Public Works (1898) Department.

Print

Railway Branch

G.O., No. 135-36. R

DATED 24th Jany 1898.

R M
to note (?) [illegible]

Index
G.O. 1053-54 Ry 30/11/97
101-102 Ry 20/1/98
360-61 Ry 20/6/94

Pros fair
22/2/98
40 for [illegible]
80 for [illegible]
30 [illegible]

[Despatch Abstract.]

Erode-Nanjangod Railway.

Letter from the Govt. of India approving of the acceptance of the offer of the S.I.Ry to undertake to survey the proposed — on the terms stipulated by the Govt. of Madras, and conveying sanctioning the estimate amounting to Rs 17,829 of the cost of the same. Communicated to the Agent, and Copy of the Pros forwarded to the Govt. of Bombay.

Forwarding Copy of the Pros embodying letter from the Govt. of India approving of the acceptance of the offer of the S.I.Ry to undertake to survey the proposed — on the terms stipulated by the Govt. of Madras, and sanctioning the estimate amounting to Rs 17,829 of the cost of the same.

P.W. 28.

Indexed.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1053-4	R	30-11-97				
	101-2	R	20-1-98				
	-360-61-	–	20-6-94				

FURTHER PAPERS.

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

135R

R.

Please say if it is necessary to send all the papers printed in this proof to

Agent & Man: M: Ry
Agent S. I Ry
Agent & Ch: Engr Niz Ry
Resident in Mysore
+ Govt: of Bombay.

The Agent Madras Ry may not like the letters &c printed on pages 6, 7, 8, 9, 11, 12, 13, 14, 15 + 16 being communicated to other railways.

We have already sent manuscript copies in advance to all with the last letter only from India written in full.

J.H.
3/3/98

Certainly this must not be circulated. To print proceedings need not mean that they should be circulated.

F.M.
5/3

Let me see a clean proof.

M

RAILWAY.

Government {1898} of Madras.

PUBLIC WORKS.

CONFIDENTIAL.

Recd. } 1898. *Enclosures*
Regd. } *Spare copies*

G.O., No. 135 R., 24th January 1898.

JANUARY.

Erode-Nanjangod Railway

Letter from the Government of India, approving of the acceptance of the offer of the South Indian Railway, to undertake to survey the proposed — on the terms stipulated by the Government of Madras and sanctioning the estimate amounting to Rs. 17,829 of the cost of the same, communicated to the Agent, and copy of the Proceedings forwarded to the Government of Bombay.

CONFIDENTIAL.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

G.O., No. 360 R., dated 20th June 1894.

Read the following papers :—

From—The First Assistant to the Resident in Mysore.
To—The Consulting Engineer for Rys., Madras.
Dated—Bangalore, 2nd June 1894, No. 1961–255/92.

With reference to paragraph 15 of your note published at page 37 of the printed Proceedings of the Government of Madras in the Public Works Department, No. 152 R., dated the 10th March 1894, I am directed to forward, for the consideration of the Government of Madras, a copy of a note by the Secretary to the Government of Mysore for Railways with appended tabular statements A and B of leading points of recent reconnaissance of the two alternative lines *viâ* Satyamangalam and *viâ* Kollegal, for the proposed line of railway from Nanjangod to Erode. Topographic sheets showing the routes in question are enclosed.

ENCLOSURE.

NOTE by the Secretary to the Govt. of Mysore for Rys., dated 21st May 1894.

On alternative routes proposed for the Nanjangod-Erode metre gauge line of Railway.

1. The accompanying maps show the two alternative routes *viâ* Satyamangalam and *viâ* Kollegal and the appended statements give leading points thereof in tabular form.

2. ROUTE BY SATYAMANGALAM.—Leaving the Nanjangod existing terminal station of the Mysore State Railway, at 2,155 feet above mean sea level, with mileage reckoned from the extreme dead end of the station sidings, this alternative runs south-easterly, with a ruling grade of 1 in 100 and curves of 2,865 feet minimum radius, through the ordinary and undulating open country peculiar to the Mysore plateau, skirting the Mysore-Hassanur ghât road through Chamrajnagar and Hardanhalli to the Mysore frontier at 32¾ miles and, then leaving the road, proceeds through similar but more wooded country of the Talavadi firka of the Satyamangalam taluk of the Coimbatore district, to a saddle at 46¾ miles about 3,000 feet above sea, 1½ miles west of the village of Talamalai which is situated at the summit of the old Gajalhatti pass, formerly much used by British troops and now frequented by traffic passing between the Mysore and Coimbatore districts.

3. After a descent of about 150 feet in 1¼ miles, involving 1 in 40 gradient, the line descends about 1,825 feet across steep and rocky open grass slopes of the escarpment of the south edge of the Mysore plateau to the Gajalhatti chattram. It is proposed to treat the latter descent, firstly by 3½ miles of rack railway at a gradient of 1 in 10, with curves of 420 feet of minimum radius and then by 3 miles of 1 in 40 gradient with curves of 573 feet minimum radius to Gajalhatti chattram whence the normal ruling gradient of 1 in 100 will be continued to Erode. The portion of line between Talamalai and Gajalhatti will have to be worked by bank engines specially constructed to work over the racked portion of the line.

4. From Gajalhatti the line runs along the northern slope of the Moyar-Bhaváni valley, traversing for the first 5½ miles, or to the 60th mile, an undulating open plain covered with grass and sparse jungle trees and with surface so rocky as to be apparently fit for nothing but grazing. This plain will be more or less submerged by a large reservoir, the construction of which is understood to be under consideration in the Madras Public Works Department for impounding the Moyar-Bhaváni floods in order to enhance supply of the Bhaváni irrigation channels below Satyamangalam. I have been unable to obtain information from which to show the waterspread of this reservoir at level of waste weir discharge which will necessitate careful examination as to which of the two sides of the reservoir and its waterspread will afford the most economical railway alignment, the slopes of the adjacent hills being fissured with long, narrow and steep ravines.

---

5. From the 60th mile the line proceeds along the north or left slope of the Bhaváni valley to a crossing of the river at 76¾ miles, passing Kotemangalam at 63 miles and Satyamangalam at 72 miles.

6. It then skirts the south Bhaváni irrigation channel *viâ* Gopisettipalyam to Kavundippadi at 95 miles and *viâ* Sittodu, at 101½ miles, to the Erode joint station of the Madras and South Indian Railways at 108½ miles.

7. The country is well populated and cultivated from Nanjangod to Talamalai and from the 60th mile to Erode, the latter portion being undulating with scanty surface soil, highly fertilized by line decomposed from the closely underlying metamorphic rocks, which condition is believed to obtain generally in the plains of the Coimbatore district.

8. ROUTE BY KOLLEGAL.—Leaving Nanjangod railway station this line runs in an easterly direction on the north side of the Yellandur jhagir of the Mysore State to Kollegal at 30¾ miles and to a saddle at 55½ miles, half a mile east of Kavadhalli, on the eastern verge of the Mysore plateau. The first 20 miles from Nanjangod traverse open undulating country. Then come 17 miles across the Kollegal plain, well irrigated by the Suvarnavarti or Honnal and the Gunalla streams which drain the west and east slopes of the Biligirirangum hills nearly 6,000 feet above sea level, and the line then traverses very undulating country to the saddle near Kavadhalli.

9. From the last-mentioned point there is a sudden fall of about 700 feet through easy looking country, down which a tortuous and compensated 1 in 88 gradient with curves of 573 feet minimum radius should work out to, say, 67 miles near Mattalli police station.

10. The line then runs along the Chigachi stream, crosses the Tamukuhalla draining from the south at 68¾ and again at 70½ miles just above its junction with the Pálár draining south from the Bargur plateau. It then runs through the gorge of the Pálár river which it crosses at 73¾ and 78¼ miles and again at 83¼ miles about a quarter mile above its junction with the Cauvery, the Nadakaval chattram being passed at 78 miles. It then skirts the Cauvery to Kaveripuram at 90 miles. Between mileages 67 and 90, the work will be heavy owing to the rocky and deeply fissured nature of the sides of the Pálár-Cauvery gorge, which should apparently be negociated by three crossings of the Pálár in order to escape particularly bad portions of the side slopes of its gorge. At 81¾ there will be a crossing of the Jedipattihalla draining from Madesvarnamalai, 6½ miles north of Nadakaval and 9 miles N.E.E. of Mattalli police station.

11. There is a sharp rise over a spur in the bend of the Cauvery between Kaveripuram and Sampalli at 99¼ miles whence the line skirts the Cauvery through a more open gorge with undulating banks, easy soil and dry cultivation to Nerinjipettai at 112 miles.

12. From Nerinjipettai the line crosses fairly open undulating and populated country to Bhaváni at 126½ miles, crossing the Bhaváni river south of the town and skirting its irrigation to Erode joint railway station at 137¼ miles.

13. SUMMARY.—From the accompanying two tabular statements it will be seen that the results of the reconnaissance are—

	MILES.	RS.
By the Satyamangalam route	108½	61,59,000
,, Kollegal route	137¼	73,61,250
Difference in favour of the former ...	28¾	12,02,250

Apart from this difference the Satyamangalam route appears to me to be decidedly the more favourable of the two routes, as regards prospects of traffic, and I am of opinion that the Collector of Coimbatore would have been of the same opinion had he known that it is proposed for the Satyamangalam alternative line to traverse the fairly populated firka of Talavadi instead of the depopulated and jungly wastes between Atakalpur, Hassanur, Dimbam and Bannari, as assumed in paragraph 3 of his No. 1653 of 7th December last to the Commissioner of Revenue Settlement, &c.

14. Kollegal is connected by good roads with the Maddur and Nanjangod stations of the Mysore State Railway, from each of which it is about 38 miles distant. It will be only 22 miles distant from the Chamrajnagar station of the alternative route *viâ* Satyamangalam.

15. The difficult portions of each route in descent from the Mysore plateau to the Coimbatore plain will be :

	MILES.	RS.
Viâ Satyamangalam	8½	13,37,500
,, Kollegal	23¼	28,60,000
Difference in favour of the former ...	14¾	15,22,500

16. The Satyamangalam route will also be more favourable for construction as regards healthiness, supplies for labour, and sources and transport of materials.

APPENDIX A.

NANJANGOD-ERODE RAILWAY RECONNAISSANCE.

Satyamangalam Alternative.

Statement of leading points (Approximate).

	Section.	Features.	Approximate height above mean sea level.	Stations.	Ruling grade.	Sharpest curve.	Mileage.	Total mileage.	Mileage rate in rupees.	Total cost of section in rupees.	Remarks.
									RS.	RS.	
Mysore State.	Nanjangod ..	Terminal and engine station of Nanjangod branch of Mysore State Railway.	2,155	2nd class engine station	1 in 100	2,865	..	..	..	..	Taluk head-quarters and travellers' bungalow.
	Badanval ..	Ordinary features of Mysore plateau ..	..	3rd class ..	,,	,,	6½	6½	45,000	2,92,500	
	Kavalande ..	Do. do. ..	..	Do. ..	,,	,,	4¼	10¾	48,000	2,02,000	
	Chamrajnagar ..	Do. do. ..	2,352	Do. ..	,,	,,	12¼	23	48,000	5,88,000	Taluk head-quarter and travellers' bungalow.
	Haradanhalli ..	Do. do. ..	2,418	Do. ..	,,	,,	3	26	48,000	1,44,000	
	Atakalpur ..	Do. do. ..	2,400	Do. ..	,,	,,	4	30	50,000	2,00,000	
	Mysore Frontier	Do. do. ..	..	..	,,	,,	2¼	32¼	50,000	1,12,500	
									Total ..	15,39,000	
Coimbatore District of Madras Presidency.	Talavadi ..	Ordinary features of Mysore plateau ..	..	3rd class ..	1 in 100	2,865	2¾	35	50,000	1,37,500	Police station, Post office and rest-house.
	Naidalpuram ..	Do. do. ..	..	Do. ..	,,	,,	7¼	42¼	50,000	3,62,500	
	Talamalai ..	Do. do. ..	3,000	Do. and engine station.	,,	,,	4½	46¾	50,000	2,25,000	Police station and village 1½ miles distant.
	Head of abrupt descent.	Do. do. ..	2,850	..	1 in 40	..	1¼	48	50,000	62,500	
	Foot of do.	Steep escarpment at south edge of Mysore plateau.	..	..	1 in 10	420	3½	51½	2,00,000	7,00,000	Rack road permanent-way required on this section.
	Gajalhatti ..	Undulating plain with open jungle and rocky surface.	1,025	3rd class and engine station.	1 in 40	2,865	3	54½	75,000	2,25,000	Chattram.
	No. 4, B.M. stone of Bhaváni reservoir project.	Do. do.	938	..	..	..	5½	60	75,000	4,12,500	
	Kotemangalam.	Open undulating country with dry cultivation.	852	3rd class ..	1 in 700	2,865	3	63	75,000	1,50,000	Police station and rest-house.
	Satyamangalam.	Open undulating country with dry and also wet cultivation irrigated by the Bhaváni channels.	780	2nd class ..	,,	,,	9	72	50,000	4,50,000	Taluk head-quarters and travellers' bungalow.
	Gopisettipalayam	Do. do.	676	Do. ..	,,	,,	14	86	50,000	7,00,000	Rest-house, Bhaváni river, 5 by 50 at 76¾.
	Kavundapaddi ..	Do. do.	..	Do. ..	,,	,,	9	95	50,000	4,50,000	
	Sittodu ..	Country somewhat broken, at Bhaváni-Cauvery watershed.	626	Do. ..	,,	1,910	6½	101½	50,000	3,25,000	Rest-house.
	Erode	Open and well irrigated country, Madras Railway and South Indian Railway joint station	540	1st class engine station.	,,	955	7	108½	50,000	4,20,000	Taluk head-quarters and travellers' bungalow.
									Total ..	46,20,000	
									Grand Total ..	61,59,000	

APPENDIX B.

NANJANGOD-ERODE RAILWAY RECONNAISSANCE.

Kollegal Alternative.

Statement of leading points (Approximate).

	Section.	Features.	Approximate height above mean sea level.	Stations.	Ruling grade.	Sharpest curve.	Mileage.	Total mileage.	Mileage rate in rupees.	Total cost of section in rupees	Remarks.
									RS.	RS.	
Mysore State.	Nanjangod ..	Terminal and engine station of Nanjangod branch of the Mysore State Railway.	2,155	2nd class ..	1 in 100	..	..	..	..	..	Taluk head-quarters and travellers' bungalow.
	Tagadur ..	Ordinary features of the Mysore plateau ..	..	3rd class ..	,,	..	9½	9½	45,000	4,27,500	
	Múgur ..	Do. do. ..	2,192	Do. ..	,,	..	10	19½	45,000	4,50,000	
	Mysore Frontier.	Do. do. ..	..	..	,,	..	2	21½	45,000	90,000	
									Total ..	9,67,500	
Coimbatore district of Madras Presidency.	Kuntur ..	Flat plain, well irrigated	..	3rd class ..	1 in 100	..	3¾	25¼	45,000	1,68,750	
	Kollegal ..	Do.	2,208	Do. ..	,,	..	5½	30¾	45,000	2,47,500	Civil sub-divisional and Taluk head-quarters, and travellers' bungalow.
	Mangalam ..	Flat plain, with dry cultivation	..	Do. ..	,,	..	9¾	40½	45,000	4,38,750	
	Kurumbapalyam.	Do. do.	..	Do. ..	,,	..	4¾	45¼	45,000	2,13,750	
	Kavadhalli ..	Do. do.	1,997	Do. ..	,,	..	9	54	50,000	4,50,000	Police station and Forest rest-house, head quarters of Gold Mining operations.
	Summit ..	Broken country with rocks and scrub jungle..	2,083	..	,,	..	½	54½	50,000	25,000	
	Mattáli ..	Do. do. ..	1,373	3rd class ..	1 in 88	573	12½	67	80,000	10,00,000	Police station.
	Pálár river ..	Through river gorge with steep and rocky-side slope.	1,208	..	,,	..	3½	70½	80,000	2,80,000	Pálár river 250 feet wide, flood 10 feet. Has to be crossed thrice.
	Nadakaval ..	Do. do.	986	3rd class ..	,,	..	7½	78	80,000	6,00,000	Chattram.
	Kaveripuram ..	Do do.	720	Do. ..	,,	..	12¼	90¼	80,000	9,80,000	Police station.
	Summit of spur	Open undulating country with dry cultivation.	918	..	,,	..	3¼	93½	60,000	1,95,000	
	Sampalli ..	Do. do.	697	3rd class ..	1 in 100	2,865	5¾	99¼	50,000	2,87,500	Police station.
	Navapatti ..	Do. do.	..	Do. ..	,,	..	6¼	105½	50,000	3,12,500	
	Nerinjipettai ..	Do. do.	675	Do. ..	,,	..	6½	112	50,000	3,25,000	Police station.
	Ammapetta ..	Do. do.	638	Do. ..	,,	..	2	114	50,000	1,00,000	
	Bhaváni ..	Do. do.	543	2nd class ..	,,	..	2½	126½	50,000	1,25,000	Taluk head-quarters and travellers' bungalow.
	Erode	Open undulating country with dry cultivation and well irrigated Madras Railway and South Indian Railway joint station.	440	1st class and Engine station.	,,	955	10¾	137¼	60,000	6,45,000	Taluk head-quarters and travellers' bungalow, Bhaváni river, 9 by 45 at 127½ miles.
									Total ..	63,93,750	
									Grand Total ..	73,61,250	

Order—No. 360 R., dated 20th June 1894.

The Resident in Mysore will be informed (through the Political Department), that His Excellency the Governor in Council has urged upon the Government of India the advisability of postponing the construction of the Nanjangod-Erode Railway until the completion of other and more important lines in this Presidency.

2. The results of the reconnaissance received with the letter read above will be forwarded to the Government of India in continuation of Public Works Department endorsement, No. 153 R., dated 10th March 1894.

——

From—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Govt. of India, P.W. Dept.
Dated—20th June 1894, No. 361 R.

In continuation of P.W. Dept. endorsement, No. 153 R., dated 10th March 1894, I am directed to forward herewith, for the information of the Govt. of India, the results of the reconnaissance, by the Chief Engineer of the Mysore Govt., of the Nanjangod-Erode Railway, *viâ*—(i) Kollegal, (ii) Satyamangalam.

2. Of the two routes, I am to say that the more direct one, southward and down the Gujalhatti Pass, appears preferable, being shorter by 28¾ miles and costing 12 lakhs less; but 3½ miles thereof would require a 1 in 10 grade worked by a rack.

3. The Collector of Coimbatore in his letter, No. 1653, dated 7th December 1893, embodied in G.O., No. 152 R., dated 10th March 1894, points out that the prospects of local traffic are better on the Satyamangalam than on the Kollegal line. He, however, assumes that the former line would go down the Hassanur instead of the Gujalhatti Pass. For administrative purposes he would prefer the Kollegal route, and in any case recommends that town being connected by a branch line if the Gujalhatti route be adopted.

4. Referring to the more direct line, the capital cost is reckoned at 61½ lakhs for 108½ miles or nearly Rs. 60,000 per mile. The receipts must be Rs. 92 per mile per week to pay 4°/ₒ (expenses being 50°/ₒ) but except for 40 miles between Erode and Satyamangalam, the visible goods traffic is only 84 tons per week and the passenger traffic insignificant. This bears out the views of this Government as expressed in its letter, No. 171 D., dated 18th May 1894, viz., that the connection will not pay working expenses on its local traffic and its merits, if any, will be the linking of Southern India with the West Coast.

5. The shorter distance between Erode and Bangalore will still be by the Madras Railway *viâ* Jalarpet, thus—

Present Route.			*Proposed Route.*		
Bangalore to Jalarpet	87	Total, 198 miles.	Bangalore to Nanjangod	101	Total, 209½ miles.
Jalarpet to Erode	111		Nanjangod to Erode	108½	

Therefore it appears that the statement made by the Agent and Manager, Madras Railway, in his letter, No. 7797/114, dated 9th February 1894 (G.O., No. 152 R., dated 10th March 1894), that the construction of this line would result in a loss of 10 lakhs of rupees per annum in the traffic receipts of his line is probably incorrect. It is unlikely that all the traffic will go by the longer route and the Agent and Manager having command of the shorter route even with the disadvantage of transhipment could always fix the rate and defy competition. Again, all foreign traffic brought by the Southern Mahratta Railway to Bangalore for delivery to stations on the Madras Railway between Erode and Calicut and *vice versâ* will not be affected as between Erode and Calicut nor will local traffic be affected at all.

6. Taking all the circumstances into consideration of the advantages of the connection between Southern India and the West Coast and the disadvantages of making a line which will certainly do no more than barely pay working expenses and also interfere to some extent with the earnings of the Madras Railway, this Government is of opinion that the construction of the Erode-Nanjangod connection should be postponed until the more important lines (enumerated in paragraph 3 of No. 171 D., dated 18th May) are first made.

Read also the following papers :—

G.O., No. 1053 R., dated 30th November 1897.

From—The Agent and Manager, Madras Ry.
To—The Consulting Engineer for Rys.
Dated—Madras, 20th June 1897, No. 681.

In continuation of my letter, No. 9075/654 C., dated 12th July 1897, I have the honour to forward a copy of paragraph 16 of letter, No. 957, dated 18th June 1897, since received from the Board, dealing with recent proposals which it is understood have been made to the Government of India by the Nilgiri Railway Company for the extension of the metre gauge system from Méttupálaiyam to Satyamangalam, and from Erode to Nanjangod, and it will be observed that I am instructed to represent, without delay to the Government, that this project, if carried out, would very seriously injure the Madras Railway.

2. With reference to this subject the attention of Government is respectfully invited to the vigorous protest recorded on behalf of this Company in this office letter, No. 7797/114, dated 9th February 1894, when the latter project was then put forward by Messrs. Kirby and Lonsdale to be undertaken by private enterprise, and the arguments then adduced apply with equal, if not greater, force at the present time. In regard to the connection between Erode and Nanjangod on the metre gauge, Mr. Moss, the Agent and Manager, wrote in that letter as follows :—

> "I need scarcely say that the construction of such a line will be most detrimental to the interests of this Company. All traffic that is now interchanged between the Mysore country and districts south of Erode is conveyed, *viâ* Bangalore City and Jalarpet and thus travels over the Madras Railway for a distance of 198 miles. If the proposed connection is made the whole of this traffic will be lost to us and will be conveyed by the new line on account of the shorter mileage. It is not alone this traffic that will be diverted, the new line will also prejudicially affect the traffic now carried between Mysore state and all stations on our south-west line west of Erode. The loss of revenue to this company will be very serious, and it may be placed without exaggeration at 10 lakhs of rupees annually. As the Madras Railway is a guaranteed line and does not earn the full amount of interest guaranteed, this loss will fall upon the State, it therefore becomes a question for consideration whether the advantages to be anticipated from the opening of this line are such as will compensate the Government for the loss which it will inflict on the Madras Railway."

3. The fact that the proposed connection would not be the means of bringing new traffic to any existing railway, and that its success would entirely depend upon the amount of traffic it diverted from this line, was strenuously urged, and Mr. Moss added that it was difficult to understand how Government could view with favour any scheme from which the Native State of Mysore would derive material advantage, gained too at the expense of the Government of India, and at the sacrifice of the Madras Railway Company.

In reply to these representations, the Government of India recorded that "the Mangalore-Arsikeri line was the only part of the metre gauge scheme put forward by Messrs. Kirby and Lonsdale that could be considered." (*Vide* your letter, No. 107 O., dated 15th August 1894.)

4. Previously, in March 1893, the Madras Chamber of Commerce had also addressed the Government on this subject, and respectfully protested, in the strongest manner possible, against the construction of the Erode-Nanjangod railway on the metre gauge, on the ground that it would seriously affect the port of Madras, as it would place the foreign ports of Karikal and Mormugao in direct connection by the metre gauge system, and urged that such policy, if inaugurated, would be ruinous to the trade of Madras, whose interests were identical with those of the Madras Railway.

In G.O., No. 965 R., dated 22nd June 1893, it is recorded that "the Governor in Council is unable to endorse these views of the Chamber of Commerce," and observed that it was "extremely probable that both the Madras Railway and the port of Madras would share in the increase of the general prosperity which may be looked for from the obviously desirable connection;" but in the following year was issued G.O., No. 356 R., dated 15th June 1894, in which it is stated that "the Governor in Council has recommended the postponement of the Nanjangod-Erode connection till other and more important lines are constructed."

5. It is further contended on behalf of this company that, the metre gauge already crosses the Madras Railway at Renigunta, Guntakal and Kátpadi, and directly competes with it by these routes, through which the South Indian Railway possesses ample communication between the northern and southern districts of the Presidency, greatly to the detriment of the Madras Railway. It is, therefore, urged that to allow the metre gauge to intersect it again at Erode would have a still further disastrous effect on the earnings of this company, and the proposed connection, moreover, is one as to the necessity for which sufficient and valid grounds have not yet been advanced.

6. It is claimed that any desired extensions traversing the area between Erode and Méttupálaiyam fall within the legitimate sphere of the Madras Railway, and the Board have already in July 1894 submitted their application for the construction of a loop line on the standard gauge between these two stations, as well as for an alternative scheme comprising the shorter extension from Mettupálaiyam to Satyamangalam, and thence to Nanjangod, if subsequently found expedient, as now advocated. It is, therefore, hoped that the Board's application will receive from Government that prior and favourable consideration to which it is justly entitled. From the fact moreover that the difficulties as to the terms on which these extensions and feeder lines should be constructed and worked by the Madras Railway have now been removed, it is only reasonable to expect that the Government will entrust to this company the carrying out of the projects now referred to on the same lines as those on which the Calicut-Cannanore extension has been recently sanctioned.

7. For the foregoing reasons it is earnestly requested that the claims of the Board in regard to the extensions in question may be favourably viewed by the Government, and in compliance with the Board's instructions I am to ask that early sanction may be conveyed to me to make a preliminary survey for a line on the standard gauge from Méttupálaiyam to Satyamangalam and from Satyamangalam to Nanjangod, and to collect statistics of the probable traffic to be obtained. It is further requested that the views of the Mysore Durbar may be ascertained in regard to that portion of this project which falls in Mysore territory.

8. On the receipt of your reply an estimate will be submitted for this work, the cost of which, it is suggested, should be chargeable to the company's capital in the first instance, and included in the final estimate for the construction of the line if the project be eventually approved and sanctioned.

Enclosure.

* * * *

Extract from a letter from—The Secretary to the Board of Directors, Madras Ry.
To—The Agent and Manager, Madras Ry.
Dated—London, 18th June 1897, No. 957.

16. Having learnt quite recently that proposals had been made to the Government of India by the Nilgiri Railway Company for an extension of their Railway on the metre gauge from Méttupálaiyam to Satyamangalam and from Erode to Nanjangod, the Board are desirous that you should lose no time in representing to the Government that this is simply a revival of the project which was considered several years ago, and which, if carried out, would very seriously injure the Madras Railway.

The Agent and Manager showed very clearly in his letter to the Government Consulting Engineer of the 9th February 1894, how very seriously such a line would damage the Madras Railway. Mr. Moss' figures have never been challenged, nor his statements impugned, and the Board submit that they apply with equal force at the present time.

It is understood that the South Indian Railway Company has expressed its willingness to help forward the undertaking, provided it is approved by the Government of India.

You will represent to the Government that, in the opinion of the Board, it is an unwise policy to afford facilities for lines to be constructed which run in direct competition with an old-established Railway already successfully at work, and that such lines are not required to provide for the traffic from Mysore to the South, which is now conveyed by our Bangalore Branch to Erode, whence it is carried on by the South Indian Railway to its destination at Tanjore, Tinnevelly and Madura.

What the Board would strongly advocate is an extension on the standard gauge, as part and parcel of the Madras Railway system, from Mettupálaiyam, through Satyamangalam to Nanjangod. This would prove of the greatest value to the Mysore Government and to the Nilgiri Railway, and would not disturb the present flow of traffic to the South.

Of course, the consent of the Mysore Government must be obtained before any extension through their territory could be undertaken.

You will press this matter upon the Government, and obtain their sanction, if possible, to make such surveys and reconnaissances as may be necessary to enable you to estimate the amount of funds that would be required to carry out the project.

You must bear in mind the caution conveyed in paragraph 8 of the Board's letter, No. 903, of the 27th July 1894, as to the necessity of being satisfied that the line is one which can profitably be undertaken by the company.

You will recollect that in 1893 a numerously-signed petition was addressed to the company by the inhabitants of the Satyamangalam taluk, praying for the construction of a line from Erode to Satyamangalam, and that Mr. Read, the Traffic Manager, recommended that the extension should be constructed to Mettupálaiyam, and so complete the loop.

The Board in noticing this matter in their letter, No. 903, of the 27th July 1894, expressed themselves in favour of the line from Mettupálaiyam to Satyamangalam in preference to that from Erode, and they are now of opinion that, if this line were extended from Satyamangalam to Nanjangod, the wants of the country would be most satisfactorily supplied. You will therefore urge the matter upon the Government of Madras in this sense.

From—The Agent, South Indian Ry.
To—The Consulting Engineer for Rys., Madras.
Dated—Trichinopoly, 25th August 1897, No. 862.

In compliance with the instructions conveyed in the accompanying extract from the Managing Director's letter, No. 195, dated 30th July 1897, I have the honour to request the sanction of Government to the undertaking by this Administration of a survey from Erode to Nanjangod, the cost of which, as a temporary measure, is to be debited to revenue. I herewith submit an estimate for the survey (see next page), amounting to Rs. 17,829, and shall be glad if I may be favoured at an early date with the orders of Government.

Enclosure No. 1.

In the course of the discussion referred to above, this project was brought under consideration, with the result that the Board desire you to apply to Government for permission to make surveys of the country between Erode and Nanjangod, with the view of ascertaining the best route for a railway. The main point to bear in mind is that this line, if constructed, will ultimately form portion of an important through route, and that, therefore, it is of the utmost consequence that an easy grade should be found.

You are also desired to collect and forward the best statistics that can be obtained of the traffic, both through and local, which may be expected to pass over the line, so that the Board, when the surveys are sent home, may have all available information before them to enable them to come to a decision in the matter.

If Government should be pleased to sanction these surveys being made, you are authorized to take immediate steps for proceeding with the work, the cost of which, as a temporary measure, may be charged to revenue.

Enclosure No. 2 to Agent, South Indian Railway's letter No. 862, dated 25th August 1897.

Estimate for the preliminary survey of the Erode-Nanjangod Railway.

Length, 110 *miles.*

Particulars.		Amount.	Total.
		RS.	RS.
Survey expenses—			
Pegs, &c.		1,000	1,000
Plant—			
Tents.	RS.	RS.	
2 single tents at	600	1,200	
2 hill tents at	320	640	
2 campaign tents at	85	170	
4 necessary „ at	50	200	
10 servants' pal at	90	900	
		3,110	
Less value on completion of work at 50 per cent. ...		1,555	1,555

Length, 110 *miles*—cont.

Particulars.	Rs.	A.	P.	Rs.	Amount. Rs.	Total. Rs.
Instruments—						
4 theodolites at	600	0	0	2,400		
4 levels at	400	0	0	1,600		
8 levelling staves at	50	0	0	400		
6 sets of scales at	10	0	0	60		
72 sets of ranging rods at	2	0	0	144		
2 ghât tracers at	50	0	0	100		
2 clinometers at	50	0	0	100		
2 aneroid barometers at	125	0	0	250		
4 thermometers at	20	0	0	80		
6 sets of set squares at	1	0	0	6		
6 protractors at	10	0	0	60		
6 measuring chains at	10	0	0	60		
36 paper weights at	0	4	0	9		
4 parallel rulers (brass) at	18	0	0	72		
4 plan boxes at	5	0	0	20		
6 pieces camp tables at	2	8	0	15		
12 bill hooks at	1	8	0	18		
				5,394		
Less value on completion of work at 75 per cent.				4,046	1,348	
Sundries, including cartage					2,000	
						4,903
Establishment—						
1 Engineer-in-charge, salary Rs. 600 + travelling allowance Rs. 150 = 750 × 3½					2,625	
1 Assistant Engineer, Rs. 500 + travelling allowance Rupees 150 = 650 × 3½					2,275	
2 Assistant Engineers, Rs. 250 + travelling allowance Rupees 75 = 650 × 3½					2,275	
2 Surveyors Rs. 100 + travelling allowance Rs. 45 = 290 × 3½					1,015	
32 Lascars at Rs. 8 = 256 × 3½					896	
2 Apothecaries = Rs. 50 + travelling allowance Rs. 15 = 130 × 3½					455	
2 Clerks and draughtsmen Rs. 40 + travelling allowance Rs. 15 = 110 × 3½					385	
Sundries, including stationery					2,000	
						11,926
Total estimated cost of 110 miles of survey, Rs.						17,829

From—The Consulting Engineer for Rys., Madras.
To—The Agent and Manager, Madras Ry.
Dated—Ootacamund, 6th September 1897, No. 108/O.

I have the honour to acknowledge the receipt of your letter, No. 681, dated the 20th June 1897, in which, in accordance with the instructions conveyed in paragraph 16 of your Board's letter, No. 957 of the 18th June 1897, you put in a strong protest against the South Indian Railway Company being allowed to make the proposed connection between Erode and Nanjangod. Your protest is supported by a reference to a previous protest put in 5½ years ago, in which the probable loss to which the Madras Railway Company, or rather their guarantors, would be subjected through the competition of this proposed connection was estimated at 10 lakhs per annum. I may here note, *en passant*, that this figure is now the subject of enquiry and is meanwhile believed to be greatly exaggerated.

2. In view of what must be patent to everyone that this connection, if ever made, must be on the metre gauge, it is difficult to understand why your Board insist on being allowed to make it, if at all, on the standard gauge, and why it does not seem to have occurred to them that there is no valid reason why, though their trunk line is on the expensive standard gauge, they should not make metre gauge branches.

3. As instructed by your Board, you now propose that the link should join up Nanjangod and Mettupálaiyam through Satyamangalam. But I think it most unlikely that the Madras Government would support any other scheme than the Erode-Nanjangod link through Satyamangalam, with a branch from that or some neighbouring place to Mettupálaiyam for the purpose of connecting up with the Nilgiri Railway.

4. As the South Indian Railway Company have asked for permission to make the survey, and as it is necessary that no time should be lost in giving them a reply before the end of the monsoon season, I would suggest your taking the orders of your Board, with reference to the above hint, by telegraph. I need scarcely say that no terms less favourable to Government than the Calicut-Cannanore terms would be likely to obtain a hearing.

From—The Consulting Engineer for Rys., Madras.
To—The Agent, South Indian Ry.
Dated—Ootacamund, 6th September 1897, No. 109/O.

I have the honour to acknowledge the receipt of your letter, No. 862, of the 25th August 1897, applying for sanction to undertake the survey of the Erode-Nanjangod connection at a cost of Rs. 17,829. The matter is at present the subject of consideration by the Madras Government and you shall in due course be informed of the result.

From—The Agent and Manager, Madras Ry.
To—The Consulting Engineer for Rys., Madras.
Dated—Madras, 8th September 1897, No. 9096/861.

I have the honour to acknowledge the receipt of your letter, No. 108/O., dated 6th September 1897, marked urgent, and to inform you that I have, by to-day's mail, addressed the Board on the subject. Although it is suggested that the Board's reply may be procured by telegraph, it is feared that it will not be practicable for the Directors to state their views on such an important matter in a telegram; but they have been requested to favour me with their instructions by return mail, and I trust these will be received and communicated to you in six weeks from this date.

From—The Agent and Manager, Madras Ry.
To—The Consulting Engineer for Rys., Madras.
Dated—Madras, 9th October 1897, No. 9096/A/968.

In continuation of this office letter, No. 9096/861 of the 8th ultimo, I have the honour to inform you that I have to-day received a telegram from my Board intimating that this Company is prepared to construct the Nanjangod extension on the metre gauge. I assume my Board have come to this decision rather than allow competing railways to cross our system at any other points.

It has been previously urged that, within a given area of our system, this Company should be allowed to construct all feeder railways required in the interests of the public, and I trust that this contention will be considered reasonable. There is sufficient country unopened to the South and East of the South Indian system to allow of that railway extending its influence without intruding upon the zone which in equity and justice we claim to belong to the Madras Railway.

When you wrote the closing remarks to paragraph 1 of your letter, No. 108/O of the 6th ultimo, you were probably not aware that at Mr. Upcott's request I furnished your Examiner of Accounts with figures showing how the sum of 10 lakhs you refer to had been arrived at. This information was given on the understanding that the particulars should not fall into the hands of the railways competing with us; and having at the time readily and courteously complied with Mr. Upcott's request I can only regret that we are now accused of having submitted "greatly exaggerated" figures.

ESTIMATE, framed by the Examiner, Guaranteed Railway Accounts, of the probable loss of traffic to the Madras Railway by the opening of the Nanjangod-Erode and Satyamangalam-Mettupálaiyam Sections as Metre Gauge Lines.

	RS.
Results—Total traffic on routes affected	7,48,621
Estimated loss	3,39,730

Routes likely to be affected.		Total traffic on routes as per station-to-station traffic returns.						Portion of traffic likely to be lost to the Madras Railway.			Remarks.
		First half of 1896.		Second half of 1896.		Total for 1896.					
From	To	Passengers.	Goods.	Passengers.	Goods.	Passengers.	Goods.	Passengers.	Goods.	Total.	
Southern Mahratta Railway *viâ* Bangalore City.	South Indian Railway *viâ* Erode ..	1,306	..	1,055	17,638	2,361	17,638	472	3,527	..	
	Mettupálaiyam (Nilgiri Railway) ..	798	6,141	575	3,569	1,373	9,710	1,373	9,710	..	
	Erode and stations West	2,616	35,739	1,862	39,658	4,478	75,397	2,853	44,312	..	
	Cauvery-Thinnappatti	301	7,452	427	13,329	728	20,781	108	3,164	..	
Stations North of Tyakal, Bangalore branch.	South Indian Railway *viâ* Erode ..	7,707	24,085	8,010	13,051	15,717	37,136	..	..	..	
	Mettupálaiyam (Nilgiri Railway) ..	10,973	21,541	5,150	15,448	16,123	36,989	15,953	35,929	..	
	Erode and stations West	14,964	26,120	17,473	17,831	32,437	43,951	1,920	3,466	..	
Great Indian Peninsula Railway *viâ* Raichur.	South Indian Railway *viâ* Erode ..	72	..	347	375	419	375	..	..	..	
	Mettupálaiyam (Nilgiri Railway) ..	8,690	3,509	1,534	3,400	10,224	6,909	8,895	6,011	..	
	Erode and stations West	1,317	4,835	1,407	2,701	2,724	7,536	1,923	4,980	..	
Southern Mahratta Railway *viâ* Guntakal.	South Indian Railway *viâ* Erode ..	12	..	18	1,254	30	1,254	..	..	..	
	Mettupálaiyam (Nilgiri Railway) ..	463	61	258	25	721	86	721	86	..	
	Erode and stations West	197	6,199	150	939	347	7,138	292	795	..	
Tadpatri and stations North ..	South Indian Railway *viâ* Erode ..	42	1,667	77	178	119	1,845	..	..	..	
	Mettupálaiyam (Nilgiri Railway) ..	200	366	419	224	619	590	558	542	..	
	Erode and stations West	885	7,143	956	7,412	1,841	14,555	80	476	..	
Erode and stations East ..	Mettupálaiyam	32,606	57,339	18,478	42,341	51,084	99,680	21,539	32,893	..	
	Total .	83,149	2,02,197	58,196	1,79,373	141,345	3,81,570	56,687	1,45,891	..	
	Add for reverse direction, see page 13.	..	..	..	..	138,106	2,46,644	54,714	82,438	..	
	Grand Total ..	..	..	..	..	279,451	6,28,214	111,401	2,28,329	3,39,730	
	Deduct traffic on routes on which there is no actual loss but which have been included in this statement merely for comparison with Agent's original estimate.					62,487	95,557	..	..	..	
	Balance, being total traffic on routes actually affected ..					216,964	5,31,657	111,401	2,28,329	3,39,730	Total loss.

ESTIMATE of the probable loss of traffic to the Madras Railway by the opening of the Nanjangod-Erode and Satyamangalam-Mettupálaiyam Sections as Metre Gauge Lines. For the reverse direction.

Routes likely to be affected.		Total traffic on routes as per station-to-station traffic returns.						Portion of traffic likely to be lost to the Madras Railway.		
		First half of 1896.		Second half of 1896.		Total for 1896.				
From	To	Passengers.	Goods.	Passengers.	Goods.	Passengers.	Goods.	Passengers.	Goods.	Total.
South Indian Railway *viâ* Erode ..	Southern Mahratta Railway *viâ* Bangalore City.	877	..	718	3,478	1,595	3,478	319	696	
Mettupálaiyam (Nilgiri Railway) ..	Do. do.	471	487	601	798	1,072	1,285	1,072	1,285	
Erode and stations West ..	Do. do.	1,174	17,867	1,058	23,961	2,242	41,828	1,431	21,423	
Cauvery-Thinnappatti	Do. do.	112	3,217	292	4,398	404	7,615	62	1,204	
South Indian Railway *viâ* Erode ..	Stations North of Tyakal (Bangalore Branch).	7,732	9,228	7,610	7,968	15,342	17,196	..	..	
Mettupálaiyam (Nilgiri Railway) ..	Do. do.	8,682	5,584	8,254	3,623	16,936	9,207	16,738	9,116	
Erode and stations West ..	Do. do.	17,854	39,028	15,513	31,455	33,367	70,483	1,789	6,110	
South Indian Railway *viâ* Erode ..	Great Indian Peninsula Railway *viâ* Raichur.	51	..	273	1,070	324	1,070	..	..	
Mettupálaiyam (Nilgiri Railway) ..	Do. do.	4,887	6,376	6,104	10,896	10,991	17,272	9,562	15,027	
Erode and stations West ..	Do. do.	1,638	3,754	1,806	13,779	3,444	17,533	1,893	9,873	
South Indian Railway *viâ* Erode ..	Southern Mahratta Railway *viâ* Guntakal.	28	..	119	51	147	51	..	..	
Mettupálaiyam (Nilgiri Railway) ..	....	384	516	246	49	630	565	630	565	
Erode and stations West ..	..	143	2,257	144	109	287	2,366	220	1,857	
South Indian Railway *viâ* Erode ..	Tadpatri and stations North ..	37	933	122	229	159	1,162	..	..	
Mettupálaiyam (Nilgiri Railway) ..	Do. ..	129	3	127	19	256	22	231	21	
Erode and stations West ..	Do. ..	744	8,461	1,461	16,661	2,205	25,122	106	653	
Mettupálaiyam (Nilgiri Railway) ..	Erode and stations East	22,136	8,122	26,569	22,267	48,705	30,389	20,661	14,608	
	Total ..	67,079	1,05,833	71,027	1,40,811	1,38,106	2,46,644	54,714	82,438	

Order—No. 1053 R., dated 30th November 1897.

The Government of India will be addressed.

From—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Govt. of India, P.W. Dept.
Dated—Madras, 30th November 1897, No. 1054 R.

I am directed to forward, for the orders of the Government of India, the accompanying copy of a letter from the Agent, South Indian Railway, No. 862, dated the 25th August 1897, together with a copy of the extract therein referred to from his Board of Directors' letter, No. 195, dated the 30th July 1897. In these letters permission is asked to be allowed to survey the route from Erode to Nanjangod at a cost of Rs. 17,829, which the Company propose should first, as a temporary measure, be debited to Revenue.

2. The most recent references to the Nanjangod-Erode link are contained in paragraph 7 of my letter, No. 332 R., dated the 10th May 1897, to the address of the Government of India, and in paragraph 8 of the Consulting Engineer's note therewith enclosed. Though nothing is here officially known as to the result of the Nilgiri Railway Company's proposals therein referred to, it is understood that they have been rejected by the Secretary of State.

3. The delay which has occurred in sending forward the present proposals is due to its having been considered necessary to take into consideration the strong opposition expressed by the Madras Railway Company to their system being crossed again by the South Indian Railway, and their fear of the results of the short-circuiting of traffic from Bangalore and its neighbourhood to Southern India which now passes over their line. To enable the Government of India to gauge the force of the Madras Railway Company's opposition, I am instructed to enclose a copy of their Agent's letter, No. 181, dated the 20th July 1897, and also of the paragraph of his Board's letter therein referred to, No. 957, dated the 18th June 1897. The Agent's assertion that "the loss of revenue to this company will be very serious, and it may be placed, without exaggeration, at 10 lakhs of rupees annually" has been carefully gone into by the Examiner, Guaranteed Railway Accounts, Madras, in the light of the figures for 1896, when station-to-station traffic figures first became available on the Madras Railway. But, as will be seen from the annexed statement, (see pages 12–13,) he cannot make out a greater possible loss than $3\frac{1}{2}$ lakhs gross, or, say, $1\frac{3}{4}$ lakhs of net, revenue. The Agent has been asked to fill in a form similar to that prepared by the Examiner, in order that their widely differing figures may, if possible, be reconciled: but he has so far failed to submit the figures asked for, and meanwhile this Government believes that the loss of net revenue to which the company will be rendered liable, if the proposed metre gauge connection is made, will not be greater than $1\frac{1}{2}$ or 2 lakhs annually. An earlier reference to this matter will be found in my letter to the Government of India, No. 361 R., dated the 20th June 1894.

4. Being very unwilling to treat the Madras Railway Company's protests with what might bear the appearance of lack of courtesy, this Government asked them whether they would or would not be themselves prepared to make the link on the metre gauge if offered the option of doing so; because it seems to His Excellency the Governor in Council to be quite essential that, coupling as it will do the Southern Mahratta and South Indian systems, the gauge of this important link should be the metre. Contrary to expectation the Agent, after reference to his Board, replied in the affirmative, and thus the rival claims of the Madras and South Indian Companies to make the link are not at this moment complicated by any question of gauge.

5. It appears to this Government that the loss of revenue, whatever its amount may be, to which the Madras Railway Company would be rendered liable by the construction of the Erode-Nanjangod link is unlikely to be mitigated to any great extent so long as they themselves do not control the traffic over the metre gauge section between their station at Bangalore and their station at Erode. Were the terms of the lease to the Southern Mahratta Railway Company of the Bangalore-Mysore section of the Mysore State Railway similar to those of the Mysore-Nanjangod lease, it would be in the power of the Mysore Government, should they see fit to do so, which seems unlikely, to transfer the working of the whole Bangalore-Nanjangod section to the Company working the Mysore-Nanjangod section. But it appears that the Bangalore-Mysore section cannot be removed from the Southern Mahratta Railway on brief notice; and thus, though the Nanjangod-Erode connection must, in the opinion of this Government, sooner or later be made, it seems impossible, or at least most unlikely, that any arrangement for its working can be made which shall have the effect of safeguarding the Madras Railway from the threatened loss of its earnings. But the existence of the Madras Railway cannot for ever be held up as a barrier against the building of extensions much needed to develop the country. From the State point of view the threatened loss may be viewed with equanimity, even though it must fall chiefly or altogether on the State guarantors of the Madras Railway Company's dividends, because not only is the loss likely to be balanced by gain to the South Indian Railway, but the State gains the great administrative and commercial advantage of the completion of a much needed link between two great metre gauge systems of railway.

6. Though the Madras Railway Company have, as already explained, expressed their readiness to make the link, if called upon to do so, on the metre gauge, they have made no definite offer to survey it. They have offered to survey for a connection on the standard gauge from Mettupálaiyam through Satyamangalam to Nanjangod, but this offer cannot, in the opinion of this Government, be entertained for a moment. Moreover they have not as a fact got the necessary staff to make such a survey this season, whereas the South Indian Railway Company are prepared to make it. In view of the great importance of once for all ascertaining whether a one in 40, or better, adhesion line is practicable, His Excellency the Governor in Council will be glad if the Government of India can now see their way to sanction the survey being made this season by the South Indian Railway Company, subject to certain conditions.

7. All that is at present known about the route in question is contained in the reconnaissance report which formed the enclosure of my letter No. 361 R., dated the 20th June 1894. The Consulting Engineer, Madras, in a recent interview with Mr. H. Groves, has ascertained that this reconnaissance was a somewhat cursory one and that the figures are of the roughest, and it seems very desirable that more reliable figures should be obtained as early as possible.

8. I am therefore instructed to strongly press for permission being accorded to the South Indian Railway Company being allowed to survey for a route from Erode *viâ* Satyamangalam to Nanjangod, with the best adhesion grade that can be obtained on the ghât, at a cost of Rs. 18,000 to be temporarily debited to the revenues of the South Indian Railway. The grant of this permission should be subject to the clear understanding that the making of the survey shall not in any way prejudice the question of who shall make and work the line hereafter, and that the results of the survey shall be at the disposal of Government; the revenues of the South Indian Railway being reimbursed for the cost of them if they should hereafter at any time be made over to another Railway Company.

9. It seems scarcely necessary to add that the permission of the Mysore Durbar shall be sought, for the survey of the portion of the route which lies within their territory, once the Government of India shall have given their consent to the proposals now sent forward.

G.O., No. 101 R., dated 20th January 1898.

Read the following papers:—

From—The Consulting Engineer for Rys.
To—The First Assistant to the Resident in Mysore.
Dated—Madras, 2nd November 1897, No. 3388.

In view of the competition which, has arisen between the Madras Railway Company and the South Indian Railway Company as to which of them shall be allowed to survey the Nanjangod-Erode alignment, in the hope of the carrying out of such survey perhaps lending weight to a claim to subsequently construct and work the link, it is important that I should know what exactly are the terms on which the

Southern Mahratta Railway Company now work, first, the Bangalore-Mysore section and, second, the Mysore-Nanjangod section of the Mysore State Railway, and what are the duration of and the period of termination of the leases.

2. I shall also be glad if you can give me any idea whether, in the event of either the Madras or South Indian Railway Company arranging hereafter, with the permission of the Government of India and of the Mysore Durbar, to make and work the link in question, the Mysore Durbar would probably be disposed to transfer to either Company the lease now in force with the Southern Mahratta Railway for working the Nanjangod-Mysore (and perhaps also the Mysore-Bangalore) section.

3. It seems obvious that Nanjangod, not being a great centre of trade, would not be a proper place for a junction between two working companies. It also seems desirable, if it should fall to the lot of the Madras Railway Company to make the link, that their working should extend over the whole Erode-Bangalore section, if possible so to arrange, inasmuch as contact is made with their main system as both these places.

4. I may mention that the Board of the Madras Railway Company have expressed their willingness to make the link, if permitted by the Government of India and the Mysore Durbar to do so, on the metre gauge; and thus the old objection to their being allowed to branch off towards Satyamangalam from Erode, viz., that of a break of gauge in the middle of what must in the future be an important trade route, no longer holds good.

5. The Madras Railway Company greatly resent permission being given to the rival Company to cross what they perhaps naturally enough regard as their legitimate territory; and with the break of gauge difficulty at an end, it may yet perhaps be considered by Government and the Durbar to be possible to respect their wishes in the matter.

From—The First Assistant to the Resident in Mysore.
To—The Consulting Engineer for Rys., Madras.
Dated—Bangalore, 31st December 1897, No. 5575 E.N.

I am directed to reply to your letter, No. 3388, dated the 2nd ultimo, in which you allude to the competition between the Madras Railway and the South Indian Railway as to which of these Companies should be allowed to survey the Nanjangod-Erode alignment, in the hope that such a survey might subsequently strengthen a claim to construct, and work the line when made. In order to enable you, to deal with this question effectively, you ask to be supplied with particulars regarding, and copies of, the working agreements with the Southern Mahratta Railway for the Bangalore-Mysore and the Mysore-Nanjangod sections of the Mysore State Railway.

2. The Southern Mahratta Railway now works (*a*) the Mysore Harihar length (296 miles); (*b*) the Yeshwantpur-Hindupur length as far as the Mysore border (51·35 miles); (*c*) the Mysore-Nanjangod length (15·75 miles). Of the foregoing three lines (*a*) is worked under an agreement between the Secretary of State and the Southern Mahratta Railway, of which a copy (to be kindly returned) is enclosed for your information.

No working agreements have as yet been definitely arrived at as regards the lines (*b*) and (*c*), pending the completion of arrangements between the Government of India and the Southern Mahratta Railway regarding that part of the Yeshwantpur-Guntakal branch—onwards from Hindupur, which lies within British Territory.

3. As regards the proposals now under your consideration, I am to say that the Durbar will gladly welcome the construction of a line from Erode to Tellicherry to be met at Satyamangalam by a prolongation of the existing line between Mysore and Nanjangod; and in order to facilitate such a project they would, if necessary, agree to either sell or lease to the Company which constructs and works the length between Satyamangalam and Nanjangod, the short piece between the latter place and Mysore.

4. It is a matter of indifference to Mysore whether the survey between Satyamangalam and Nanjangod is made by the Madras Railway or the South Indian Railway, provided it be distinctly understood that the making of this survey carries with it no subsequent claim of any sort to the right of construction and working.

The latter question obviously requires serious consideration as regards the interests of Mysore, and the effect such a construction might have upon existing lines with which that State is connected.

5. I am to suggest therefore that the two questions be kept distinct, the survey being, if possible, pushed forward in anticipation of any decision that may later on be arrived at regarding the junction of the Satyamangalam length northwards towards Nanjangod, and the agency by which the line is to be constructed and worked between Satyamangalam and that junction. The possibility that it would be more advantageous for Mysore if the Southern Mahratta Railway were to be allowed to extend from Nanjangod to Satyamangalam and to work that length, has not apparently occurred to you. Naturally the Durbar would prefer that the line be handed over to that Company from whose working the most advantageous results to Mysore generally might be expected.

6. With reference to the proposal that Bangalore form the point of junction, this would entail a modification of the existing agreement between the Secretary of State and the Southern Mahratta Railway which it might in the interests of that Company be difficult to negotiate.

Order—No. 101 R., dated 20th January 1898.

The Government of India will be addressed.

From—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Govt. of India, P.W. Dept.
Dated—Madras, 20th January 1898, No. 102 R.

In continuation of my letter, No. 1054 R., dated the 30th November 1897, in which permission was asked for the survey of a route from Erode through Satyamangalam to Nanjangod being made by the South Indian Railway Company, a letter to which no reply has as yet been received, I am directed to say that in communication with the Resident of Mysore it has been ascertained that the Southern Mahratta Railway Company have the contract, until the 30th June 1932, of working the Mysore-Bangalore section, as a part of the section of the Mysore part of the Southern Mahratta Railway, dealt with in the contract, dated 31st August 1887.

2. It has also been ascertained that pending the settlement of an agreement regarding that part of the Yeshvantpur-Guntakal section which lies in British territory, no contract has been made for the working by the Southern Mahratta Railway of the Nanjangod, Mysore and Yeshvantpur-Hindupur sections which lie in Mysore territory. It is, therefore, presumed that the Mysore-Nanjangod section can at any time be removed from the management of the Southern Mahratta Railway Company.

3. His Excellency the Governor in Council is of opinion that, in view of the uncertainty as to the best agency for working the proposed branch from Erode northwards through Satyamangalam to Nanjangod and possibly to Mysore, it is most advisable that no fixed contract for a longer period than a year or two at a time should be entered into with the Southern Mahratta Railway for working the Nanjangod-Mysore section, 15·75 miles.

4. Meanwhile, as in the absence of any sort of a survey of what appears to be the very difficult ghât between Satyamangalam and Nanjangod, it is impossible to intelligently consider the question of the proposed link, His Excellency in Council will be glad if early orders can be issued, as asked for in my letter, No. 1054 R., dated the 30th November 1897, for the South Indian Railway Company, to make the necessary surveys, at an estimated cost of Rs. 17,829 debitable in the first place to Revenue, without prejudice to the question of the agency by which the link shall hereafter be worked.

5. As the working season is rapidly passing away another year will be lost unless orders are issued very shortly. Moreover, there are other reasons connected with the *personnel* of the South Indian Railway Company's staff, which make it desirable to put the survey in hand at once, if possible.

From—The Secretary to the Govt. of India, P.W. Dept.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, 15th January 1898, No. 78 R.C.

I am directed to acknowledge the receipt of your letter, No. 1054 R., dated 30th November 1897, submitting for the orders of the Government of India, copy of a letter from the Agent, South Indian Railway Company, in which permission is asked to be allowed to survey the route from Erode to Nanjangod at a cost of Rs. 17,829 which the Company propose should first, as a temporary measure, be debited to Revenue.

2. You state that you are instructed to strongly press for permission being accorded to the South Indian Railway Company being allowed to survey for a route from Erode *viâ* Satyamangalam to Nanjangod, with the best adhesion grade that can be obtained on the ghât, at a cost of Rs. 18,000, to be temporarily debited to the revenues of the South Indian Railway. You add that the grant of this permission should be subject to the clear understanding that the making of the survey shall not in any way prejudice the question of who shall make and work the line hereafter, and that the results of the survey shall be at the disposal of Government, the revenues of the South Indian Railway being reimbursed for the cost of them, if they should hereafter at any time be made over to another Railway Company.

3. In reply, I am to say that the Government of India are pleased to approve of the acceptance of the offer of the South Indian Railway to undertake a survey from Erode to Nanjangod, on the terms stipulated by the Government of Madras as set forth in paragraph 2 above, and to communicate their sanction to the estimate amounting to Rs. 17,829 of the cost of the same.

4. The sanction herein accorded is chargeable, as a temporary measure, to Revenue and has been registered as No. 1, South Indian Railway of 1898.

ORDER—No. 135 R., dated 24th January 1898.

Communicated to the Agent, South Indian Railway, for information and guidance with reference to his letter to the Consulting Engineer for Railways, Madras, No. 862, dated the 25th August 1897.

2. A copy of these Proceedings will be forwarded to the Government of Bombay for information.

[Here enter No. 136 R., dated 24th January 1898.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Consulting Engineer for Railways.

Exd. P. Seetharam.

RAILWAY.

Government (1898) of Madras.

PUBLIC WORKS.

Recd. } 1898. Enclosures
Regd. } Spare copies

G.O., No. 135 R., 24th January 1898.

JANUARY.

Erode-Nanjangod Railway

Letter from the Government of India, approving of the acceptance of the offer of the South Indian Railway, to undertake to survey the proposed — on the terms stipulated by the Government of Madras and sanctioning the estimate amounting to Rs. 17,829 of the cost of the same, communicated to the Agent, and copy of the Proceedings forwarded to the Government of Bombay.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

G.O., Nos. 1053–54 R., dated 30th November 1897.
G.O., Nos. 101, 102 R., dated 20th January 1898.

Read also the following paper :—

From—The Secretary to the Govt. of India, P.W. Dept.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, 15th January 1898, No. 78 R.C.

I am directed to acknowledge the receipt of your letter, No. 1054 R., dated 30th November 1897, submitting for the orders of the Government of India, copy of a letter from the Agent, South Indian Railway Company, in which permission is asked to be allowed to survey the route from Erode to Nanjangod at a cost of Rs. 17,829 which the Company propose should first, as a temporary measure, be debited to Revenue.

2. You state that you are instructed to strongly press for permission being accorded to the South Indian Railway Company being allowed to survey for a route from Erode *viâ* Satyamangalam to Nanjangod, with the best adhesion grade that can be obtained on the ghât, at a cost of Rs. 18,000, to be temporarily debited to the revenues of the South Indian Railway. You add that the grant of this permission should be subject to the clear understanding that the making of the survey shall not in any way prejudice the question of who shall make and work the line hereafter, and that the results of the survey shall be at the disposal of Government, the revenues of the South Indian Railway being reimbursed for the cost of them, if they should hereafter at any time be made over to another Railway Company.

3. In reply, I am to say that the Government of India are pleased to approve of the acceptance of the offer of the South Indian Railway to undertake a survey from Erode to Nanjangod, on the terms stipulated by the Government of Madras as set forth in paragraph 2 above, and to communicate their sanction to the estimate amounting to Rs. 17,829 of the cost of the same.

4. The sanction herein accorded is chargeable, as a temporary measure, to Revenue and has been registered as No. 1, South Indian Railway of 1898.

ORDER—No. 135 R., dated 24th January 1898.

Communicated to the Agent, South Indian Railway, for information and guidance with reference to his letter to the Consulting Engineer for Railways, Madras, No. 862, dated the 25th August 1897.

2. A copy of these Proceedings will be forwarded to the Government of Bombay for information.

[Here enter No. 136 R., dated 24th January 1898.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Agent, South Indian Railway.
" Agent and Manager, Madras Railway.
" Agent and Chief Engineer, Nilgiri Railway.
" Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.
" Resident in Mysore with C.L.

Exd. P. Seetharam.

RAILWAY.

Government (1898) of Madras.

PUBLIC WORKS.

Recd. } 1898. *Enclosures*
Regd. } *Spare copies*

G.O., Nos. 135, 136 R., 24th January 1898.

JANUARY.

Erode-Nanjangod Railway

Forwarding copy of the Proceedings embodying letter from the Government of India, approving of the acceptance of the offer of the South Indian Railway, to undertake to survey the proposed — on the terms stipulated by the Government of Madras and sanctioning the estimate amounting to Rs. 17,829 of the cost of the same.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

G.O., Nos. 1053-54 R., dated 30th November 1897.
G.O., Nos. 101, 102 R., dated 20th January 1898.

Read also the following paper :—

From—The Secretary to the Govt. of India, P.W. Dept.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, 15th January 1898, No. 78 R.C.

I am directed to acknowledge the receipt of your letter, No. 1054 R., dated 30th November 1897, submitting for the orders of the Government of India, copy of a letter from the Agent, South Indian Railway Company, in which permission is asked to be allowed to survey the route from Erode to Nanjangod at a cost of Rs. 17,829 which the Company propose should first, as a temporary measure, be debited to Revenue.

2. You state that you are instructed to strongly press for permission being accorded to the South Indian Railway Company being allowed to survey for a route from Erode *viâ* Satyamangalam to Nanjangod, with the best adhesion grade that can be obtained on the ghât, at a cost of Rs. 18,000, to be temporarily debited to the revenues of the South Indian Railway. You add that the grant of this permission should be subject to the clear understanding that the making of the survey shall not in any way prejudice the question of who shall make and work the line hereafter, and that the results of the survey shall be at the disposal of Government, the revenues of the South Indian Railway being reimbursed for the cost of them, if they should hereafter at any time be made over to another Railway Company.

3. In reply, I am to say that the Government of India are pleased to approve of the acceptance of the offer of the South Indian Railway to undertake a survey from Erode to Nanjangod, on the terms stipulated by the Government of Madras as set forth in paragraph 2 above, and to communicate their sanction to the estimate amounting to Rs. 17,829 of the cost of the same.

4. The sanction herein accorded is chargeable, as a temporary measure, to Revenue and has been registered as No. 1, South Indian Railway of 1898.

Order—No. 135 R., dated 24th January 1898.

Communicated to the Agent, South Indian Railway, for information and guidance with reference to his letter to the Consulting Engineer for Railways, Madras, No. 862, dated the 25th August 1897.

2. A copy of these Proceedings will be forwarded to the Government of Bombay for information.

[Here enter No. 136 R., dated 24th January 1898.]

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Agent, South Indian Railway.
" Agent and Manager, Madras Railway.
" Agent and Chief Engineer, Nilgiri Railway.
" Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.
" Resident in Mysore with C.L.

Endorsement—No. 136 R., dated 24th January 1898.

Forwarded.

(By order.)

Francis J. E. Spring,
Joint Secretary.

Exd. P. Seetharam.

FORM No. 10.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

No. 37

Railway Department.

Ootd ~~Madras~~, 4th May 1894

To

H. Groves Esq

Secy: to the Govt of Mysore

P.W.D Railways

No. 4/6 Reply No. , dated

SIR,

I have the honor to request that you will be so good as to furnish the Madras Government with the results of the reconnaissance between Nunjangode & Erode as early as possible

3/5 94

Reminders.

Fair letter despd 4. 5. 94.

Note on alternative routes proposed for the Nanjangud-Erode metre gauge line of Railway.

Print

1. The accompanying maps shew the two alternative routes *viâ* Satyamangalam and *viâ* Kollegal and the appended Statements give leading points thereof in tabular form.

I. ROUTE BY SATYAMANGALAM.

2. Leaving the Nanjangud existing terminal Station of the Mysore State Railway, at 2,155 feet above Mean Sea Level, with mileage reckoned from the extreme dead end of the Station sidings, this alternative runs south-easterly, with a ruling grade of 1 in 100 and curves of 2,865 feet minimum radius, through the ordinary and undulating open country peculiar to the Mysore plateau, skirting the Mysore-Hassanur ghaut Road through Chamrajnagar and Hardanhalli to the Mysore Frontier at 32¾ miles and, then leaving the Road, proceeds through similar but more wooded country of the Talavadi Firka of the Satyamangalam Taluk of the Coimbatore District, to a saddle at 46¾ miles about 3,000 feet above Sea, 1½ miles west of the village of Talamalai which is situated at the summit of the old Gajalhatti pass formerly much used by British troops and now frequented by traffic passing between the Mysore and Coimbatore Districts.

3. After a descent of about 150 feet in 1½ miles, involving 1 in 40 gradient, the line descents about 1825 feet across steep and rocky open grass slopes of the escarpment of the south edge of the Mysore plateau to the Gajalhatti Chattram. It is proposed to treat the latter descent, firstly by 3½ miles of Rack Railway at a gradient of 1 in 10, with curves of 420 feet of minimum radius and then by 3 miles of 1 in 40 gradient with curves of 573 feet minimum radius to Gajalhatti Chattram whence the normal ruling gradient of 1 in 100 will be continued to Erode. The portion of line between Talamalai and Gajalhatti will have to be worked by bank engines specially constructed to work over the racked portion of the line. ?

4. From Gajalhatti the line runs along the northern slope of the Moyar-Bhowani valley, traversing for the first 5½ miles, or to the 60th mile, an undulating open plain covered with grass and sparse jungle trees and with surface so rocky as to be apparently fit for nothing but grazing. This plain will be more or less submerged by a large Reservoir, the construction of which is understood to be under consideration in the Madras Public Works Department for impounding the Moyar-Bhowani floods in order to enhance supply of the Bhowani irrigation channels below Satyamangalam. I have been unable to obtain information from which to shew the waterspread of this Reservoir at level of waste weir discharge which will necessitate careful examination as to which of the two sides of the Reservoir and its waterspread will afford the most economical Railway alignment, the slopes of the adjacent hills being fissured with long, narrow and steep ravines.

5. From the 60th mile the line proceeds along the north or left slope of the Bhowani valley to a crossing of the River at 76¾ miles, passing Kotemangalam at 63 miles and Satyamangalm at 72 miles.

6. It then skirts the south Bhowani irrigation channel *viâ* Gopisettipalyam to Kavundippadi at 95 miles and *viâ* Sittodu, at 101½ miles, to the Erode Joint Station of the Madras and South Indian Railways at 108½ miles.

7. The country is well populated and cultivated from Nanjangud to Talamalai and from the 60th mile to Erode, the latter portion being undulating with scanty surface soil, highly fertilised by line decomposed from the closely underlying metamorphic rocks, which condition is believed to obtain generally in the plains of the Coimbatore District.

II. ROUTE BY KOLLEGAL.

8. Leaving Nanjangud Railway Station this line runs in an easterly direction on the north side of the Yellandur Jahagir of the Mysore State to Kollegal at 30¾ miles and

to a saddle at 55½ miles, half a mile east of Kavadhalli, on the eastern verge of the Mysore plateau. The first 20 miles from Nanjangud traverse open undulating country. Then come 17 miles across the Kollegal plain, well irrigated by the Suvarnavarti or Honnal and the Gunalla streams which drain the west and east slopes of the Biligirirangam hills nearly 6,000 feet above Sea Level, and the line then traverses very undulating country to the saddle near Kavadhalli.

9. From the last mentioned point there is a sudden fall of about 700 feet through easy looking country down which a tortuous and compensated 1 in 88 gradient with curves of 573 feet minimum radius should work out to say 67 miles near Mattalli Police Station.

10. The line then runs along the Chigachi stream, crosses the Tamukuhalla draining from the south at 68¾ and again at 70½ miles just above its junction with the Palar draining south from the Bargur plateau. It then runs through the gorge of the Palar River which it crosses at 73¾ and 78¼ miles and again at 83¼ miles about a quarter mile above its junction with the Kaveri, the Nadakaval Chattram being passed at 78 miles. It then skirts the Kaveri to Kaveripuram at 90 miles. Between mileages 67 and 90 the work will be heavy owing to the rocky and deeply fissured nature of the sides of the Palar-Kaveri gorge which should apparently be negociated by three crossings of the Palar in order to escape particularly bad portions of the side slopes of its gorge. At 81¾ there will be a crossing of the Jedipatti-halla draining from Madesvarnamalai, 6½ miles north of Nadakaval and 9 miles N. E. E. of Mattalli Police Station.

11. There is a sharp rise over a spur in the bend of the Kaveri between Kaveripuram and Sampalli at 99¼ miles whence the line skirts the Kaveri through a more open gorge with undulating banks, easy soil and dry cultivation to Narinjipettai at 112 miles.

12. From Narinjipettai the line crosses fairly open undulating and populated country

to Bhowani at 126½ miles, crossing the Bhowani River south of the town and skirting its irrigation to Erode Joint Railway Station at 137¼ miles.

III. SUMMARY.

13. From the accompanying two tabular statements it will be seen that the results of the reconnaissance are:—

	Miles.	Cost.
By the Satyamangalam route ...	108½	61,59,000
„ Kollegal „ ...	137¼	73,61,250
Difference in favor of the former...	28¾	12,02,250

apart from this difference the Satyamangalam route appears to me to be decidedly the more favourable of the two routes, as regards prospects of traffic and I am of opinion that the Collector of Coimbatore would have been of the same opinion had he known that it is proposed for the Satyamangalam alternative line to traverse the fairly populated Firka of Talavadi instead of the depopulated and jungly wastes between Atakalpur, Hassanur, Dimbam and Bannari, as assumed in para 3 of his No. 1653 of 7th December last to the Commissioner of Revenue Settlement, &c.

14. Kollegal is connected by good roads with the Maddur and Nunjangud Stations of the Mysore State Railway, from each of which it is about 38 miles distant. It will be only 22 miles distant from the Chamrajnagar Station of the alternative route *viâ* Satyamangalam.

15. The difficult portions of each route in descent from the Mysore plateau to the Coimbatore plain will be:—

	Miles.		Rs.
viâ Satyamangalam	8½	for	13,37,500
„ Kollegal	23¼	„	28,60,000
Difference in favor of the former...	14¾	„	15,22,500

16. The Satyamangalam route will also be more favourable for construction as regards healthiness, supplies for labor, and sources and transport of materials.

H. GROVES, M.I.C.E.,
Secretary to the Govt. of Mysore for Railways.

CAMP MYSORE,
21st May 1894.

4

Print

Appendix A.

NANJANGUD—ERODE RAILWAY RECONNAISSANCE.

SATYAMANGALAM ALTERNATIVE.

Statement of leading points (Approximate).

	Section.	Features.	Approximate Height above Mean Sea Level.	Stations.	Ruling Grade.	Sharpest Curve.	Mileage.	Total Mileage.	Mileage rate in Rupees.	Total cost of Section in Rupees.	Remarks.
Mysore State.	Nanjangud ...	Terminal and Engine Station of Nanjangud Branch of the Mysore State Railway ...	2155	2nd Class Engine Station	1 in 100	2865	..	...	...	...	Taluk Head-Quarters and Travellers' Bungalow.
	Badanval ...	Ordinary features of the Mysore plateau	...	3rd Class	„	„	6½	6½	45,000	2,92,500	
	Kavalande ...	Do. ...	...	Do.	„	„	4¼	10¾	48,000	2,02,000	
	Chamrajnagar ...	Do. ...	2352	Do.	„	„	12¼	23	48,000	5,88,000	Do.
	Haradanhalli ...	Do. ...	2418	Do.	„	„	3	26	48,000	1,44,000	
	Atakalpur ...	Do. ...	2400	Do.	„	„	4	30	50,000	2,00,000	
	Mysore Frontier ...	Do. ...	..	...	„	„	2¼	32¼	50,000	1,12,500	
									Total...	15,39,000	
Coimbatore District of Madras Presidency.	Talavadi ...	Do. ...	...	Do.	„	„	2¾	35	50,000	1,37,500	Police Station, Post Office and Rest House.
	Naidalpuram ...	Do. ...	...	Do.	„	„	7¼	42¼	50,000	3,62,500	
	Talamalai ...	Do. ...	3000	Do. & Engine Station	„	„	4½	46¾	50,000	2,25,000	Police Station and Village 1½ miles distant.
	Head of abrupt descent ...	Do. ...	2850	...	1 in 40	...	1¼	48	50,000	62,500	
	Foot of Do. ...	Steep escarpment at south edge of Mysore plateau	...	...	1 in 10	420	3½	51½	2,00,000	7,00,000	Rack Road permanent way required on this Section.
	Gajalhatti ...	Undulating plain with open jungle and rocky surface ...	1025	Do.	1 in 40	2865	3	54½	75,000	2,25,000	Chattram,
	No. 4. B. M. Stone of Bhowani Reservoir project ...	Do. ...	938	...	...	...	5½	60	75,000	4,12,500	
	Kotemangalam... ...	Open undulating country with dry cultivation	852	3rd Class	1 in 700	„	3	63	75,000	1,50,000	Police Station and Rest House.
	Satyamangalam ...	Do. and also wet cultivation irrigated by the Bhowani channels	780	2nd Class	„	„	9	72	50,000	4,50,000	Taluk Head-Quarters and Travellers' Bungalow.
	Gopsettipalyam.. ...	Do. ...	676	Do.	„	„	14	86	50,000	7,00,000	Rest House Bhowani River 5 by 50 at 76½.
	Kavundapaddi... ...	Do. ...	...	Do.	„	„	9	95	50,000	4,50,000	
	Sittodu... ...	Country somewhat broken, at Bhowani-Kaveri watershed ...	626	Do.	„	1910	6½	101½	50,000	3,25,000	Rest House.
	Erode	Open and well irrigated country Madras Railway and South Indian Railway Joint Station.	540	1st Class Engine Station	„	955	7	108½	50,000	4,20,000	Taluk Head-Quarters and Travallers' Bungalow.
									Total...	46,20,000	
									Grand Total......	61,59,000	

Appendix B.

NANJANGUD—ERODE RAILWAY RECONNAISANCE.

KOLLEGAL ALTERNATIVE.

Statement of leading points (Approximate).

Print

	Section.	Features.	Approximate Height above Mean Sea Level.	Stations.	Ruling Grade.	Sharpest Curve.	Mileage.	Total Mileage.	Mileage rate in Rupees.	Total cost of Section in Rupees.	Remarks.
Mysore State.	Nanjangud ...	Terminal and Engine Station of Nanjangud Branch of the Mysore State Railway ...	2155	2nd Class	1 in 100	..	...	...	...	...	Taluk Head-Quarters and Travellers' Bungalow.
	Tagadur ...	Ordinary features of the Mysore plateau ...	...	3rd „	„	...	9½	9½	45,000	4,27,500	
			2192	Do	„	...	10	19½	45,000	4,50,000	
	Múgur ...	Do. ...	...	...	„	...	2	21½	45,000	90,000	
	Mysore Frontier.	Do. ...							Total...	9,67,500	
Coimbatore District of Madras Presidency.			...	Do	„	...	3¾	25¼	45,000	1,68,750	Civil Sub-Divisional and Taluk Head-Quarters, and Travellers' Bungalow.
	Kuntur ...	Flat plain, well irrigated ...	2208	Do	„	...	5½	30¾	45,000	2,47,500	
	Kollegal ...	Do. ...					9¾	40½	45,000	4,38,750	
	Mangalam ...	Do. with dry cultivation ...	...	Do	„	...	4¾	45¼	45,000	2,13,750	Police Station and Forest Rest House, Head-Quarters of Gold Mining operations.
			...	Do	„	...	9	54	50,000	4,50,000	
	Kurumbapalyam	Do. ...	1997	Do	„	...	½	54½	50,000	25,000	
	Kavadhalli ...	Do. ...	2083	...	„ 1 in 88	... 573	12½	67	80,000	10,00,000	Police Station.
	Summit ...	Broken Country with rocks and scrub jungle.	1373	Do			3½	70½	80,000	2,80,000	Palar River 250 feet wide, Flood 10 feet. Has to be crossed thrice.
	Mattalli ...	Through River gorge with steep and rocky-side slope ...	1208	...	„	...					
	Palar River ...						7½	78	80,000	6,00,000	Chattram.
			986	Do	„	...	12¼	90¼	80,000	9,80,000	Police Station.
	Nadakaval ...	Do. ...	720	Do	„	...	3¼	93½	60,000	1,95,000	Do.
	Kaveripuram ...	Do. ...					5¾	99¼	50,000	2,87,500	
	Summit of spur.	Open undulating country with dry cultivation	918	...	„ 1 in 100	... 2865	6¼	105½	50,000	3,12,500	Do.
			697	Do	„	...	6½	112	50,000	3,25,000	
	Sampalli ...	Do. ...	...	Do	„	...	2	114	50,000	1,00,000	
	Navapatti ...	Do. ...	675	Do	„	...	2½	126½	50,000	1,25,000	Taluk Head-Quarters and Travellers' Bunglow.
	Nerinjipettai ...	Do. ...	638	Do	„	...					
	Ammapetta ...	Do. ...	543	2nd Class	„	...					
	Bhowani ...	Do.									
	Erode ...	Do. and well irrigated Madras Railway and South Indian Railway Joint Station...	540	1st Class & Engine Station	„	955	10¾	137¼	60,000	6,45,000	Do. Do. Bhowani River 9 by 45 at 127½ Miles.
									Total...	63,93,750	
									Grand Total...	73,61,250	

Government Branch Press, Mysore.—24-5-94.—25.

Print with enclosures

No. ~~4986~~ 1960 255/92

SERIAL No. 38
5/6/94

A04

FROM

THE FIRST ASSISTANT TO THE RESIDENT IN MYSORE.

TO

1 p

The Consulting Engineer for Railways

at Madras.

Dated Bangalore, 2nd/4 June 1894.

SIR,

With reference to paragraph 15 of your Note published at page 37 of the printed proceedings of the Government of Madras in the Public Works Department, No. 152R. dated the 10th March 1894, I am directed to forward, for the consideration of the Government of Madras, a copy* of a N^o^te by the Secretary to the Government of Mysore for Railways with appended tabular statements A and B of leading points of recent reconnaisance of the two alternative lines Via Satyamangalam and Via Kollegal, for the proposed line of railway from Nanjangud to Erode.

*with 3 spare copies.

1 copy retained at Madras

2. Topo: sheets showing the routes in question are enclosed.

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

Major.,
First Assistant Resident.

HL

Will follow

Case is in circulation with Council - no more copies are needed

Fra
4/6 94

2481

SERIAL
No. 39

Circ.

His Excellency the Governor
Hon Mr. Stokes
Hon Mr. Price.

Will be printed separately

135-36 R

Alternative route between Nanjangud and Erode —

The 2 routes referred to in F.O. 819 R of 6 May 93 have been examined by Mr. Forbes Chief Engr. to Mysore Durbar Rys — His report is submitted and I have marked in pencil the routes he marched over —

Of the 2 routes the more southward and direct one down the Gajalhatti pass appears preferable being shorter by 28 3/4 miles & costing 12 lacs less but 3 1/2 miles would require a 1/10 grade worked by a rack — Mr. Sturrock points out that the prospects of local traffic are better on the Sattyamangalam line than on the Kollegal line, he however assumes the former line would pass down the Hassanur pass instead of the Gajalhatti pass — For administrative purposes he would prefer the Kollegal route — and in any case recommends that town being connected by a branch line, if the Gajalhatti route be adopted.

Referring to the more direct line, the capital cost is reckoned @ 61½ lacs for 108½ miles = nearly 60 000/. per mile, the receipts must be 92/. per mile week to pay 4% (expenses being 50%) but except for 40 mile between Erode & Sattyamangalam the visible goods traffic is only 84 tons per week & the passenger traffic also insignificant — this bears out the views of this Govt. in 71 D of 1st May that the connection won't pay working expenses & its merits if any are the linking of Southern India with the West coast.

The shorter distance between Erode & Bangalore will be by the Madras line via Jollarpett thus

Present route

	miles
Bangalore Jollarpett	= 87
Jollarpett Erode	= 111
	198

Proposed line

Bangalore Nanjangud	= 101
Nanjangud Erode	= 108½
	209½

So the Agents estimate of a loss of 10 lacs may be largely discounted. The figures actuals of 3.97.103 per ½ year namely

(A) foreign traffic brought by S.M.R to Bangalore for delivery to S.I.R at Erode
(B) the above vice versa
(C) traffic mentioned in statement (A) for delivery to stations on the Madras Ry between Erode & Calicut
(D) the above vice versa
(E) Local traffic.

Now it is unlikely that all traffic of A and B will go by the longer route and the Agent Madras Ry having the shorter route even with the disadvantage of transhipment — could always fix the limit & defy competition — Again the traffic in statements (C) and (D) will not be affected as between Erode & Calicut, nor will local traffic be affected at all —

I put forward these arguments to support my remark that I believed Mr. Moss figures much overestimated — I could get no details at the time and they were only given very reluctantly —

The results of this recon- should be submitted to Govt. of India with reference to our former remarks that both routes should be examined and with the remark that they bear out the views expressed in 171 D of 1st May.

F.Mc 5/6 94

I think Mr. Moss got into an unnecessarily excited state as to the competition wh. he would be exposed to, if the Nanjangod-Erode connection were made. It will undoubtedly come some day — & he will have to face it — but if by that time, the extensions we advocate are made, I do not think he need apprehend much loss. At all events the existence of the Madras Railway cannot be continually held up as a barrier to extensions much needed to develope other districts, even if they shd. cut into its profits to some extent. W

Yes W 7 June

W.L. 8/6/94

J.G. 9/6

The Chamber of Commerce may be informed that H.E. in Council has recommended the postponement of the Nanjangud - Erode connection till other & more important lines are constructed — F.Mc 5/6 94

Yes W

W.L.

J.G.

No. 360. R. dated 20th June 1894.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

SERIAL
No. 40

B

Print

PROCEEDINGS OF THE MADRAS GOVERNMENT.

6 P

READ the following

6

Letter from the First Assistant to the Resident in Mysore. } H.E. No. 1961/255/92 of 2nd June 1894

Pr. with enclos.

The Resident in Mysore will be informed, through the Political Depts., that His Excellency the Governor in Council has urged upon the Govt. of India the advisability of postponing the construction of the Nanjangode-Erode Railway until the completion of other and more important lines in this Presidency.—

2. The results of the reconnaissance received with

with the letter read above will be forwarded to the Govt. of India in continuation of P.W.D. Endorsement No. 153 R, dated 10th March 1894.—

J.R.U.

19/6 94

Despd 20/6/94

To The Political Deptt

7P

No. 361.R.

Government of Madras.

SERIAL No. 41

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

Print

Cirl.

His Excellency the Governor
Hon. Mr. Stiss
Hon. Mr. Pore.

WD 16/6/94

Js 16/6

W 15 June

I think we should let Mysore know that we have thrown cold water on this project - at all events for the present.

W

WD Js

Fra 19/6

R. I submit a draft for your approval. UU 19/6

To

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

20th June 1894.

SIR,

In continuation of P.W.D Endorsement No.153.R dated 10th March 1894, I am directed to forward herewith, for the information of the Government of India, the results of the reconnaissance, by the Chief Engineer of the Mysore Government, of the Nanjangode-Erode Railway via

i Kollegal
ii Satyamangalam

2 Of the two routes, I am to say that the more direct one, southward and down the Gujalhatti Pass appears preferable, being shorter by 28$\frac{3}{4}$ miles and costing 12 lakhs less; but 3$\frac{1}{2}$ miles -- thereof would require a 1 in 10 gradient worked by a rack.

3 The Collector of Coimbatore in his letter No.1653 dated 7th Decr, 1893 embodied in G.O No.152.R dated

10th

10th March 1894, points out that the prospects of local traffic are better on the Satyamanagalam than on the -- Kollegal line. He however assumes that the former line would go down the Hassanur instead of the Gujalhatti Pass. For administrative purposes he would prefer the Kollegal route, and in any case recommends that town being connected by a branch line if the Gujalhatti route be adopted.

4 Referring to the more direct -- line, the capital cost is reckoned at 61½ lakhs for 108½ miles or nearly Rs. 60,000 per mile. The receipts must be Rs. 92/ per mile per week to pay 4% (expenses being 50%) but except for 40 miles betwwen Erode and Satyamangalam, the visible goods traffic is only 84 tons per week and the passenger traffic insignificant. This bears out the views of this Government as expressed in its letter No. 171. D dated 18th May 1894 viz that the connection will not pay working expenses on its local traffic and its merits, if any, will be the linking of Southern India with the West Coast.

5 The shorter distance between Erode and Bangalore will still be by the Madras Railway via Jalarpet thus:-

Present route	Miles
Bangalore to Jalarpet ----	87
Jalarpet to Erode ---	--111
	198

Proposed

Proposed line	Miles
Bangalore to Nanjangode ---	101
Nanjangode to Erode ------	108½
	209½

Therefore it appears that the statement made by the Agent and Manager, Madras Railway, in his letter No. 7797/114 dated 9th February 1894 (G. O No. 152. R dated 10th March 1894) that the construction of this line would result in a loss of 10 lakhs of rupees per -- annum in the traffic receipts of his line is probably incorrect. It is unlikely that all the traffic will go by the longer route and the Agent & Manager having command of the shorter route even with the disadvantage of transhipment could always fix the rate and defy competition. Again all foreign traffic -- brought by the Southern Mahratta Railway to Bangalore for delivery to stations on the Madras Railway between Erode and Calicut & vice versa will not be affected as between Erode & Calicut nor will local traffic be affected at all.

6 Taking all the circumstances into consideration of the advantages of the connection between Southern India and the West Coast and the disadvantages of making a line which will certainly do no more than barely pay working expenses and also interfere to some extent with the earnings of the Madras Railway, this Government is of opinion that the construction of the Erode -

Nanjangode

Nanjangode connection should be postponed until the more important lines (enumerated in para 3 of No. 171D dated 18th May) are first made.

In case "protest against the proposed Nanjangud-Erode Ry"

FRW
15/6

R.

Despd from Coty
20.6.94

Documents accompanying:-

(1) Result of reconnaissance by the Chief Engineer of Mysore.

(2) Ordance Sheet No. 61, Parts of Coimbatore, Salem, Malabar, Nilgiri, Madura. -Early return requested.

SERIAL
No. 14

His Excellency the Governor.

Hon Mr. Alison

Hon Mr. Grose.

I understood that they wanted the Salem to Dindigul line to get them into this frame of mind.
W

W
21/8/95

W
20 Aug.

Note

The Madras Ry are about to apply for sanction to survey a line from Podanur to Dindigal - It has been sent back to them for information as to probable cost - whether they are prepared to find the money - and whether their Board agree to its advisability -

It has been I believe tacitly understood that if the M. Ry get the above line, they would withdraw from opposition to the Erode Nanjangode line -

It is my opinion that the Erode Sattyamangalam line - forming part of the junction of the South Indian & Southern Mahratta Rys should be metre gauge and its construction will eventually I submit be undertaken - by one of the above Ry Cos if not by Kirby & Lonsdale -

Moreover it is placed last in order of importance by the Madras Ry and they should be informed, for this and the above reasons, as well as ~~the fact that~~ because the Calicut Cannanore & Thorannu Collieries still remain to be constructed, that the survey should be deferred for the present.

16/8

21/8

17/8
3/8

Erode - Mysore Conne

CONFIDENTIAL
No. 19

H.E. the Governor.

With ref. to an enquiry by your Excellency as to the attitude of the Madras Ry. with regard to the Erode - Sattyamangalam - Mettupollium line the papers are re-submitted.

It will be seen from the note below that they have hitherto made only the feeblest effort in this direction though (see flag A) they have objected strongly to the line being made by anyone else.

The view held by this Govt. (vide note below and flags A.B.C.H.M.R.) is that connection between the two metre-gauge systems lying North & South of the M.R. should be made: and if this small portion from Erode to Sattyamangalam is made Broad Gauge by the M.R. it quite upsets that policy.

Further if the line were made B.G. as far as Sattyamangalam there would be no inducement for anyone to make the rest of the line between that point and Nanjangud because that portion is very poor country and would be expensive to construct: and it is only because of the through traffic that may be expected that the S.I.R. S.M.R. and Nilgiri Co. are so anxious to make it.

H.E.
20.1.97
R 26.1.97

Your Excellency also mentioned that the Mysore durbar were inclined to favour a broad-gauge connection ~~both~~ between Mysore and Bangalore. I cannot trace any papers in this office having on the point; but if the durbar should decide to do so it would no doubt be a strong argument for making the Erode–Nanjangode broad gauge, but unless the traffic on the Mysore–Bangalore branch is exceedingly heavy there seems little reason to convert it.

20/1/97

I find I was mistaken. I had a conversation yesterday on this subject with the Dewan of Mysore, from which I gathered that the Durbar are in favour of the connection being made by the S.I.R. He informed me that the South Mahratta Railway have a fifty years' contract for the working of the Mysore–Bangalore and Bangalore–Harihar sections. This closes the door to alteration from narrow to broad gauge of these two sections. For the Bangalore–Guntakal section, there is only a yearly working contract.

A.G.H.
23.1.97

I think there are other lines of more importance in favour of which we should exert our influence first. I would not stir in this matter.

23/1/97

Yes. A.G.H. 23.1.97

Extract from a letter from the Secretary No. 957 d/ 18-6-97.

Print

Proposed extensions by Nilgiri Railway Company.

Agent's reply to Board about this is attached

16. Having learnt quite recently that proposals had been made to the Government of India by the Nilgiri Railway Company for an extension of their Railway on the metre gauge from Mettapolliem to Satyamangalam, and from Erode to Nanjangode, the Board are desirous that you should lose no time in representing to the Government that this is simply a revival of the project which was considered several years ago, and which, if carried out, would very seriously injure the Madras Railway.

The Agent and Manager showed very clearly in his letter to the Government Consulting Engineer of the 9th February, 1894, how very seriously such a line would damage the Madras Railway. Mr. Moss' figures have never been challenged, nor his statements impugned, and the Board submit that they apply with equal force at the present time.

It is understood that the South Indian Railway Company has expressed its willingness to help forward the undertaking, provided it is approved by the Government of India.

You will represent to the Government that, in the opinion of the Board, it is an unwise policy to afford facilities for lines to be constructed which run in direct competition with an old-established Railway already successfully at work, and that such lines are not required to provide for the traffic from Mysore to the South, which is now conveyed by our Bangalore Branch to Erode, whence it is carried on by the South Indian Railway to its destination at Tanjore, Tinnevelly and Madura.

What the Board would strongly advocate is an extension on the standard gauge, as part and parcel of the Madras Railway system, from Mettapolliem, through Satyamangalam to Nanjangode. This would prove of the greatest value to the Mysore Government and to the Nilgiri Railway, and would not disturb the present flow of traffic to the South.

Of course, the consent of the Mysore Government must be obtained before any extension through their territory could be undertaken.

You will press this matter upon the Government, and obtain their sanction, if possible, to make such surveys and reconnaisances as may be necessary to enable you to estimate the amount of funds that would be required to carry out the project.

You must bear in mind the caution conveyed in para. 8 of the Board's letter No. 903, of the 27th July, 1894, as to the necessity of being satisfied that the line is one which can profitably be undertaken by the Company.

You will recollect that in 1893 a numerously signed petition was addressed to the Company by the inhabitants of the Satyamangalam Taluk, praying for the construction of a line from Erode to Satyamangalam, and that Mr. Read, the Traffic Manager, recommended that the extension should be constructed to Mettapolliem, and so complete the loop.

The Board in noticing this matter in their letter No. 903, of the 27th July, 1894, expressed themselves in favor of the line from Mettapolliem to Satyamangalam in preference to that from Erode, and they are now of opinion that if this line were extended from Satyamangalam to Nanjangode the wants of the country would be most satisfactorily supplied. You will therefore urge the matter upon the Government of Madras in this sense.

[illegible] No. 3154 of 1897
681 | 20.7.97
Aur

(A. & M. I.)

No 681

Print

MADRAS RAILWAY.

SERIAL No. 20

AGENT AND MANAGER'S OFFICE,

Madras, 26 June 1897

108

Both Erode–Nanjangud and Podanur–Dindigul cases are in circulation with ref. to RB's previous letter FJS 21/7

From

The Ag. Agent and Manager.
M.R.C.

To

The Consulting Engineer for Railways.

Get papers sharp from Doty. Issue at once. Ask for the back from circulation and put up tonight FJS 24/7/97

ER

Papers submitted 20/7/97

SIR,

In continuation of my letter No. ~~4797C~~ 654 dated 12th July 1897, I have the honour to forward a copy of paragraph 16 of letter No. 957 dated 18th June 1897, since received from the Board, dealing with recent proposals which it is understood have been made to the Government of India by the Nilgiri Railway Company for the extension of the metre gauge system from Mettupalayam to Satyamangalam, and from Erode to Nanjangode, and it will be observed that I am instructed to represent without delay to the Government that this project, if carried out, would very seriously injure the Madras Railway.

Flag Q

attached with copy of Agent's letter to Board.

FJS 7/8/97

2. With reference to this subject the attention of Government is respectfully invited to the vigorous protest recorded on behalf of this Company in this office letter No. 7797/114 dated 9th February 1894 when the latter project was then put forward by Messrs Kirby and Lonsdale to be undertaken by private enterprise, and the arguments then adduced apply with equal, if not greater, force at the present time. In regard to the connection between Erode and Nanjangode on the metre gauge Mr. Moss the Agent and Manager wrote in that letter as follows:–

Flag A
page 35 of G.O. 952 Rdy 10.3.94.

"I need scarcely say that the "construction of such a line will be "most detrimental to the interests of this "Company. All traffic that is now inter-"changed between the Mysore country and "districts South of Erode is conveyed via Banga-"lore City and Jalarpet and thus travels over "the Madras Railway for a distance of 198 miles. "If the proposed connection is made the whole "of this traffic will be lost to us and will be "conveyed by the new line on account of the "shorter mileage. It is not alone this traffic "that will be diverted, the new line will also "prejudicially affect the traffic now carried "between Mysore State and all stations "on our South West Line west of Erode.

how much?

this would be very small

The

FJS 7/8/97

"The loss of revenue to this Company will "be very serious and it may be placed "without exaggeration at 10 lacs of rupees "annually. As the Madras Railway is a "guaranteed line and does not earn the full "amount of interest guaranteed, this loss "will fall upon the State, it therefore be-"comes a question for consideration whether "the advantages to be anticipated from the "opening of this line are such as will com-"pensate the Government for the loss which it will inflict on the Madras Railway"

3. The fact that the proposed connection would not be the means of bringing new traffic to any existing railway, and that its success would entirely depend upon the amount of traffic it diverted from this line, was strenuously urged, and Mr Moss added that it was difficult to understand how Government could view with favor any scheme from which the Native State of Mysore would derive material advantage, gained too at the expense of the Government of India, and at the sacrifice of the Madras Railway Company.

In reply to these representations the Government of India recorded that "the "Mangalore - Arsikere line was the only part of

---

MADRAS RAILWAY.

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

To The Consulting Engineer
for Railways.

Dated 188

Recd. No.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated

Recd.

No.

"of the metre gauge scheme put forward by "Messrs Kirby and Lonsdale that could be consi-"dered." (vide your letter No 107/0 dated 15th August 1894). Flag marked BO.

Vide GO 965R/22.6.93 Flag C1

4. In June? Previously, in March 1893, the Madras Chamber of Commerce had also addressed the Government on this subject, and respectfully protested in the strongest manner possible against the construction of the Erode-Nanjangode railway on the metre gauge, on the ground that it would seriously affect the Port of Madras, as it would place the foreign ports of Karikal and Marmagao in direct connection by the metre gauge system, and urged that such policy, if inaugurated, would be ruinous to the trade of Madras, whose interests were indentical with those of the Madras Railway.

Flag C1 In G.O. No 965R dated 22d June 1893 it is recorded that "the Governor in Council is unable to endorse these views of the "Chamber of Commerce", and observed that it was "extremely probable that both the "Madras Railway and the Port of Madras "would share in the increase of the general "prosperity which may be looked for from "the obviously desirable connection;" but in the following year was issued G.O. No 356R

Flag M. dated 15th June 1894 in which it is stated that

junior.

FJS 7/8/77

MADRAS RAILWAY.

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

To
The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

---

the shorter extension from Mettupalayam to Satyamangalam, and thence to Nanjangode if subsequently found expedient, as now advocated. It is therefore hoped that the Board's application will receive from Government that prior and favorable consideration to which it is justly entitled. From the fact moreover that the difficulties as to the terms on which these extensions and feeder lines should be constructed and worked by the Madras Railway have now been removed, it is only reasonable to expect that the Government will entrust to this Company the carrying out of the projects now referred to on the same lines as those on which the Calicut-Cannanore extension has been recently sanctioned.

7. For the foregoing reasons it is earnestly requested that the claims of the Board in regard to the extensions in question may be favorably viewed by the Government, and in compliance with the Board's instructions I am to ask that early sanction may be conveyed to me to make a preliminary survey for a line on the standard gauge from Mettupalayam to Satyamangalam, and from Satyamangalam to

MADRAS RAILWAY.

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

To
The Consulting Engineer
for Railways.

No.

Dated 188

Recd.

---

that "the Governor in Council has recom-"mended the postponement of the Nanjangode-"Erode connection till other and more important "lines are constructed."

The S.I.R. [illegible] the route [illegible] lines in direct [illegible] the M.R.

5 It is further contended on behalf of this Company that the metre gauge already crosses the Madras Railway at Renigunta, Guntakal and Katpadi, and directly competes with it by these routes, through which the South Indian Railway possesses ample communication between the Northern and Southern districts of the Presidency, greatly to the detriment of the Madras Railway. It is therefore urged that to allow the metre gauge to intersect it again at Erode would have a still further disastrous effect on the earnings of this Company, and the proposed connection moreover is one as to the necessity for which sufficient and valid grounds have not yet been advanced.

6. It is claimed that any desired extensions traversing the area between Erode and Mettupalayam fall within the legitimate sphere of the Madras Railway, and the Board have already in July 1894 submitted their application for the construction of a loop line on the standard gauge between these two stations, as well as for an alternative scheme comprising

Flag S.

the

68

MADRAS RAILWAY.

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

To
The Consulting Engineer
for Railways.

No.

Dated 188

Recd.

---

to Nanjangode, and to collect statistics of the probable traffic to be obtained. It is further requested that the views of the Mysore Durbar may be ascertained in regard to that portion of this project which falls in Mysore territory.

We have asked in vain for Mysore pr. [illegible]

8. On the receipt of your reply an estimate will be submitted for this work, the cost of which, it is suggested, should be chargeable to the Company's Capital in the first instance, and included in the final estimate for the construction of the line if the project be eventually approved and sanctioned.

I have the honour to be
Sir
Your most Obedt Servt

Ag Agent & Manager

7/8/77

C. No. 3154
Recd. 21/7/97

MADRAS RAILWAY.

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

To
The Consulting Engineer
for Railways.

No.
Dated 188
Recd.

Consulting Engineer's Current No. 3154

SERIAL
No. 22

H. E. – The Governor
The Hon. Sir H. Bliss
" " Mr. Grose.

Erode Satyamangalam Nanjangod
Madras Ry. Co's protest against giving it to the S. I. Ry.

H. E. and Hon. Members will have read my note of a few days ago on the file containing the S. I. Ry's proposal that they should get the concession for this and other lines. I have nothing now to add. There is no urgency about this line, it has not even been surveyed yet.

The Madras Ry. Co's assertion about the loss that their earnings would suffer if the S. I. Ry. Co. make the line are I feel fairly sure grossly exaggerated. This should of course be thoroughly looked into and traffic figures worked out and enquiries made.

F. J. E. S.
26/7/97

This should be done. Nothing further need be done at present.
A. H.
29.7.97

30/7/97

30/7/97

To C. R.

I shall be glad of a note by C. R. upon the M. R. Co's statement about probable loss of traffic likely to result from the proposed short connection. Traffic statistics are I take it available and we have some data for arriving at a more or less reliable opinion.

F. J. S. 7/8/97

p. 346

C. R. 28/7/97
12/8/97

H/301

South Indian Railway.

Extract from the Managing Director's Letter No. 195, dated London, the 30th July 1897, to the Agent.

19 S.P.

Print

ERODE-NANJANGUD PROJECT.

In the course of the discussion, referred to above, this project was brought under consideration, with the result that the Board desire you to apply to Government for permission to make surveys of the country between Erode and Nanjangud, with the view of ascertaining the best route for a railway. The main point to bear in mind is that this line, if constructed, will ultimately form portion of an important through route, and that, therefore, it is of the utmost consequence that an easy grade should be found.

You are also desired to collect and forward the best statistics that can be obtained of the traffic, both through and local, which may be expected to pass over the line, so that the Board, when the surveys are sent home, may have all available information before them to enable them to come to a decision in the matter.

If Government should be pleased to sanction these surveys being made, you are authorised to take immediate steps for proceeding with the work, the cost of which, as a temporary measure, may be charged to revenue.

AGENT'S OFFICE,
TRICHINOPOLY,
25th Aug 1897

(True Extract.)

Accompaniment to the Agent's letter No. 862
of 25th Aug 1897.

W. Le Mesurier
for Agent.

ENC. NO. 2 TO E. R's. C. NO. 3706 OF 1897
LETTER NO. 862 D/ 25 . 8 . 97
FROM A

61

6 11
9
1
1–1–1

South Indian Railway Co. Ld.

Print
20

Estimate for the Preliminary Survey of the Erode Nanjangud Railway.

Length 110 miles

Particulars			Amount Rs	Total Rs
Survey expenses.				
Pegs &c.			1000	
				1,000
Plant.				
Tents 2. Single tents	@ Rs 600	Rs. 1200		
2 Hill tents	" 320	" 640		
2 Campaign tents	" 85	" 170		
4 Necessary tents	" 50	" 200		
10 Servants Pal	" 90	" 900		
		3110		
Less value on completion of works @ 50 %		" 1555	1555	
Instruments				
4 Theodolites	@ Rs 600	Rs 2400		
4 Levels	" 400	" 1600		
8 Levelling staves	" 50	" 400		
6 Sets of scales	" 10	" 60		
72 Sets of Ranging rods	" 2	" 144		
2 Ghat Tracers	" 50	" 100		
2 Clinometers	" 50	" 100		
2 Aneroid Barometer	" 125	" 250		
4 Thermometers	" 20	" 80		
6 Sets of set squares	" 1	" 6		
6 Protractors	" 10	" 60		
6 Measuring chains	" 10	" 60		
36 Paper weights	" 0/4/0	" 9		
4 Parallel rulers (brass)	" 18/-	" 72		
Carried over		Rs 5341	1555	1000

Print

21

Particulars		Amount Rs	Total Rs
Brought Forward Rs	5341	1555	1,000
4 Plan boxes @ Rs 5/.	20		
6 Pieces Camp Tables @ Rs 2/8.	15		
12 Bill Hooks @ Rs 1/8/.	18		
Rs	5394		
Less value on completion of work at 75 per cent	" 4046	1348	
Sundries, including cartage		2000	
			4,903
Establishment			
1 Engineer-in-charge, Salary Rs 600 + Travelling Allowance Rs 150 = 750 × 3½		2625	
1 Assistant Engineer, Rs 500 + Travelling Allowance Rs 150 = 650 × 3½		2275	
2 —— Do —— Rs 250 + Travelling Allowance Rs 75 = 650 × 3½		2275	
2 Surveyors Rs 100 + Travelling Allowance Rs 45 = 290 × 3½		1015	
32 Lascars @ Rs 8/. 256 × 3½		896	
2 Apothecaries = Rs 50 + Travelling Allowance Rs 15 = 130 × 3½		455	
2 Clerks & Draughtsmen Rs 40 + Travelling Allowance Rs 15/ = 110 × 3½		385	
Sundries, including Stationery		2000	
			11,926
Total Rupees			17,829

Chief Engineer's Office
Trichinopoly, 20 August 1897

for Chief Engineer

Compd by M.B.

Le Mesurier
for Agent
25. 8. 97

ENC. No. 1 TO E. R's. C. No. 3706 OF 1897
LETTER No. 862 D 25 . 8 . 97
FROM A

Cons: Engineer's Current No. 37

SERIAL
No. 3

No. 862

South Indian Railway Co., Ld.
AGENT'S OFFICE,
Trichinopoly, 25th August 1897.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
26 AUG. 1897
MADRAS.

From
THE AGENT,
SOUTH INDIAN RAILWAY,

To
THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

In compliance with the instructions conveyed in the accompanying extract from the Managing Director's letter No 195 dated 30th July 1897, I have the honor to request the sanction of Government to the undertaking by this Administration of a survey from Erode to Nanjangode, the cost of which as a temporary measure is to be debited to revenue. I herewith submit an estimate for the survey amounting to Rs 17,829/-, and shall be glad if I may be favored at an early date with the orders of Government.

I have the honor to be
Sir
Your most obedient Servant
W Le Mesurier
for Agent

2 Enclosures

180

P Pooty

SR

27/8/97

C. No. 370b
Rec'd. 26/8/97

From
The Agent,
South Indian Railway,
Trichinopoly
To
The Consulting Engineer for
Railways,
Madras.
Dated 189
Received
No.
Enclosure.

SERIAL
No. 24

No 2731
23/8/97

5

S No 20

The A & M
Madras Ry Co

Sir

With reference to your letter No 681 of 20th June 1897 in which you refer to an estimate of Rs 10,00,000 made by Mr [illegible] in 1894 of traffic that would probably be lost to the Madras Ry by the opening of the Nanjangud-Erode Scheme on the Metre Gauge, I have the honour to point out that the Madras Ry Co have from the 1st Jany 1896 undertaken the preparation of Station to Station Traffic Returns from which a very much more accurate & reliable estimate can be made of the Madras Ry traffic likely to be affected by the opening of the new routes than was possible in 1894

As it is a matter of great importance to Govt in considering the question of these metre gauge connections to have the most accurate information possible as to their probable effect upon the existing traffic of the Madras Ry, I shall feel obliged if you will kindly arrange to have an estimate in the attached form prepared from the Station to Station

Estimate of the probable loss of traffic to the Madras Railway by the construction of the Nanjangud - Erode and Mettupalayam - Satyamangalam Sections as Metre Gauge Lines

Routes likely to be affected		Total traffic on routes as per Station to Station Traffic Returns						Portion of total traffic likely to be lost to the Madras Ry			Remarks giving brief reasons for estimate of proportion of total traffic likely to be lost.
		1st half 1896		2nd half 1896		Total for 1896					
From	To	Passengers Rs	Goods Rs	Passengers Rs	Goods Rs	Passengers Rs	Goods Rs	Passengers Rs	Goods Rs	Total Rs	
1 S.M. Ry via Bangalore City	S.I.R. via Erode	1306	-	1055	17638	2361	17638	-	8819	8819	The new route giving continuous metre gauge connection between S.M.R. & S.I.R. it is estimated that half the existing goods traffic will be lost in spite of the Madras Ry route being slightly shorter. The new route being 11 miles longer in distance & probably 5 hours longer in time, it is considered that passenger traffic will not be affected
&c	&c										&c &c.
Here enter in detail any other routes which the Co. consider will probably be affected.											
Total											
Reverse	direction	877	-	718	3478	1595	3478	-	1739	1738	See remark against direct route No 1 above
1 S.I.R. via Erode	S.M.R. via Bangalore City										
&c	&c										
Total											

Grand total both directions

Consulting Engineer's Current No. 3706

Urgent

SERIAL No. 5

H.E. the Governor

The Hon. Sir H. Bliss K.C.I.E.

" " Mr. Grose C.I.E.

Not to print as yet

Erode Nanjangod Ry.

1.– The S.I.Ry. Co. have applied, in rather urgent terms, for permission to make a survey of a route for a line between Erode, their junction with the Madras Ry. and Nanjangod, the south terminus of the Mysore State Ry.

2.– H.E. and Hon Members will remember that the Madras Ry. Co. have put in a strong protest against this connection being made by the Metre gauge Company. In lieu thereof they want to make a broad gauge line from Metupollium through Satyamangalam to Nanjangod.

3.– Had the Madras Ry. Co. had the intelligence to propose that they themselves should make a metre gauge railway from Nanjangod to Metupollium through ~~Erode~~ Satyamangalam, there would so far as I can judge, be very little objection to dealing with them. They would then of course take over from the Mysore Government the working

? Satyamangalam

J. M.

H.E. & Hons.
30/8/97
R/3/9/97

of the Bangalore Nanjangud metre gauge section which is now worked under a short renewable lease by the Southern Mahratta Railway. The Madras Ry. Co. are I believe going to work the Metre gauge Common line, and I cannot see why they should not work other metre gauge branches. Had this been recognised by their fossilised Board of Directors a few years ago they need never have allowed the South Indian to cross their territory. Indeed I learn that the South Indian Ry. Co. would gladly, tomorrow, confine themselves to country lying south and East of the Madras Ry. between Madras and Calicut.

4.– Mr West, the present acting Agent of the Madras Ry. quite agrees with me in thinking that it is utter folly on his Board's part not to offer to make and work metre gauge extensions. and I think Mr Moss is of the same opinion. It may be that the possibility of their doing such a thing has never occurred to the individual members of the Board.

If simultaneously with the S.I.Ry. Co's

I would approve of this being done. A.G.H

from the Madras Ry. I should certainly advise that the concession be given to the latter and not to the former. Indeed I should like to find that H.E. and Hon Members share this opinion of mine, and would approve of one at least giving the Madras Ry. Co. a chance by writing to inform them that the S.I.Ry. have gone so far as to be asked to survey the line, and enquiring whether they would be disposed to make an offer to make the Connection, and preferably the Erode, not the Mettupollaiam, Connection, but with a branch to Mettupollaiam, on the metre instead of on the broad gauge.

6.– The fact is that the S.I.Ry. is getting rather too straggling and too octopus-like, while the Madras Ry. is really too short for the most economical working. This defect will be partially remedied when they get the East Coast. or if they get it.

7.– There is of course a good deal in the Madras Ry. Co's contention that as each arm of the S.I.Ry. crosses their territory their legitimate country is getting more and more drained, to their serious detriment but as long as they do not cover their guarantee the detriment is rather potential than actual.

8.– I am leaving their contention that they would lose 10 lakhs per annum, by the S.I.Ry. making the link, carefully analyzed. So far we cannot make out a possible loss of more than three lakhs per annum. But a form has been sent to the Madras Ry. Co. to be filled in with actual figures from the regular statistical returns, and I think that when they return it filled it will be found that they can lay claim to no larger a potential loss than 3 or 4 lakhs.

9.– Meanwhile would H.E. and Hon Members approve of my ~~making~~ giving the Madras Ry. the above hint. Mr. Wait would doubtless communicate on the subject with his Board by telegraph, and little time would be lost, and we would be in a better position to address the Govt. of India, and meanwhile the figures about the M.Ry. Co's supposed loss are being checked.

FKS

Would approve.
A.A.H. 2.9.97

W.B. 3/9/97

J.G. 3/9/97

5.

SERIAL No. 25

No. 108/O

From The Con. Engr for Rys Madras

To The Agent M.Ry.

Print

22 P

Dated, Ootacamund, the 6th Septr 1897

Sir

I have the honour to acknowledge the receipt of your letter No. 681. dated the 20th June 97 in which, in accordance with the instructions conveyed in para 16 of your Board's letter No. 957 of the 18th June 97, you put in a strong protest against the S.I.R.Co. being allowed to make the proposed connection between Erode and Nanjangud. Your protest is supported by a reference to a previous protest put in 5½ years ago in which the probable loss to which the Madras R.Co., or rather their guarantors, would be subjected through the competition of this proposed connection was estimated at ten lakhs per annum. I may here note, *en passant*, that this figure is now the subject of enquiry, and is meanwhile believed to be greatly exaggerated.

S No 20

2.– In view of what must be patent to anyone that this connection, if ever made, must be on the metre gauge. it is difficult to understand why your Board insist on being allowed to make it, if at all, on the standard gauge. and why it does not seem to have occurred to them that there is no valid reason why, though their trunk line is on the superior standard gauge, they should not make metre gauge branches.

3.- As instructed by your Board you now propose that the line should join up Nanjangod and Mettupollium through Satyamangalam. But I think it most unlikely that the Madras Govt. would support any other scheme than the Erode Nanjangod line through Satyamangalam, with a branch from that, or some neighbouring place to Mettupollium for the purpose of connecting up with the Nilgiri Ry.

4.- As the S.I.R. Co. have asked for permission to make the survey. and as it is necessary that no time should be lost in giving them a reply before the end of the monsoon season. I would suggest your taking the orders of your Board, with reference to the above hint, by telegraph. I need scarcely say that no terms less favourable to Govt. than the Cabinet Commission terms would be likely to obtain a hearing.

I have &

FWS

4/9/97

6/9/97

SERIAL No. 6

No. 109/10

Print

From The Con. Engr. for Ry. Madras

To. The Agent. S.I.R.

23 P

Dated, Ootacamund, the 6th Septr 1897

Sir

I have the honour to acknowledge the receipt of your letter No. 862. of the 25th Aug 97. applying for sanction to undertake the survey of the Erode Nanjangod connection. at a cost of Rs. 17,829. The matter is at present the subject of consideration by the Madras Govt. and you shall in due course be informed of the result.

I have &

FWS

4/9

Despatched on 6/9/97

Documents accompanying :–

– Nil –

(A. & M. I.) No 9001

(No. I.)
No. 9096
861

SERIAL
No. 26

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 8th September 1897.

24 P

From

The Ag Agent and Manager.
Madras Railway.

To

The Consulting Engineer for Railways.
Madras.

Sir,

No 25

I have the honor to acknowledge the receipt of your letter No. $\frac{108}{0}$ dated 6th September 1897, marked urgent, and to inform you that I have by todays mail addressed the Board on the subject. Although it is suggested that the Board's reply may be procured by telegraph, it is feared that it will not be practicable for the Directors to state their views on such an important matter in a telegram, but they have been requested to favor me with their instructions by return mail, and I trust these will be received and communicated to you in six weeks from this date.

I have the honor to be,
Sir,
Your most obedient servant,
Henry C. West
Ag Agent & Manager.

7th JM
10/9/97

Enclos/nil.

C. No. 3912
Recd. 8/9/97

(A. & M. 1.)

No. 9096 / M/968

SERIAL No. 29

C. No. 4459
Recd. 11/10/97

MADRAS RAILWAY

AGENT AND MANAGER'S OFFICE,

Madras, 9th October, 1897.

CONSULTING ENGINEER ... RECEIVED 11 OCT. 1897 MADRAS.

Print

From

The Agent and Manager.

Madras Railway.

To

The Consulting Engineer for Railways.

Madras.

P.P. 2025

S.No 26

SIR,

In continuation of this office letter No.9096/861 of the 8th Ultimo, I have the honor to inform you that I have today received a telegram from my Board intimating that this Company is prepared to construct the Nanjangode extension on the metre gauge.

I assume my Board have come to this decision rather than allow competing Railways to cross our system at any other points.

It has been previously urged that, within a given area of our system, this Company should be allowed to construct all feeder Railways required in the interests of the public, and I trust that this contention will be considered reasonable. There is sufficient country unopened to the South and East of the South Indian system to allow of that Railway extending its influence without intruding upon the zone which in equity and justice we claim to belong to the Madras Railway.

~~C.E.~~

~~[illegible]~~

I shall take this up on my return to Madras.

FLS
13/10/97

When

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated

Recd.

No.

Print

Estimate

of the probable loss of traffic

to the

Madras Railway

by

the opening of the Nanjangud Erode & Satyamangalam-Mettupalayam Sections

as

Metre Gauge Lines

Results

EWaller
24/9/97

Total traffic on routes affected	Rs 7,48,621
Estimated loss	Rs 3,39,730

Sheet I

27

Estimate of the probable loss of traffic to the Madras Railway by the opening of the Nanjangud – Erode and Satyamangalam – Mettupalayam Sections as Metre Gauge Lines

Routes likely to be affected		Total traffic on routes as per Station to Station Traffic Returns						Portion of traffic likely to be lost to the Madras Ry.			Remarks
		1st Half of 1896		2nd Half of 1896		Total for 1896					
From	To	Passengers	Goods	Passengers	Goods	Passengers	Goods	Passengers	Goods	Total	
M Ry via Bangalore City	S.I.R via Erode	1306	–	1055	17,638	2,361	17,638	472	3,527		See Detail Sheet A
"	Mettupalayam (N. Ry)	798	6,141	575	3,569	1,373	9,710	1,373	9,710		"
"	Erode & Stations West	2,616	35,739	1,862	39,658	4478	75,397	2853	44,312		"
"	Cauvery – Hunnappatti	301	7,452	427	13,329	728	20,781	108	3,164		See Detail Sheet B
tions North of Tyakal (B.B)	S.I.R via Erode	7,707	24,085	8,010	13,051	15,717	37,136	–	–		See Detail Sheet C
"	Mettupalayam (N. Ry)	10,973	21,541	5,150	15,448	16,123	36,989	15,953	35,929		"
"	Erode and Stations West	14,964	26,120	17,473	17,831	32,437	43,951	1,920	3,466		"
I.P. Ry via Raichur	S.I.R via Erode	72	–	347	375	419	375	–	–		See Detail Sheet D
	Mettupalayam (N. Ry)	8,690	3,509	1,534	3,400	10,224	6909	8,895	6,011		"
	Erode & Stations West	1,317	4,835	1,407	2,701	2,724	7,536	1,923	4980		"
M. R via Guntakal	S.I.R via Erode	12	–	18	1,254	30	1,254	–	–		See Detail Sheet E
	Mettupalayam (N. Ry)	463	61	258	25	721	86	721	86		"
	Erode & Stations West	197	6,199	150	939	347	7,138	292	795		"
spatri & Stations North	S.I.R via Erode	42	1,669	77	178	119	1845	–	–		See Detail Sheet F
	Mettupalayam (N. Ry)	200	366	419	224	619	590	558	542		"
	Erode & Stations West.	885	7143	956	7,412	1841	14,555	80	476		"
rode & Stations East	Mettupalayam	32,606	57339	18,478	42,341	51084	99680	21,539	32,893		See Detail Sheet G
Total		83,149	2,02,197	58,196	1,79,373	1,41,345	3,81,570	56687	145,891		
Add for	reverse direction Sheet II					1,38,106	2,46,644	54,714	82,438		
Grand Total						2,79,451	6,28,214	1,11,401	2,28,329	339,730	
Deduct	traffic on routes on which there is no actual loss, but which have been included in this Statement merely for comparison with Agent's original estimate					62,487	96,557				See Detail Sheet J
Balance, being total traffic on routes actually affected						2,16,964	5,31,657	1,11,401	2,28,329	339,730	Total Loss

E Wallace
24/9/97

ge to the Madras Railway

angalam – Mettupalayam Sections as Metre Gauge Lines

Sheet II

28

n Traffic Returns –		Portion of Traffic likely to be lost to the Madras Ry.			Remarks.
Total for 1896					
Passengers	Goods	Passengers	Goods	Total	
1,595	3,478	319	696		
1,072	1,285	1,072	1285		
2,242	41,828	1,431	21,423		
404	7615	62	1204		
15,342	17,196	–	–		
16,936	9,207	16,738	9,116		
33,367	70,483	1789	6,110		
324	1070	–	–		
10,991	17,272	9562	15,027		
3444	17,533	1,893	9,873		
147	51	–	–		
630	565	630	565		
287	2,366	220	1857		
159	1,162	–	–		
256	22	231	21		
2,205	25,122	106	653		
48,705	30,389	20,661	14608		
1,38,106	2,46,644	54,714	82,438		

Estimate of the probable loss of tr
by the opening of the Nanjangud - Erode and Saty

Routes likely to be affected		Total traffic ~~on~~ routes as per Station to S			
		1st Half of 1896		2nd Half of 1896	
From	To	Passengers	Goods	Passengers	Goods
S.I.R via Erode	S.M.R via Bangalore City	877	-	718	3,4
Mettupalaiyam (M. Ry)	"	471	487	601	7
Erode & Stations West	"	1174	17,867	1,068	23,9
Cauvery - Hunnappatti	"	112	3217	292	4,3
S.I.R via Erode	Stations North of Tyakal (BB)	7732	9,228	7,610	7,9
Mettupalaiyam (M. Ry)	"	8682	5,584	8,254	3,6
Erode & Stations West	"	17,854	39,028	15,513	31,4
S.I.R via Erode	G.I.P. Ry via Raichur	51	-	273	1,0
Mettupalaiyam (M. Ry)	"	4,887	6376	6,104	10,8
Erode & Stations West	"	1,638	3,754	1,806	13,7
S.I.R via Erode	S.M.R via Guntakal	28	-	119	
Mettupalaiyam (M. Ry)		384	516	246	
Erode & Stations West		143	2,257	144	1
S.I.R via Erode	Tadpatri & Stations North	37	933	122	2
Mettupalaiyam (M. Ry)	"	129	3	127	
Erode & Stations West	"	744	8,461	1,461	16,6
Mettupalaiyam (M. Ry)	Erode & Stations East	22,136	8,122	26,569	22,2
	Total	67,079	1,05,833	71,027	1,40,8

(No. I.)

No. 9096
966

SERIAL No. 28

C. No. 4461
Recd. 11/10/97

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 9th October 1897

8P

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
11 OCT. 1897
MADRAS.

From

The Agent and Manager.
M. R.

PP005

To

The Offg: Consulting Engineer for Railways.
Madras.

Sir,

× Flag M
8 No 24

My attention has only this day been drawn to your letter No. 2731 of the 23rd August last and I have the honour to state that, in my opinion, any returns prepared for 1896 or 1897 will not give reliable information as to the loss this Company would suffer by the construction of the Nunjangud-Erode extension, inasmuch as in consequence of the famine in northern India the traffic in grain has deviated from its natural course. Grain from Mysore has for many years past been carried south to the Madura, Dindigul and other Districts but both last year and this the grain traffic from Mysore has been taken to the northern parts of India. I would, therefore, suggest that returns be prepared

for

9P

for a period prior to 1896, or that we wait until the year 1898 has expired when the returns for that year can be compiled.

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

Louis S. Moss

Agent & Manager.

W.A.B.

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated 188
Recd.
No.

Of. 627

SERIAL
No. 30

Form No. 4.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 21-10- 1897.

7/10 P

To

AGENT AND MANAGER, M. R.

No. 3281 Reply No. , dated

Reminders.

Despatched on 21-10-97

Subject.

SIR,

I beg to acknowledge the receipt of your letter No. 9068/A/968. of the 9th Oct 97. and in reply to inform you that my office has prepared a statement of the traffic likely to be lost to the Madras Ry. if an alien Company should be allowed to make and work the ~~Erode~~ Nanjangud Connection. In preparing this statement it has been impossible to go back of the 1st Jan. 96 because Station to Station traffic returns ~~are~~ have only been available since that date.

2.— To allow of my judging of the accuracy or otherwise of the figures there entered, I asked you in my No. 2731. dated 23rd August to have a form, therein enclosed, filled up in a similar manner to mine. By comparing the two statements, that of your office and of mine, some idea can be formed of the character of the probable loss, even if, as you contend is the case, the year 1896 should not be a suitable year. With the figures for 96 before us, and your figures and mine made, as far as [illegible] may be, to coincide for that year, it will be possible for us, I take it, to agree upon some suitable allowance for the disturbing influences which you believe to have been in action in that particular year.

3.- The figures for 1897 will in due course be useful but meanwhile I must again ask you to furnish me with [illegible] those of 1896 as soon as you conveniently can.

4.- The decision of your Board to no longer raise obstacles to constructing extensions on the Metre Gauge if permitted [illegible] to do so, will doubtless make [illegible] it very much easier in future to discuss this and other similar questions which [illegible] heretofore [illegible] have made it seem likely that your and the South Indian Ry. interests must clash if metre gauge lines are to be extended across your territory. Meanwhile we cannot come to any agreement without being in possession of figures as a basis for argument.

I have &c FUS 20/10/97

Form No. 10.

Railway Department.

Office of the Consulting Engineer for Railways,
Madras, 2d November 1897

To

The 1st Assistant to the Resident in Mysore

No. 3388 Reply No. 5575/[illegible], dated 31.12.97

33P

Reminders.

Despatched 2/11/97

Sir,

In view of the competition which has arisen between the Madras Ry. Co. and the South Indian Ry. Co. as to which of them shall be allowed to survey the Nanjangud Erode alignment, in the hope of the carrying out of such survey perhaps [illegible] lending weight to a claim to subsequently construct and work the line, it is important that I should know what exactly are the terms on which the Southern Mahratta Ry. Co. now work 1st the Bangalore Mysore section and 2d the Mysore Nanjangud section of the Mysore State Ry. and what are the duration of and the period of termination of the leases.

2.- I shall also be glad if you can give me any idea whether, in the event of either the Madras or South Indian Ry. Company arranging hereafter with the permission of the Govt. of India and of the Mysore Durbar, to make and work the line in question, the Mysore Durbar would probably be disposed to transfer to either Company the lease now in force with the S.M.Ry. for working the Nanjangod–Mysore (and perhaps also the Mysore-Bangalore) Section.

3.– It seems obvious that Nanjangod, not being a great centre of trade, would not be a proper place for a junction between two working Companies. It also seems desirable, if it should fall to the lot of the Madras Ry. Co. to make the link, that their working should extend over the whole Erode–Bangalore section, if possible so to arrange, unless a contact is made with their main system at both these places.

4.– I may mention that the Board of the Madras Ry. Co. have expressed their willingness to make the link if permitted by the Govt of India and the Mysore Durbar to do so, on the metre gauge; and thus the old objection to their ~~being~~ allowed to branch off towards Satyamangalam from Erode, viz that of a break of gauge in the middle of what must in the future be an important trade route, no longer holds good.

5.– The Madras Ry. Co greatly resent permission being given to the third Company to cross what they perhaps naturally enough regard as their legitimate territory; and with the break of gauge difficulty at an end, it may yet perhaps be considered by both Governments to be possible to respect their wishes in the matter.

I have &c J.H.S. E.A. 4/11/97

Sent to print or [illegible]

NANJANGODE-ERODE RAILWAY.

His Excellency the Governor.
The Hon'ble Sir H.Bliss K.C.I.E.

Flag A

The reason why I submit this for orders, is that the Board of the South Indian Railway Company have authorised their Agent to apply for permission to survey the route, at the cost of Revenue. No such expenditure can be incurred without proper sanction which it does not seem clear to me that we ought to give unconditionally, because the making of a survey seems always to carry with it a sort of implied moral right to subsequently do the construction. Not necessarily so, of course, and this could be safeguarded.

2. We know very little as yet about the route. Nearly all that we know is contained in a report on a reconnaissance made in 1894 by Mr. H. Groves. I had a talk with Mr.Groves about it the other day, and I learn that it was a very rough reconnaissance, and that there was nothing of the survey about it. Mr.Groves based an estimate on his reconnaissance, and this is a very rough and, it seems to me, a very insufficient estimate. He makes out the total length of the line to be 108$\frac{1}{2}$ miles, of which 32$\frac{1}{4}$ are in Mysore territory, and 76$\frac{1}{4}$ in British. He estimates that the Mysore section will cost RS. 15,39,000, or roughly half a

I saw Capt Shelley about this yesterday, and asked if his Board would be able to accept permission to make the reconnaissance, subject to the condition, that such permission would give them no sort of a claim to make or to work the line hereafter. He told me his Board were prepared for the proposal, and that he expected a reply from them by telegraph.

Flag B

If the reply be in the affirmative, I think the Govt. of India should be addressed, as proposed by Mr. Spring in para. 14 of this Note.

J.H.
13.11.97

I quite agree. The link must be constructed some day or other & the sooner we get a proper estimate the better.

R.S.

H.B. 4.11.97

R 16.11.97

H.M. 16.11.97

R 17.11.97

lakh a mile, and that the British section will cost Rs. 46,20,000, of which 3½ miles of rack line will cost Rs.2,00,000 per mile, 11½ miles of difficult adhesion line Rs.75,000 per mile, and the balance 61¼ miles of ordinary line Rs. 50,000 per mile.

3. I do not consider that we ought to accept the rack in the middle of a through route of this character. The whole subject was threshed out in the case of the Assam-Bengal line, and it was wisely decided to substitute 1 in 40, with extra pushing engines, for the proposed rack. The rack is all very well for passenger lines, and lines of very light traffic, and for special lines built on the rack throughout. But to provide a short section of rack in the middle of a great mileage of adhesion line, would I consider be a mistake, as hampering the traffic forever, necessitating the breaking up of all trains and involving the upkeep of special staff, special maintenance arrangements, special shop machinery, &c. Indeed the rack section would have most of the disadvantages of a steam ferry, and it ought to be avoided if it is at all possible to do so.

Vague.
A.G.H.

4. To avoid it, and to substitute 1 in 40, will mean to increase the length of the line by about 11 miles. These 11 miles will be very heavy, and it will be very difficult to select them. I have been studying the maps very closely, and it is not at all easy to even suggest the route which a surveyor should examine. But until the country is examined we are all in the air in talking of this much to be desired connection.

5. Meanwhile I think that the following is a better estimate than Mr. Groves'.

32	Miles in Mysore territory at ...	50,000	= 16,00,000
15	" British, near top edge of plateau,	60,000	= 9,00,000
11	" of ghat descent ...	1,75,000	= 19,25,000
12	" difficult country below ghat ...	1,00,000	= 12,00,000
46	" easy " " " ...	50,000	= 23,00,000
		Total Rs...	79,25,000

Say 80 lakhs, and this is not too high an estimate, because Mr. Groves' ideas of railways are presumably based on his knowledge of the Mysore lines which skim the surface of every undulation of the country, as a seagull skims the waves, greatly to the detriment of working expenses and of loads to be carried hereafter.

The Bangalore – Mysore line is locally known as the "Switch back Railway" & from travelling over it I think it certainly deserves the nickname. It goes up & down with steep gradients without easing –

6. The chief objection to Mr. Groves' route is that although down in the saucer of the plateau, at Nanjangod, he is only 2,155 feet above the sea, yet, before he can begin to descend, he climbs over the edge of the saucer up to 3,000 feet above sea level. It is quite possible that if a careful man walked about for a month with a barometer he might find a gap in the

edge of the plateau very much lower than 3,000 feet, and so reduce the length of the descent, and the cost of future working. If directing such a survey, this is the first thing I should get done: the height of every gap in the edge of the saucer ought to be ascertained for many miles along its periphery, and then it should be ascertained how best to climb down from that gap at 1 in 40.

7. It is extremely unlikely that the Government of India can see their way to allowing this link to be financed in the near future, for its prospects are not of a sort to hold out great inducements to shareholders. It can scarcely be looked on as coming within the sphere of Branch Line Companies. It is quite essential that as it is to connect two metre-gauge systems it should be on the metre-gauge.

8. It has always up to this been taken for granted that if it is to be on the metre-gauge it must necessarily be worked by one of the two metre-gauge railways which it is to connect. But I raised the question of whether the Madras Railway Company would be averse from constructing metre-gauge links and branches, and we now have got it on record that they are not averse from doing so.

Flag C

Flag D

Mr. Moss told me the same.

Flag E

9. It will be recollected that the strongest argument against the construction of the link, and against its being worked by a metre-gauge Company, was that 10 lakhs worth of traffic from south of Bangalore which is now carried over the Madras Railway would be diverted therefrom, to the great loss of the taxpayers on whom falls the burden of guaranteeing interest to the Madras Railway shareholders. But it seems to have been overlooked that whatever traffic is diverted from the Madras Railway will come on to the new line, and that though 33 miles of it will certainly fall into the Mysore pocket the rest will come on a line which will virtually be a State line: whether leased to the South Indian Railway Company or not is immaterial, the profit will be State profit. But the Madras Railway Company argue that a great deal of this alleged 10 lakhs of loss will be due to the diversion over the new route of traffic having its origin north of Bangalore, which now travels chiefly over the Madras Railway, but which will in future avoid the Madras Railway altogether, and will favour the 132 miles of Mysore State Railway from Bangalore to the edge of the saucer, and the 84 miles of new British line to Erode.

There are two points to be considered. One is that the contract of the M. R. will soon be up when the Govt. will practically have to face a capital loss of several millions sterling (some 6 to 7 millions, I take it), which will in any case have to be written off. The other is that the construction of the Erode-Nanjangod link cannot fail to bring addl. traffic on to the S. I. R., three quarters of the surplus profits of which, beyond the nominal guarantee of 3%, go to Govt.

Flag E

10. I have had the Madras Railway

station-to-station figures of traffic for 1896 very carefully analysed by the Examiner Guaranteed Railway Accounts: and Major Waller, so far from being able to find ten lakhs worth of traffic which it would be possible to divert, finds only about three. Out of that three lakhs 1½ must be set aside for working expenses and only 1½ remains. I characterised the Madras Railway Company's figures as being "probably greatly exaggerated," and Mr. Moss is very indignant about this. But he is taking a very long time to comply with my request that he would take Major Waller's tabular forms and fill in the figures himself. He objected to the use of figures for 1896, because he says that in that particular year much of the grain which used to find its way south, was diverted to Northern India. But I have said to him, "let us have the form filled in first for 1896, because that is the very first year for which station-to-station traffic figures are available, and when we have compared your statement and Major Waller's statement, and agreed that one or the other, or a combination of both, is right, we can proceed to make such allowances for the abnormal conditions of the year as we may agree upon as being proper."

Flag. F

Flag C

Flag G

Flag K

11. I cannot possibly see how he can justify his figure of 10 lakhs. He now tells me that he quite intended it to be understood that the alleged loss of 10 lakhs was gross, and not net earnings: but his letter of 9th February 1894, No. 7797/114 (See G. O. No. 152 R. of 10th March 1894) reads as follows. "The loss of revenue to this line will be very serious and it may be placed, without exaggeration, at 10 lakhs of rupees annually." Then he goes on to say. "As the Madras Railway is a Guaranteed Line and does not earn the full amount of interest guaranteed, this loss will fall upon the State." The plain reading of this is that Mr. Moss intended us to believe, and we did believe, that the loss of net revenue would be 10 lakhs. Now so far as I can make out with the help of the new traffic returns, the loss will not be one-fifth of the alleged amount..

Flag E

Flag H

12. I have written to the Resident in Mysore to enquire what are the conditions under which the Bangalore-Mysore Section and the Mysore-Nanjangod Section respectively are leased to the Southern Mahratta Railway Company, I believe that the latter at least is leased on an agreement terminable on very brief notice. It may be that the loss of the other section falls in near the time when there would seem some likelihood of the proposed Nanjangod-Erode link being finished, at soonest say the mid-

Yes. A yearly
lease, I believe.
A.S.H.

dle of 1901. There would not be the least use in giving the Erode-Nanjangod link to the Madras Railway Company unless they could also be given the whole of the through link from Erode to Bangalore connecting their own two broad gauge lines. Indeed I do not suppose that they would care to have it on any other terms. When I hear from the Resident I shall be in a position to advise Government whether or not the working of the link by the Madras Railway Company is or is not likely to come "within the sphere of practical politics."

13. Meanwhile I happen to know, in connection with the extreme difficulty which the Madras Railway Company have experienced in finding two or three men for the resurvey of the Calicut-Cannanore line, that they are not at all prepared to survey the Erode-Nanjangod Line. Indeed they have not proposed to do so. But the South Indian Railway Company are ready to do so at once, and actually have a good man ready, I would be disposed to place great confidence in a survey and estimate carried out under the control of Mr.Spalding, and as he is ready to make a start I certainly think that it would be advisable to let him do so.

14. I think that we might now address the Government of India, explaining

A.S.H 13.11.97

17/11/97

very briefly how, in a general way, the case stands, and our doubts about the future agency for working the line, and the reasons for those doubts, and that we should go on to say that as it will probably take at least a couple of years before anything can be matured, and as meanwhile all is in the air until someone has made a better reconnaissance survey than that made in 1894, we will be glad if they can sanction the South Indian Railway Company's estimate of Rs. 17,829, of the cost of the reconnaissance survey, debitable in the first place to Revenue. We might say that in permitting the South Indian Railway Company to make the reconnaissance we would make it perfectly clear to them that the making of the survey would give them no sort of a claim to make or to work the line hereafter.

15. If they are allowed to make the reconnaissance it will be this time next year before they can produce a reliable estimate, and then it will take all next season to discuss the politics of it, and who should build it, and to open preliminary negociations with the Mysore Government, and so on. Then the time will be drawing near when the Government of India's three-years-programme of railway construction will be completed, and they will probably by that time be

prepared to listen to our request for permission to have this important link completed.

F. J. Rs.

Offg. R.

4/11/97

No. 1053. R dated 30/11/97.

Form No. 3. R/B 29 P

PUBLIC WORKS DEPARTMENT.
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ again the following

Progs: of the Madras Govt: P. W. Deptt:} Print } A. E. No. 360-61 R of 20 June 94

Read also

Letter from the Agent & Man: Madras Ry with enclosure } Print } A. E. No 681 of 20 July 1897

Letter from the Agent S. I. Railway with enclosures } Print with encls } A. E. No 862 of 25 August 1897

Letter to the Agent & Manager Madras Ry } Print " — 108/6 of 6 Septr 1897

Letter to the Agent S. I. Ry. } Print " — 109/6 of 6 do —

Letter from the Agent & Man: Madras Ry } Print " — 9096/861 of 8 do —

Letter from do — Print " — 9096/A/968 of 9 Octr 97

Estimate of probable ~~traffic~~ loss of traffic to the Madras Railway

The Government of India will be addressed

H.E. No. 1054-R dated 30/11/97.

R Form No. 12.

Cons. Engr's current No 3706

13

No. 1054-R

H.E. the Governor

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Print

To

The Secy. to the Govt. of India,

P. W. Department.

Calcutta

Madras, 30th Novr. 1897.

Sir,

I am directed to forward, for the orders of the Government of India, the accompanying copy of a letter from the Agent. South Indian Railway, No. 862, dated the 25th Aug 97, together with a copy of the estimate therein referred to from his Board of Directors letter No. 195. dated the 30th July 97. In these letters permission is asked to be allowed to survey the route from Erode to Nanjangod at a cost of Rs 17,819 which the Company propose should first, as a temporary measure, be debited to Revenue.

Flag P X

Flag A

Appd. R.S.H 22.11.97

2.- The most recent references to the Nanjangod Erode link are contained in para 7 of my letter No. 332. R. dated the 10th May 97 to the address of the Govt. of India, and in para VIII of the Consulting Engineer's Note therewith enclosed. Though nothing is here officially known as to the result of the Nilgiri Ry. Co's proposals therein referred to, it is understood that they have been rejected by the Secretary of State.

Flag Z

3.- The delay which has occurred in sending forward the present proposals is due to its having been considered necessary to take into

H.E. 20.11.97

R 24.11.97

consideration the strong opposition expressed by the Madras Railway Company to their system being crossed again by the South Indian Railway, and their fear of the results of the short-circuiting of traffic from Bangalore and its neighbourhood to Southern India which now passes over their line. To enable the Govt. of India to gauge the force of the Madras Ry. Co's opposition I am instructed to enclose a copy of their Agent's letter No. 181. dated the 20th July 1897. and also of the paragraph of his Board's letter therein referred to, No. 987. dated the 18th June 97. The Agent's assertion that "the loss of revenue to the Company will be very serious, and it may be placed, without exaggeration, at 10 lakhs of rupees annually" has been carefully gone into by the Examiner Guaranteed Ry. Accounts Madras, in the light of the figures for 1896 when station to station traffic figures first became available on the Madras Railway. But, as will be seen from the annexed statement, he cannot make out a greater possible loss than 3½ lakhs gross, or say 1¾ lakhs of net revenue. The Agent has been asked to fill in a form similar to that prepared by the Examiner, in order that their widely differing figures may if possible be reconciled; but he has so far failed to submit the figures asked for, and meanwhile this Government believes that the loss of net revenue to which the Company will be rendered liable if the proposed metre gauge connection is made will not be greater than 1½ or 2 lakhs annually. An earlier reference to this matter will be found in my letter to the Govt. of India No. 361. R. dated the 20th June 1898.

Flag R X
Flag V
Flag T X
Flag Q

4.— Being very unwilling to treat the Madras Ry. Co's protests with what might bear the appearance of lack of courtesy, this Government asked them whether they would or would not be themselves prepared to make the link on the metre gauge if offered the option of doing so; because it seems to H. E. the Governor in Council to be quite essential that, connecting as it will do the Southern Mahratta and South Indian systems, the gauge of this important link should be the metre. Contrary to expectation the Agent, after reference to his Board, replied in the affirmative, and thus the rival claims of the Madras and South Indian Companies to make the link are not at the

5.— It appears to this Govt. that the loss of revenue, whatever its amount may be, to which the Madras Railway Co. would be rendered liable by the construction of the Erode Nanjangud link is unlikely to be mitigated to any great extent so long as they themselves do not control the traffic over the metre gauge section between their station at Bangalore and their station at Erode. Were the terms of the lease to the Southern Mahratta Ry. Co. of the Bangalore Mysore section of the Mysore State Ry. similar to those of the Mysore Nanjangud lease, it would be in the power of the Mysore Govt. should they see fit to do so, which seems unlikely, to transfer the working of the whole Bangalore Nanjangud section to the Company working the Mysore Nanjangud section. But it appears that the Bangalore Mysore section cannot be resumed from the Southern Mahratta Ry. on brief notice; and thus, though the Nanjangud Erode connection must, in the opinion of this Government sooner or later be made, it seems impossible, or at least most unlikely, that any arrangement for its working can be made which shall have the effect of safeguarding the Madras Railway from the threatened loss of its earnings. But the existence of the Madras Railway cannot forever be held up as a barrier against the building of extensions much needed to develop the country. From the State point of view the threatened loss may be viewed with equanimity, even though it must fall chiefly or altogether on the State guarantors of the Madras Ry. Co's dividends, because not only is the loss likely to be balanced by gain to the South Indian Ry. but the State gains the great administrative and commercial advantages of the completion of a much needed link between two great metre gauge systems of railway.

6.— Though the Madras Ry. Co. have, as already explained, expressed their readiness to make the link, if called upon to do so, on the metre gauge, they have made no definite offer to survey it. They have offered to survey for a connection on the standard gauge from Mettupalayam through Satyamangalam to Nanjangud. but this offer cannot, in the opinion of this Govt. be entertained for a moment. Moreover they have not as a fact got the necessary staff to make such a survey this season. whereas the South Indian Ry. Co. are prepared to make

32P

In view of the great importance of once for all ascertaining whether a 1 in 40, or better, adhesion line is practicable, His Excellency the Governor in Council will be glad if the Govt. of India can now see their way to sanction the survey being made this season by the S.I.R. C. subject to certain conditions.

Flag B*

7.— All that is at present known about the route in question is contained in the reconnaissance report which formed the ~~[illegible]~~ enclosure of my letter No. 361. R. dated the 20th June 94. The Consulting Engineer Madras, in a recent interview with Mr. H. Groves, has ascertained that this reconnaissance was a somewhat cursory one and that the figures are of the roughest, and it ~~[illegible]~~ seems very desirable that more reliable figures should be obtained as early as possible

8.— I am therefore instructed to strongly press for permission being accorded ~~[illegible]~~ ~~[illegible]~~ to the South Indian Ry. C. being allowed to survey ~~[illegible]~~ for a route from Erode via Satyamangalam to ~~[illegible]~~ Nanjangod, with the best adhesion grades that can be obtained on the ghat. at a cost of Rs 18.000 to be temporarily debited to the revenue of the S.I.Ry. The grant of this permission should be subject to the clear understanding that the making of this survey shall not in any way prejudice the question of who shall make and work the line hereafter, and that the results of the survey shall be at the disposal of Government, the revenue of the S.I.Ry. being reimbursed for the cost of them, if they should hereafter at any time be made over to another Railway Company.

9. It seems scarcely necessary to add that the permission of the Mysore Durbar shall be sought for the survey of the portion of the route which lies within their territory once the Govt of India shall have given their consent to the proposals now sent forward.

30/11/97

(1) Copy of letter from the Agent, S.I.Ry with 2 Encls.
(2) do do do [illegible] with an Encls
(3) Two statements shewing loss of traffic [illegible]

I have &

FKS

20/11/97

(No. I.)
No. 9096
1129

MADRAS RAILWAY.
AGENT AND MANAGER'S OFFICE,
Madras, 9th December 1897.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
10 DEC. 1897
MADRAS.
SERIAL
No. 32

C. No. 5404
Recd. 10.12.97

№ 3783 of 11.12.97

C.R.
This will need careful looking into before we can accept it.
FUs
10/12/97

From
The Agent and Manager.
M.R.C.

To
The Offg. Consulting Engineer for Railways.
Madras.

Sir,

I have the honour to reply to your letter No. 3281 (530) of the 21st October 1897 and to send you a statement prepared by the Chief Auditor shewing the Madras Railway earnings on southern traffic which will be affected if the Erode-Nunjungode extension is ever carried through.

2. To give you the fullest possible information, we have shown in the statement the points between which this southern traffic has passed and to do this, we have (curtail) had to amplify the Government Examiner's return.

3. To the Government Examiner it would, of course, not occur that at the present time grain in large quantities is stored in

Depôts

Depôts at Bangalore and despatched to the south or elsewhere as prices rise or fall. The opening of the Erode-Nunjungode Railway will, in my opinion, result in the transfer of these Depôts from Bangalore to Mysore.

4. In my letter No $\frac{9096}{966}$ (326) of the 9th October to your address, I expressed the opinion that returns for 1896 or 1897 would not give reliable information of the loss this Company would suffer, and the figures the Chief Auditor has now compiled are useful in confirming this opinion.

5. Going back to the return prepared of the traffic carried in the half year which ended with June 1893, I find we despatched from Bangalore to South Indian Railway Stations alone, grain which gave us no less a sum than Rs 73,813, while during the corresponding half year of 1897 we carried traffic which yielded us only Rs 11,461. For the half year which ended with December 1896, the traffic gave us still less, or only Rs 10,988.

6. We have been losing money in the same way during the last 18 months upon traffic carried from the north. The total figures for

for the year ending June 1897 show, however, it will be noticed, gross earnings of Rs 624,628/-

7. Copy of the Chief Auditor's letter of the 2nd instant furnishing the statement now submitted is sent for your information.

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

Agent & Manager.

(2 Enclo:)

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd.

No.

Madras Railway Company,
Chief Auditor's Office,
Madras, 2nd December 1897.

No. Stat./5/51/136

The Agent & Manager,
Rayapuram.

Dear Sir,

Proposed new line Kadur to Erode.

I beg to enclose herewith a statement shewing the Madras Railway Earnings on traffic likely to be affected by the opening of the Nanjangud - Erode line for the half years ending December 1896 and June 1897.

2. The Consulting Engineer asked for the particulars to be extracted from the station to station traffic statements, as far as possible, for the year ending December 1896, but as this return was commenced only from January 1896 and the traffic passing through the various junctions was not specifically described in the first half year, I have furnished figures for December 1896 and June 1897 half years.

Yours faithfully,
(sd) F. Dunsterville
Chief Auditor

(True Copy)

Agent + Manager.

Watt

E… 1 TO E. R's. C. No. 5404 OF 1897
…ER No. 1129 d/ 9. 12. 97
FRO… Am

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

No. 51

Madras Railway Company.

Statement shewing the Madras Railway earnings on traffic between the undermentioned points for the Half years ending December 1896 and June 1897.

	M. R. C. proportion between Guntakul or Bangalore and Erode								
	Half year endg: Decr '96			Half year endg: June '97			year ending June 97.		
	Passengers	Goods	Total	Passengers	Goods	Total	Passengers	Goods	Total
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Bangalore to Erode and beyond	26,324	34.421	60,745	30,955	49,880	80,835	57.279	84.301	141,580
Erode and beyond to Bangalore	27,119	33,343	60.462	30,645	65,735	96.380	57,764	99.078	156,842
S. M. Ry: and beyond via Bangalore to Erode & beyond	3,029	52,092	55,121	4,062	11,310	15,372	7,091	63,402	70,493
Erode and beyond to S. M. Ry: & beyond via Bangalore	2,041	23,923	25,964	2,895	29,544	32,439	4,936	53,467	58,403
S. M. Ry. and beyond to stations between Salem (incl:) & Erode (Excl.)	3,850	14,500	18,350	4,400	3,400	7,800	8,250	17,900	26,150
Guntakal and beyond to Erode and beyond via Arkonam & Erode	5,081	15,653	20,734	10,824	11,077	21,901	15,905	26,730	42,635
Erode and beyond to Guntakal and beyond ..	9,766	31,636	41,402	6,820	54,859	61,679	16,586	86,495	1,03,081
	77,210	205,568	282,778	90,601	225,805	316,406	167,811	431,373	599,184
Other Coaching	10,323	-	10,323	12,693	-	12,693	23,016	-	23,016
Live Stock	-	1,028	1,028	-	1,400	1,400	-	2,428	2,428
Total	87,533	206,596	294,129	103,294	227,205	330,499	190,827	433,801	624,628

True Copy

Agent & Manager.

(Sd.) Fred. Dunsterville
Chief Auditor

Enc. No. 2 to E. R. C. No. 5404 of 1897
[illegible] No. 1129 d/ 9.12 97
From Am

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated 188
Recd.

No.

E.R. U.O. No. 3783 d/ 11.12.97

SERIAL
No. 33

C. No. 434
Recd 24-1-98

ER.

The Agent M. Ry was asked to have this statement prepared on the Traffic Returns for the year 1896; the estimate has however been prepared for the 2nd half of 1896 & the 1st half of 1897, so that the figures cannot be compared with the estimate drawn out by me, except for the 2nd half of 1896 alone.

Further, instead of preparing the statement to show the total traffic on the routes affected, and then the proportion of the total traffic which will be actually lost, as he was asked to do, the statement shows only in one column the Madras Ry proportion of the traffic between Bangalore & Erode and Guntakal & Erode. The figures cannot therefore be readily checked with the Station to Station Traffic Returns, and it is uncertain whether the result arrived at is even intended to represent the traffic which will be actually lost or not. It will be seen that both the Agent & the Auditor in their letters refrain from stating that the result represents actual loss of traffic.

Against the Agents' original estimate of a loss of 10 lakhs, the present statement brings out a result of $6\frac{1}{4}$ lakhs and in this figure is included a great deal of traffic which will most certainly not be lost, as will be seen from a consideration of the following points in connection with the different routes.

1st Route Bangalore to Erode & Stations West & vice versa.

The present route by the Madras Ry from Bangalore to Erode via Jollarpet is 198 miles

The new route from Bangalore via Satyamangalam to

Erode is 209 miles long according to Mr. Groves survey, and will be 220 miles long if the rack rail portion is dispensed with in favor of adhesion rail; that is, the new metre gauge route will be 22 miles longer between the junctions Bangalore & Erode than the present broad gauge route of the Madras Ry

It is therefore perfectly clear that there will be no loss in the case of traffic from Bangalore to Erode-Somanur, including Bangalore traffic to S I R via Erode & vice versa.

Next as regards Stations West of Somanur.

The present route from Bangalore via Jallarpet to Podanur is 257 miles.

The new route from Bangalore via Satyamangalam to Podanur will be 233 miles.

So that the new route has an advantage of 24 miles between the junctions Bangalore & Podanur, but a break of gauge is involved at Mettupalayam.

The traffic between Bangalore & Stations West of Somanur is however purely Madras Ry local traffic, that is the Madras Ry owns the starting & terminal stations & commands the entire route. It is certain therefore that, with a difference of only 24 miles against their own route, and the advantage of a continuous broad gauge instead of a mixed broad & metre gauge as by the new route, the Madras Ry would retain the whole of this purely local traffic, by equalizing junction to junction rates, if even so much as this were necessary. The loss at the outside would therefore be proportionate to a loss of lead of about 24 miles only.

The traffic between Bangalore & Mettupalayam requires to be separately considered:—

In this case the new metre gauge route is an unbroken one of 208 miles, against the present Madras Ry route of 282 miles. Further, if a metre gauge line ran into Mettupalayam it seems probable that this line would eventually secure the

case the traffic from Bangalore

to the Nilgiri Ry would become through traffic which under Conference Rules would have to be booked by the shortest route, and with a difference in length of 74 miles against them it seems certain that the Madras Ry would lose the whole of this traffic both goods & passengers.

Calculating on these 3 considerations:—

1st That there will be no loss of traffic between Bangalore and Erode-Somanur

2nd That the loss on purely local traffic between Bangalore and Somanur-Calicut will be equivalent to a loss of lead of about 24 miles

3rd That the whole Bangalore-Mettupalayam traffic will be diverted & lost to the Madras Ry

The results worked out in detail on the figures for $\frac{1896}{2}$ amount to a loss of Rs 38,140 on this route as against Rs 121,207 shown in the Agent's Statement.

2nd Route S M R via Bangalore to Erode & Stations West & vice versa

As regards S M R through traffic via Bangalore to Erode-Somanur

It is clear that as the new route via Satyamangalam is 22 miles longer than the present route, there will be no loss on that portion of the traffic which goes to or comes from the Guntakal Hindupur Section and the Main Line of the S M R via Bangalore (this is through traffic which under Conference Rules & the Poona Agreement must go via the shortest route); but there will be a loss ~~of that portion~~ of the traffic which pertains to that part of the Bangalore-Mysore-Nanjangud Section of the S M R which lies west of the Kengeri Station.

The Foreign Line Stations to & from which traffic is booked are not shown in the Madras Ry Station to Station traffic

Returns, and it is therefore not possible to say exactly how much of the total S.M.R. traffic via Bangalore appertains to the Nanjangud-Mysore-Kengeri Section & how much to the rest of the System, but as the former Section is but 93 miles long while the other two lines terminating at Bangalore are through routes to Guntakal in one direction & to Poona in the other, we may as a rough estimate take the traffic appertaining to the former as half that of each of the through routes or say $\frac{1}{5}$ of the total. It is only this portion, or say $\frac{1}{5}$ of the total traffic between S.M.R. via Bangalore and Erode-Sorranur Stations, which will be lost, and not the whole as shewn in the Agent's Statement.

As regards traffic between S.M.R. via Bangalore and Madras Ry Stations West of Podanur

In this case as the new route is 24 miles shorter between junctions and the traffic is "through", necessitating booking by the shortest route under the Poona Agreement, we must consider the traffic as diverted and a lead of about (259-25) or 234 miles lost; the traffic S.M.R. via Bangalore to Mettupalayam (Nilgiri Ry) will as before be entirely lost.

Calculating in detail on this basis I find the actual loss on this route for $\frac{1896}{2}$ will amount to Rs 46,930 as against Rs 81085 given in the Agent's Statement

3rd Route Salem-Erode to S.M.R. & vice versa.

In this case the route from Bangalore via Jollarpet by the Madras Ry is still shorter than in the case of the Bangalore-Erode route and the only loss will be that part of the total traffic via Bangalore which appertains to the Nanjangud-Mysore-Bidadi Section of the S.M.R.; this may be taken at 1/5 the total as before. This loss I work

18P

out in detail for $\frac{1896}{2}$ at Rs 2804 as against Rs 18350 in the Agent's Statement.

N.B. There seems to be some error in the amount of passenger traffic on this route for $\frac{1896}{2}$ as given in the Agent's Statement, it is much higher than that shewn in the Station to Station Traffic Returns.

4th Route "Guntakal & beyond to Erode & beyond & vice versa

The existing Madras Ry route Guntakal via Arkonam to Erode is 434 miles

This route has already to compete against two other existing shorter routes, viz:

Guntakal-Dharmavaram-Katpadi-Erode 408 miles
Guntakal-Bangalore-Jollarpet-Erode 372 miles

The new route via Satyamangalam will be 394 miles

Therefore so far as the Guntakal & beyond to Erode-Sorranur traffic is concerned, it is absurd to say that traffic which is now retained on the broad gauge route of 434 miles against a competitive route of 372 miles, will be diverted by the opening of another longer route of 394 miles. None of this traffic will therefore be lost

Next as regards traffic between Guntakal & Stations west of Sorranur

As before the new route has an advantage of 24 miles compared with the shortest of the other competitive routes, therefore on the same considerations as before:—

1 Traffic-Guntakal & beyond to Mettupalayam (Nilgiri Ry) will be diverted & the whole lead between the junctions lost
2 Through traffic-S.M.R. via Guntakal & G.I.P.R. via Raichur to Stations West of Sorranur will also be diverted

3 Purely local traffic between M Ry Stations Guntakal to Podanur and Stations West of Somanur will lose the equivalent of a lead of about 24 miles.

Calculating on this basis I find the loss on this route for $\frac{1896}{2}$ will amount to Rs 33983 against Rs 62136 given in the Agents' Statement.

As regards Live Stock & Miscellaneous traffic, the necessary particulars are not given in the Station to Station Traffic Returns which would enable me to calculate the actual loss in detail, but as the same considerations as to shortest routes, foreign & local traffic &c which have caused the reduction in the figures of passenger & goods traffic would be equally operative here, the loss may be put down proportionately at Rs 4891 as against Rs 11351 in the Statement.

On the whole the actual loss of gross earnings for the 2nd Half of 1896 amounts to Rs 1,26,748 out of the sum of Rs 2,94,129 given in the Statement

I have not the figures for the 1st Half of 1896* but taking these proportionately, the actual loss of gross earnings per annum works out to Rs 2,69,169 out of the total of Rs 624628 shown in the Agents' Statement

In addition to the above loss of Rs 2,69,169 there is however I consider a very serious item of loss which has not been taken into account in the Agents' Statement.

The new metre gauge lines offer a route of but 60 miles between Erode & Mettupalayam as against 84 by the Madras Ry via Podanur. It seems probable then that all traffic from Mettupalayam to Erode & beyond & vice versa will be diverted to the new route, & this will more certainly be the case if the Metre Gauge Administration obtain the Nilgiri Ry

* The loss for 1st half of 1896 worked out by me in detail amounts to Rs 1,28,172 to which Rs 5000 for Live Stock & miscellaneous coaching traffic may be added, giving a total of Rs 1,33,172 for the half year.

I have calculated out in detail the loss due to this diversion of traffic as Rs 89701 for the year 1896

Adding this loss to the previous figure of Rs 2,69,169 the total annual loss of gross earnings will amount to Rs 3,58,870 or say 3½ lakhs of rupees in round figures

It will be seen from my notes above in regard to traffic between Mettupalayam and the Stations Bangalore Guntakal & Erode that in preparing this estimate a good deal depends on whether the Madras Ry or the Metre Gauge Administration will succeed in obtaining the working of the Nilgiri Line. I estimate approximately that the difference in loss of gross earnings to the Madras Ry in the two cases will amount to about 1¼ lakhs per annum.

If a Metre gauge Line Co obtains entry into Mettupalayam they will be able to offer such obvious advantages in the way of running through carriages to Ooty, and in the way of facilities for the repair of Rolling Stock &c that it seems fair to assume they will eventually obtain the working of the Ghat Line, & I have prepared the estimate in view to this contingency.

On the other hand the Madras Ry Co knowing what a great difference it will make in the earnings and in the retention of traffic on their own lines whether they work the Nilgiri Ry or not, may be able to offer such favorable terms as to outbid the Metre Gauge & retain the working of the Ghat Line in their own hands.

The result of this investigation may therefore be summed up thus:— The loss of gross earnings of the Madras Ry from the diversion of existing traffic due to the opening of the Erode-Tiruppur and Satyamangalam-Mettupalayam Lines on the metre gauge will amount to about 3½ lakhs per annum, if the Madras Ry also lose the working of the Nilgiri Ry, but that this loss will probably be reduced to about 2¼ lakhs if they can succeed in retaining the working of the Ghat Ry.

In considering this estimate, it must be remembered that the figures represent loss of existing traffic only, and not the net financial results to the Madras Ry of the opening of the wider gauge link. To arrive at the latter, it would be necessary to take into account, as a set off to the loss, the additional gross earnings to be derived from traffic, which the new lines may be expected to bring on to the Madras Ry.

To make an estimate of this additional traffic is extremely difficult, and one of the reasons that probably leads the Madras Ry, & other Cos in similar cases, to take such gloomy views of cross connections of this kind, is that while the loss of existing traffic can be calculated out and put down with fair accuracy in black & white, the amount of the new & additional traffic is much more a matter of opinion & conjecture.

I would point out however that the gross earnings of the Madras Ry derived from the traffic of the Short Palghat Branch amounted to more than Rs 3 lakhs during the year 1896, and it seems to me to be putting a very moderate estimate on it to say that the additional gross earnings to be derived from the new connection at Erode with Satyamangalam & the upper Cauvery valley will probably amount to at least 2 lakhs per annum.

Again the new Wider Gauge Line will bring Calicut into greater competition with Bombay as a port for the exports & imports of the Southern Deccan & Mysore territory, and it seems probable that a large proportion of the traffic of these Districts which is now carried over very long railway leads to & from Bombay will be diverted Southwards to Calicut. The Madras Ry would obtain the carriage of this traffic between Erode & Calicut, which

30 P

would probably give them another 2 or 3 lakhs of gross earnings per annum.

If these views approach to anything like accuracy, the net financial result to the Madras Ry might be stated somewhat as follows:—

Increase of gross earnings derived from local traffic of Satyamangalam, Cauvery valley &c	Rs 2,00,000
Ditto do from through traffic diverted to & from the port of Calicut say	Rs 2,50,000
	Rs 4,50,000
Less Loss of gross earnings due to diversion of existing traffic	Rs 3,50,000
Net gain to Madras Ry	Rs 1,00,000

The information as to new traffic is admittedly crude & conjectural, but the whole investigation brings out results which are probably sufficiently close to actuals to show that there is no need for Govt to apprehend any such disastrous financial consequences to the Madras Ry from the opening of these projected lines as the Agent's statements would try to prove.

Another consideration which may reassure Govt in regard to the matter is, that if, prior to the construction of the Guntakal-Bangalore & Dharmavaram-Katpadi Lines, the Agent Madras Ry had drawn out a statement of the probable loss to his Co, prepared on exactly the same system as his present estimate, it would probably have worked out to a larger total than even his first figure of Rs 10 lakhs per annum, and yet we know from the recent financial history of the Madras Ry that not only is there no appearance of such a loss being incurred, but that the progressive increase in the Co's gross earnings has been quite exceptional.

EWaller

C R 24/1/98

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
JAN. 1898
MADRAS.

No. 5575 - Em 1

C. No. 66
Recd. 5-1-98

FROM Print

THE FIRST ASSISTANT TO THE RESIDENT IN MYSORE. 34P

TO

The Consulting Engineer for Railways,
Madras.

Dated Bangalore, 31 December 1897.

SIR,

I am directed to reply to your letter No. 3388, dated the 2nd ultimo, in which you allude to the competition between the Madras Railway and the South Indian Railway as to which of these Companies should be allowed to survey the Nanjangud-Erode alignment, in the hope that such a survey might subsequently strengthen a claim to construct, and work the line when made. In order to enable you to deal with this question effectively, you ask to be supplied with particulars

Flag H

regarding

regarding, and copies of, the working agreements with the Southern Mahratta Railway for the Bangalore-Mysore, and the Mysore-Nanjungud Sections of the Mysore State Railway.

2. The Southern Mahratta Railway now works (a) the Mysore Harihar length (296 miles)- (b) The Yeshwantpur-Hindupur length as far as the Mysore border (51.35 miles). (c) the Mysore-Nanjungud length ~~16~~ 15.75 miles. Of the foregoing 3 lines (a) is worked under an agreement between the Secretary of State and the Southern Mahratta Railway of which a copy (to be kindly returned) is enclosed for your information. No working agreements have as yet been definitely ~~agreed to~~ arrived at as regards the lines (b) and (c), pending the completion of arrangements between the Government of India and the Southern Mahratta Railway regarding that part of the Yeshwantpur-Guntakul branch- onwards from Hindupur, which lies within British Territory.

Vide D. G. R's Adm. Report P II 1887-88. App L.

[illegible] only the duration of contract been settled?

35P

3. As regards the proposals now under your consideration I am to say that the Durbar will gladly welcome the Construction of a line from Erode to Tellicherry to be met at Sathiamangalam by a prolongation of the existing line between Mysore and Nanjungud, and in order to facilitate such a project they would if necessary agree to either sell or lease, to the Company which constructs and works the length between Sathiamangalam and Nanjungud, the short piece between the latter place and Mysore.

Nothing has been said about a line to Tellicherry

4. It is a matter of indifference to Mysore whether the Survey between Sathiamangalam and Nanjungud is made by the Madras Railway or the South Indian Railway, provided it be distinctly understood

understood that the making of this Survey carries with it no subsequent claim of any sort to the right of construction and working. The latter question obviously requires serious consideration as regards the interests of Mysore, and the effect such a construction might have upon existing lines with which that State is connected.

5. I am to suggest therefore that the two questions be kept distinct. the Survey being if possible pushed forward in anticipation of any decision that may later on be arrived at regarding the junction of the Sathiamangalam length northwards towards Nanjungud and the Agency by which the line is to be constructed and worked between Sathiamangalam and that junction. The possibility that it would be more advantageous for Mysore if the

Southern

Southern Mahratta Railway were to be allowed to extend from Nanjungud to Sathiamangalam and to work that length, has not apparently occurred to you. Naturally the Durbar would prefer that the line be handed over to that Company from whose working the most advantageous results to Mysore generally might be expected.

does "that company" mean the SMR (comma after "Company" omitted) or does he mean "the Company" i.e. SIM MR or SMR? It looks as if [illegible] [illegible] wanted as [illegible] Mysore's preference for the SM.

By "that Company" he means "whichever Company" F.M.

6. With reference to the proposal that Bangalore form the point of junction, this would entail a modification of the existing agreement between the Secretary of State and the Southern Mahratta Railway which it might in the interests of that Company be difficult to negotiate.

I have the honor to be,
Sir,
Your Most Obedient Servant,
K. S. Erskine
Captain,
First Assistant Resident.

SP.

B 1

Form No. 3.

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

18/-

No. 101. R dated 20/1/9

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Letter to the First Asst. to the Resident in Mysore.

READ the following

Letter from the First Assistant to the Resident in Mysore } No. 3388 dy 2/II/98

H.E. No. 5575 En 7 31st Decr 9

328

The Government of India will be addressed.

F.W.

17/1/98

H.E. No. 102. R dated 20/1/98.

19/98 19

Section which lie in Mysore territory. It is therefore

Cong. Engr's current No. 66 of 1898.

R Form No. 12.

No. 102 R

38/P

B 18/-

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

Print

To

The Secy. to the Govt. of India,
P. W. Department.
Calcutta

H. E. the Governor

Draft for approval before issue. This seems all that is wanted for the moment. The other things dealt with in Mysore ~~Govt.~~ Resident's letter can be dealt with at a very much later stage. We *first* want a survey.

FM
17/1/98

Appd.
A.H
18.1.98

Print

Madras, the 20th January 1898.

Flag A

Sir,

In continuation of my letter No. 1054 R. dated the 30th Nov. 97, in which permission was asked for the survey of a route from Erode through Satyamangalam to Nanjangud being made by the S.I.R. Co., a letter to which no reply has as yet been received, I am directed to say that in communication with the Resident of Mysore it has been ascertained that the S.M.R. Co. have the contract, until the 31st June 1932, of working the Mysore Bangalore section as a part of the section of the Mysore part of the S.M.R. dealt with in the contract dated 31st Aug. 1887.

2.- It has also been ascertained that pending the settlement of an agreement regarding that part of the Yeshwantpur Guntakal section which lies in British territory, no ~~settlement~~ contract has been made for the working by the S.M.R. of the Nanjangud Mysore and Yeshwantpur ~~to~~ Hindupur Sections which lie in Mysore territory. It is therefore

RE
18.1.98

19/1/98

19.1.98

presumed that the Mysore Nanjangod section can at any time be removed from the management of the S.M.R.C.

2.- His Excellency the Governor in Council is of opinion that in view of the uncertainty as to the best agency for working the proposed branch from Erode northwards through Satyamangalam to Nanjangod and possibly to Mysore, it is most advisable that no fixed contract for a longer period than a year or two at a time should be entered into with the S.M.Ry. for working the Nanjangod Mysore section, 15.75 miles.

3.- Meanwhile, as in the absence of any sort of survey of what appears to be the very difficult ghat between Satyamangalam and Nanjangod, it is impossible to intelligently consider the question of the proposed link, H.E. in Council will be glad if early orders can be issued, as asked for in my letter No. 1054-Ry. dated the 30th Nov. 97. for the S.I.R.C. to ~~[illegible]~~ make the necessary surveys. at an estimated cost of Rs 17.829 debitable in the first place to Revenue. without prejudice to the question of the agency by which the link shall hereafter be worked.

Flag A

4.- As the working season is rapidly passing away another year will be lost unless orders are issued very shortly. Moreover there are other reasons connected with the personnel of the S.I.R. Co's staff which make it desirable to get the survey in hand at once. if possible.

I have &c FWS 7/1/98

Despatched on 20/1/98

Public Works (1898) Department.

Ry Branch

CURRENT No. 112

From The Government of India

No. 78 R-C

Dated 15th January 1898
Received 24th January 1898
Registered
Enclosures
Spare copies

Order

A.S.H. 28.1.98

Copy to Agent S.I.R.C. for information and guidance in reply to his letter to the Consulting Engineer for Ry Madras No. 862. dated the 25th Aug 97.

FKS
24/1/98

Copies of this G.O. to
Con. Engr
Agent S.I.R.C.
Agent M.R.C.
C.R.
Agent Nilgiri R.C.

SUBJECT.

Erode-Nanjangod Railway.

Approving of the acceptance of the offer of the S.I.Ry to undertake a survey from Erode to Nanjangod on the terms stipulated by the Madras Govt. and communicating sanction to the estimate amounting to Rs 17,829 of the cost of the same.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

All communications should be addressed to the Secretary.

Print

390

No. 78 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
24 JAN 1898

Calcutta, the 15th January 1898.

Sir,

I am directed to acknowledge the receipt of your letter No.1054 R., dated 30th November 1897, submitting for the orders of the Government of India, copy of a letter from the Agent, South Indian Railway Company in which permission is asked to be allowed to survey the route from Erode to Nanjangod at a cost of Rs.17,829 which the Company propose should first, as a temporary measure, be debited to Revenue.

2. You state that you are instructed to strongly press for permission being accorded to the South Indian Railway Company being allowed to survey for a route from Erode via Satyamangalam to Nanjangod, with the best adhesion grade that can be obtained on the ghat, at a cost of Rs.18,000, to be temporarily debited to the revenue of the South Indian Railway. You add that the grant of this permission should be subject to the clear understanding that the making of the survey shall not in any way prejudice the question of who shall make and work the line hereafter, and that the results of the survey shall be at the disposal of Government, the revenues of the South Indian Railway being reimbursed for the cost of them, if they should hereafter at any time be made over to another Railway Company.

3. In reply, I am to say that the Government of India are pleased to approve of the acceptance of the offer of the

South

South Indian Railway to undertake a survey from Erode to Manjangod, on the terms stipulated by the Government of Madras as set forth in paragraph 2 above, and to communicate their sanction to the estimate amounting to Rs.17,829 of the cost of the same.

4. The sanction herein accorded is chargeable, as a temporary measure, to Revenue and has been registered as No.1 South Indian Railway of 1898.

I have the honour to be,

Sir,

Your most obedient servant,

C.H. Sykes

Offg: Under Secretary.

Documents accompanying:-

Nil.

P.W. Ry Current No 112 of 98

A

P.W. DEPARTMENT

Ry: Branch

Af No 135 R dated 24/1/98.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

His Excellency the Governor
The Hon'ble Sir Henry Bliss, K.C.I.E.
The Hon'ble Mr. J. Grose, C.I.E.

READ again the following.

Print Progs: of the Madras Govt. P.W. Deptt: — } H.E. No. 1053-54 R of 30 Novr 97 Flag D

Print Do. — Do. — Print -- 101-2 R of 20 Jany 98 Flag E

Read also

Print Letter from the Govt. of India P.W. Deptt: — } H.E. No 78 R.C of 24 January 1898 Flag E

40P

Communicated to the Agent S. I. Railway for information and guidance with reference to his letter to the Consulting Engineer for Rys, Madras, No. 862 of the 25 Augt 97

2. A copy of these Progs: will be forwarded to the Govt: of Bombay for information.

R

H.E. No. 136 R of 24th Jany: 1898 24/1/98

Forwarded. 17.2.98

2.34 28.1.98

31/1/98

Flag D

2/2/98

To
The Agent S. I. Ry
" - Agent S Mar Ry
" - Agent & Ch. Engr Nil Ry
" - Consg Engr for Rys
" - Exr G. Ry Accts
" - Resident in Mysore with C.L.
~~" - Ext of Stn~~

24/1/98

Despatched - 26/1/98

HE + Hms 26.1.98

R 2.2.98

P.W. 40
1090—26-11-97.

Public Works (1898) Department.

Railway

CURRENT No. 332

From The Govt. of Bombay

Order

No. 744

ER

I propose to send printed
spare copies of exactly what we sent
in manuscript as we made a note with our memo in
period that printed copies will follow.
Please say if you approve.

V.L.
9/3/98

Dated 5th March 1898.

Received
Registered } 7.3.98

Enclosures

Spare copies

SUBJECT.

Erode - Nanjangode Survey &c.

Acknowledging the receipt of the manuscript copy of the Go. &c. — & awaiting the receipt of the printed copies.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
7 MAR 1898
MADRAS.

No. 744 of 1898.

P. W. Department, Railway Branch.

Bombay Castle, 5 March 1898.

To

The Joint Secretary to the Government of Madras,
Public Works Department.
Railway Branch.

Sir,

I am directed to acknowledge the receipt of the manuscript copy of the Proceedings of the Madras Government forwarded under your Docket No. 136, dated 24th. January 1898, and to state that the receipt of the printed copies, which were to follow, is awaited.

I have the honor to be,
Sir,
Your most obedient servant,

J. Wilcock

Under Secretary to Government.

Documents-accpg.
Nil.

931