ mile near to which the principal villages called Thotiyapalaiyam with 30 houses and about 120 inhabitants and Moothenpalaiyam with 40 houses and 250 inhabitants were situated easily accessible by a foot path to the South of the line and which runs between the two villages. That officer also suggested the station be called "Totiyapalaiyam" On the 25th April 91. the Agent and Manager wrote (copy of this attached) for sanction to open the trial station and the Madras Govt in their order No. 1107 R dated 11th May 1891 sanctioned the opening of the station "Totiyapalaiyam" and also estimate for 2 huts. arrangements were made and the station was opened at mile $\frac{247}{15}$ on 6th July 1891.

Receipts.

Period		Passengers				Goods.			
		Inwards		Outwards		Inwards		Outwards	
		No.	Rs.	No.	Rs.	Tons	Rs.	Tons	Rs.
Half year	Dec. 1891	1844	101	1967	276	"	"	5	58
do	June 1892	1686	148	2634	270	"	1	25	427
do	Dec. 1892	2088	186	2869	276	"	"	9	107
do	June 1893	2483	297	3504	323	"	"	10	111
do	Dec. 1893	2299	214	2758	276	"	"	11	132
do	June 1894	2495	202	3158	271	"	"	11	98
do	Dec. 1894	2444	192	3478	345	"	"	16	166

* approximate figures

ENG. CO. 2 1819 95
No. 392 23.4.95
A.W.

(A. & M. I.)

No. 7299
392

Ans^d
24/4/95

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 23rd April 1895

From

(transfer to local a Mem. Dft. with letter except from Headqrs. Dft. and remark that in the cases of Kulipalaiyam the traffic statistics quoted appear to justify the construction

The Agent and Manager,

S.W. Ry.

to be made in the manner suggested by Mem.

To

The Consulting Engineer for Railways,
Madras.

Sir,

With reference to your endorsement No. 285 of the 28th January last on G.O. No. 144 L and M. of the 22nd idem, I have the honour to forward herewith for your information a precis of the circumstances under which Totiyapalaiyam and Kulipalaiyam trial stations were opened, together with the half-yearly receipts from the time of opening.

2. In the case of Kulipalaiyam ~~however~~ I am of opinion that it has been doing quite as well as could be expected

th

the absence of roads. I have referred to the Company's Chief Engineer the statement of the Sub-Collector that a road to this station will be submerged during a greater part of the year, owing to its vicinity to a large tank, and that officer writes that it is quite practicable to construct a road which would be free from floods, either on the tank bund by bridging over the two weirs as indicated by the red line **A.B.C.D.** on the accompanying map or by adhering to the high ground immediately below the tank and inserting causeways or road-dams at the overflow channels as shown by the line **A.E.F.D.** which route is followed by the existing cart track. In the latter case the causeways would render the road passable for carts even when water is flowing down these channels.

3. I trust that after this explanation the construction of a road to Kulipalaiyam will be arranged at an early date.

I have the honour to be,
Sir
Your most obed't Servant,

Agent & Manager

REGISTERED
No. 1819
FILE

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated

Read.

No.

No. 1702C of 30-4-1895 G. No. 1819

P. W. D.

Letter from A.M. No. 7299/392 dated 23rd April 1895 with enclosures.

Transferred to the Local & Municipal Deptt with reference to its Proceedings No. 144 L. Misc. dt 22nd January 1895, and with the remark that in the case of Kulipalaiyam station the traffic statistics quoted appear to justify the construction of a road which could apparently be made in the manner suggested by the Agent and Manager, Madras Railway.

25/4

D.R.

DESPATCHED
30 APR. 95

The Local & Municipal Deptt.

No 1702 Cd/30th April 1895

Coimbatore,

District Board's Office,

15 May 1895.

Reference No 594/D.B of 95

From,

Herbert Bradley Esquire,

PRESIDENT, DISTRICT BOARD,

Coimbatore.

To,

THE CHIEF SECRETARY TO GOVERNMENT,

LOCAL AND MUNICIPAL DEPARTMENT,

Madras.

Sir,

With reference to Government Endorsement dated 13th Current No 667 Local and Municipal, I have the honour to request that you will be so good as to send me for reference and return the map of the Kulipalaiyam Railway Station referred to in the Letter of the agent and Manager, Madras Railway, No 4299/392, dated 23d April 1895 read in the Proceedings of the Government P.W.D. & Railway Branch, No 1702 dated 30th April 1895.

I have the honour to be

Sir,

Your Most obedient Servant

~~Local & Municipal Dept.~~
~~1895~~
~~CURRENT No. 4062~~

P. W. CURRENT No. 4159

Local and municipal department

From.

The President,
District Board,
Coimbatore.

Rec'd: 30.5.95

To The Chief Secretary to Government Local and Municipal Department Fort Saint George Madras.

No 747

Transferred to the Public works (Railway) department

Dated 15
Recd 15 } May 1895

17 MAY 95

Cf Godhamber
Ag. Asst Secretary
27.V.95.

Reference current No 594 of 95 D.B.

Fort Saint George
29th May 1895

Requesting to furnish, for reference and return, the map of the Kulipalayam Railway Station referred to herein.

To

The Public works (Railway) Department

Ref 23/5
29/5 Rec 4/6

Form No. 10.

Railway Department.

Office of the Consulting Engineer for Railways,

Madras, 7 June 1895.

To The President District Board Coimbatore

No. 1794 Reply No. , dated

Sir,

Reminders.

With reference to your letter ~~No~~ No. 594 D.B. of 15th May 1895, I have the honor to forward herewith the plan of the Kulipalayam Railway Station referred to, with the request that it may be returned when no longer required.—

I am
Sir
Your most obedient
humble servant
[illegible]
for
Consulting Engineer for Railways.

(No. III.) 5,000—15-3-88.

No. 7299/884

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 30 Septr 1895.

From

The Agent and Manager,

M. R. Co.,

To

The Consulting Engineer for Railways.

SIR,

I have the honour to request that you will kindly favour me with a reply to my letter No 7299/392 of the 23 April 1895.

I have the honour to be
Sir
Your most Obedt Servt

Illegible

Agent & Manager

MADRAS RAILWAY.

From

The Agent and Manager,

M. R. Co.,

To

The Consulting Engineer

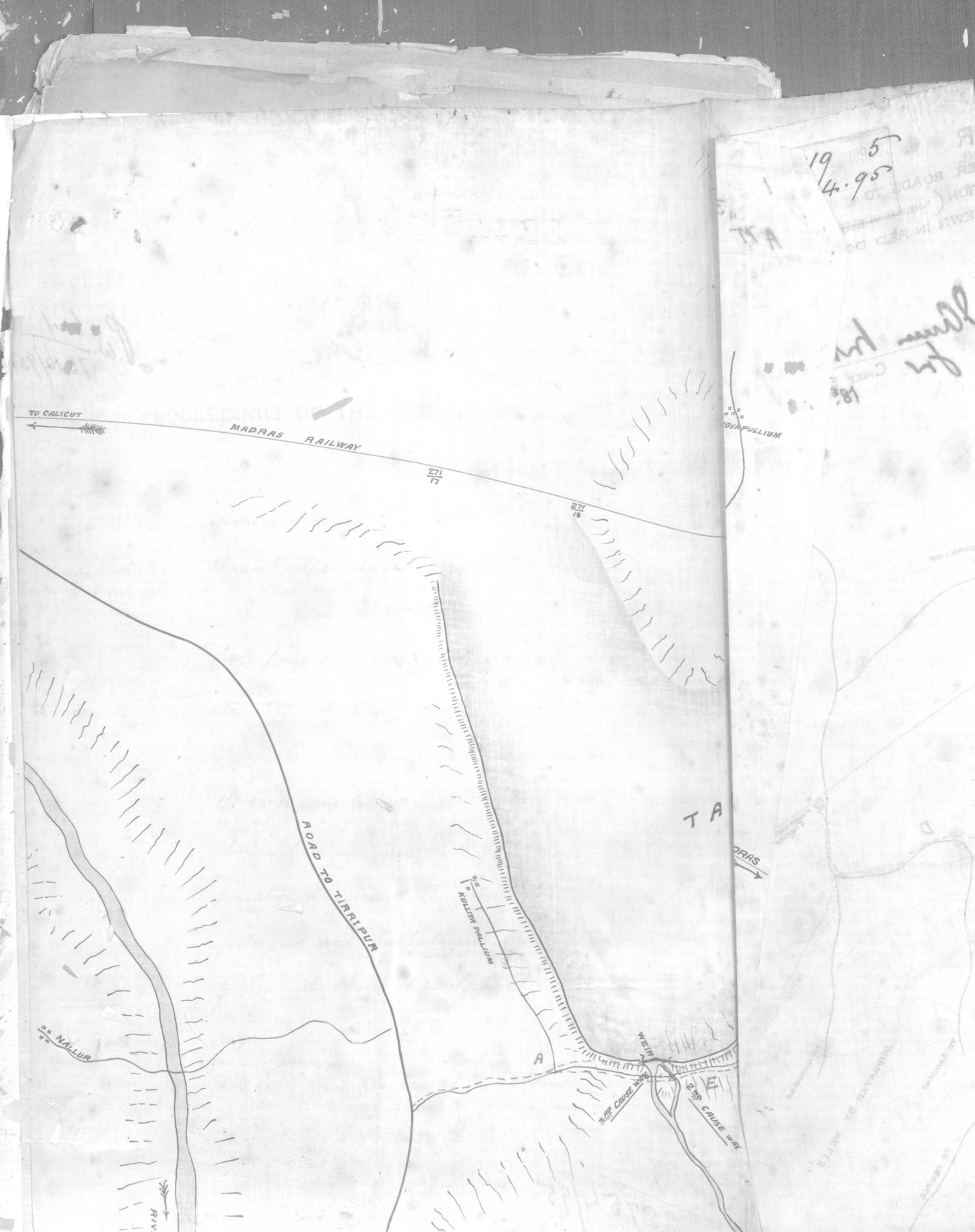
for Railways.

Dated 188

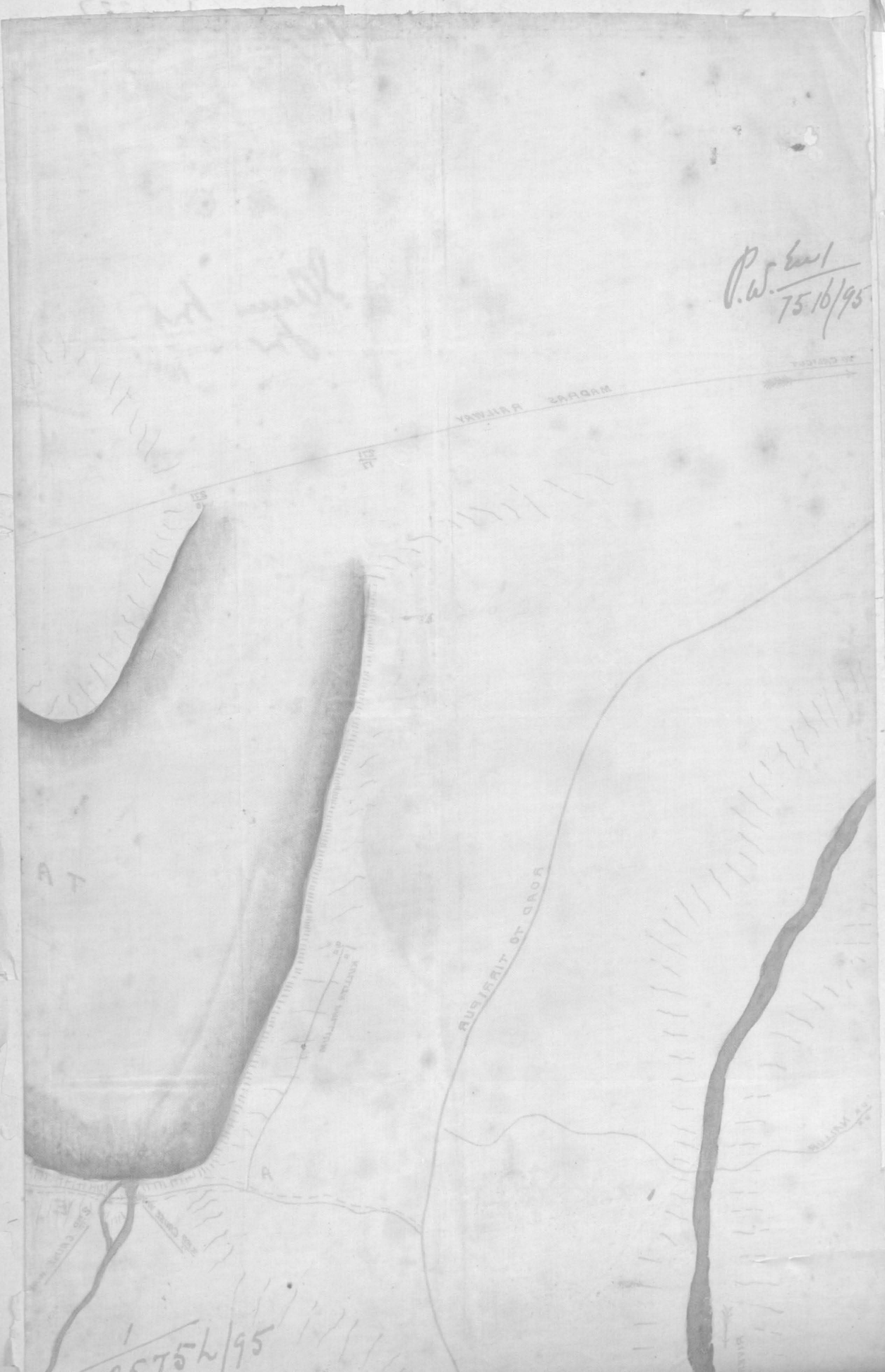
Recd.

No.

No. 2869 C d/4 - October 1895



P.W. Encl 75.16/95



75 L/95

[25]
4,000—23-5-95.

Local and Municipal Department.

CHIEF SECRETARIAT. MADRAS.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following ~~papers:~~—

Memorandum of the Public Works Department, Railway Branch, dt 30 April 1895, No. 1702 L.

× with Rishd 1794 27-6-95

Read the following.

Letter from the Agent and Manager, Madras Railway, No. 7297/392, dt 23rd April 1895 with enclosures.

With reference to your endorsement No. 285 of the 28th January last on G. O. No. 144 L. and M. of the 22nd idem, I have the honour to forward herewith for your information a precis of the circumstances under which Totiyapalayam and Kulipalayam trial stations were opened together with the half yearly receipts from the time of opening.

2. In the case of Kulipalayam I am of opinion that it has been doing quite as well as could be expected in the absence of roads. I have referred to the Company's Chief Engineer the statement of the Sub Collector of Erode. The real trade

part of the year, owing to its vicinity to a large tank; and that officer writes that it is quite practicable to construct a road which would be free from floods, either on the tank bund by bridging over the two nrrs as indicated by the red line A B C D. on the accompanying map or by adhering to the high ground immediately below the tank and inserting causeways or road-drains at the overflow channels as shown by the line A E F. D. which route is followed by the existing cart track. In the latter case the causeways would render the road passable for carts even when water is flowing down these channels.

3. I trust that after this explanation the construction of a road to Kulipalaiyam will be arranged at an early date.

No. 1702 E. dt/30th April 1895.

Transferred to the Local and Municipal Department with reference to its Proceedings No. 144 L. Mis dt/ 2nd January 1895, and with the remark that in the case of Kulipalaiyam station the traffic statistics quoted appear to justify the construction of a road which could apparently be made in the manner suggested by the

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Rao Railway

From the President, District Board, Coimbatore, dt/21st August 1895. Ref. on P. No. 591/Dis.

In reference to correspondence ending with G. O. No. 2669 L. Mis. of 27th November 1893, I have the honour to forward a copy of the last resolutions passed by the Erode and Pollachi Taluk Boards in regard to the construction of a feeder road to the experimental Railway station at Kulipalaiyam.

2. As the Agent and Manager, Madras Railway in one of his letters says that this Railway station is practically permanent, we may take it that the two Taluk Boards mentioned agreed to construct the feeder road in question.

3. This feeder road is designed to take off from the main road leading from Erupur to Karur at the village of Mallur and will be 3½ miles long and of the two estimates have been prepared for it one amounts to Rs. 2,240 and the other to Rs. 4,380. The Taluk Boards consider that the low estimate is sufficient to commence with and I agree with them. Indeed they show a certain amount of reluctance to carry out the work at all in view of the fact that it is all as far from Mallur to the new station as it is from Mallur to the existing station at Erupur. The real traffic

that will be served by the new road and the station, however, will be the wet lands lying within a mile or two of the new station. To these lands the opening of the new station will certainly be beneficial and it is on this particular portion of the road that the heaviest expenditure will be incurred. The further portion on the Nallur side will not cost much.

4. I will arrange with the Presidents of Taluk Boards as to the carrying out the work.

Enclosures.

Proceedings of the Erode Taluk Board at its meeting held on the 25th May 1894.

Present.

× × × ×

Read.— Erode Tahsildar's arzi No. 457/A. d/21st April 1894, regarding the opening of a feeder road to the Kulipalayam Railway station; also the records connected with it forwarded by the District Board with the plan and estimates prepared by the L. I. Engineer for the same.

Resolution No. 3 of 1894.—

This Board has no objection to the formation of the road and to pay a proportionate cost provided the Taluk Board of Pollachi is of a similar opinion. The — matter

two estimates for the present.

Proceedings of the Taluk Board, Pollachi at its meeting held on the 16th July 1895.

Present.

× × × ×

Read.— Letter from the President, District Board, d/12th June 1895, Ref. on Cir. No. 594/D.B. of '95, requesting to report whether the Taluk Board is prepared to construct a feeder road to the Kulipalayam trait station on the Madras Railway.

Resolution No. 1 of 1895.

The Board considers that the construction of a feeder road is necessary when the Railway station at Kulipalayam has been permanently established. The — District Board President will be addressed to this effect.

From the President, District Board, Coimbatore, d/5th September 1895, Ref. B. on Cir. No. 594/D.B., returning certain papers received along with Govt. endorsement No. 667/13-5-95 and map of the Kulipalayam Railway station.

Order d/25th September 1895, No. 1772 L. Mis.

The President first

communicated to the Public Works (Railway) Department.

/True extract/

W Francis

Ag. Under Secretary

for Chief Secretary.

To

The Public Works (Railway) Department,

with a plan returned.

President, District Board, Coimbatore.

Form No. 18

P. W. CURRENT No. 7516

Govt. of { 1895 } Madras.

Local and Municipal Department.

To The Public Works (Railway) Department.

Recd: 4-10-95

Enc: 1 plan

Proceedings, dated 25th September 1895,
No. 1772 L.Mis

Subject.

Feeder road

Communicating to the P.W.D. (Railway) letter from the Pt, District Board, Coimbatore, regarding the construction of a ____ to the trial station at Kulipalaiyam on the Madras Railway.

Form No. 18

P.W.C. No 7516

Proceedings of the Local and Municipal Dept
No 1772 Mis dy 25.9.95

No 3219
12.10.95

Letter forwarded to A.M. with reference to correspondence ending with his No: 7299 dy 884
30.9.95

CDM 10/10

Govt

L.C.

I cannot understand from the papers whether (1) the Board agree to construct the road or (2) whether they agree that they will construct the road only if the A.M certifies that the Stn is Permanent.

CDM 5/10

Ltr from Divisional Officer to communicate to the Board that the question of the permanency of the road is to be decided by the Govt.

Ltr from Divisional Officer to communicate to the Board that the question of the permanency of the road is to be decided by the Govt.

Dy 21.8.95 Letter from Secretary Board requesting sanction for the road

Dy 22.8.95 Letter from Board forwarding Resolution No 3 of 1895 and requesting sanction

Dy 30.9.95 Letter from A.M. stating that the road is not permanent

Dy 12.10.95 Letter from Govt to Board stating that the road will be sanctioned only if the A.M certifies that the Stn is permanent

Form No. 18

Copy of a communication from the Agent and Manager Madras Railway To

the Consulting Engineer for Railways, Madras, No. 7299/804, dated 26th Augt 189 8.

With reference to correspondence ending with your endorsement N° 3219 dated the 12th October 1895 on Proceedings of Madras Government Local and Municipal Department N° 1702 C dated the 30th April 1895 on the subject of the construction of a feeder road to Kulipalayam trial station, I have the honour to request that you will be so good as to address the authorities concerned with a view to the road in question being constructed at an early date. The station will be made a permanent one if this is done.

E. R. C. No. 3999

~~P. W. (Railway) C. No.~~

No. _____ dated 2/9/98 189

TRANSFERRED to the Local & Municipal Department with reference to its No. 1772 L&M dated the 25th Sept 1895.

D.R.

Despatched on 27/9/98

and would rest satisfied

Public Works (1898) Department.

Railway

CURRENT No. ~~8626~~ 1225

JOINT SECRETARY TO GOVT. OF MADRAS BY:
RECEIVED 21 OCT. 1898

B/.

From

The Local & Munl. Deptt.

Order No 1317 Rly dt/25/10/98.

Communicated to the Agent & Manager M&SR Railway for information with reference to his letter No. 7299/804 of 26th August/98.

No. 1928 Dhis.

Dated 12-10-98.

Received

Registered ~~17.10.98~~ 3

Enclosures 21-10-98

Spare copies

J.d. 25/R

SUBJECT.

Road.

Communicating to the Public Works Deptt. letter from the President, Distt. Board Coimbatore, stating that the Construction of feeder — to the Kulipalayam Railway Station has been Completed.

To The Agent & Manager M.R.
" Civil Engr. for Rly

Despatched on 25/10/98

Ind 24/10/98

DR

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

25]
2,000—4-2-98.

LOCAL AND MUNICIPAL DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following papers—

From the Public Works Department, No.118 R.M./O, dated 2nd September 1898, transferring letter from the Agent and Manager, Madras Railway, regarding the construction of a feeder road to Kulipalaiyam trial station.

From the President, District Board, Coimbatore, Dis.No.908, D.B. dated 23rd September 1898.

With reference to your Endorsement, No.1061, dated 20th instant, returned herewith, I have the honour to inform you that the construction of the feeder road to the Kulipalaiyam Railway Station has been completed. The portion of it lying within the limits of the Erode Taluk Board, is being maintained and the Pollachi Taluk Board will be asked to maintain the portion lying within its limits from next year.

ORDER No.1928 L.Mis., dated 12th October 1898.

The President's letter read above will be communicated to the Public Works Department.

(True Extract)

For Secretary to Government.

To

The Public Works Department.

" The President, District Board, Coimbatore.