

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 1445. *Ry.*

DATED

11th Dec 1899.

[Despatch Abstract.]

Mysore and West Coast Railway Sessy.

Directing that a notification be published
authorising Mr. H. Groves, Eng^r.-in-Chief
of the — to perform all or any of the
operations necessary for the execution
of the Sessy. —

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

RAILWAY.

Government {1899} of Madras.
PUBLIC WORKS.

Recd.

Regd.

} 1899.

Enclosures

Spare copies

G.O., No. 1304 Ry., 11th November 1899.

NOVEMBER.

Mysore and West Coast Railway

Communicating to the officers concerned, correspondence on the subject of the commencement of the survey of the — and the appointment of Mr. H. Groves as Engineer-in-Chief.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

G.O., Nos. 639-40 R., dated 4th October 1895.

ABSTRACT.—Forwarding, with remarks, to the Government of India plans and estimates of, and a report on, the Arsikere-Mangalore Railway Survey.

G.O., Nos. 944-45 R., dated 6th November 1896.

ABSTRACT.—Forwarding, with remarks, to the Government of India the final plans and estimates of, and a report on, the Arsikere-Mangalore Railway Survey.

G.O., No. 1162 Ry., dated 16th October 1899.

ABSTRACT.—Recording correspondence informing Major-General Cole (retired) that there is no prospect of his being granted the concession to construct certain light Railways in Mysore and the "Arsikere-Hassan-Mangalore Railway."

From—The Secretary to the Government of India, Public Works Department.
To—The Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 4th October 1899, No. 1857 R.C.

With reference to correspondence ending with your letter No. 601 Ry., dated the 26th May 1899, I am directed to inform you that the Government of India desire to have surveys made this working season of alternative routes for a light railway with ruling grades not worse than 1 in 25, on either the 2' 6" or metre gauge, from Arsikere or some other adjacent place on the Mysore State Railway, to Mangalore or Tellicherry respectively; and to say that the surveys will be placed under the orders of the Government of Madras.

2. I am to enclose herewith, for information, a copy of the communications noted in the margin relative to the proposed surveys, and to say that Mr. H. Groves, Superintending Engineer, who is well acquainted with the tract of country through which the surveys will pass, will be placed at the disposal of the Government of Madras for employment as Engineer-in-Chief of the Surveys. Mr. H. Groves is now on his way out from England and is expected to arrive at Bombay on the 22nd October. Orders regarding his survey operations should be sent to await his arrival in Bombay. He should also be instructed to consult the Mysore Durbar regarding the alternative alignments to be adopted within Mysore territory.

3. An estimate of the cost of the surveys, which it is presumed will not exceed Rs. 600 per mile, should also be prepared and submitted for sanction as soon as possible. The Mysore Durbar are prepared to bear their share of the cost of the surveys, a grant being made for the British portion.

ENCLOSURE No. 1.

MEMORANDUM by the Dewan of Mysore, on the Arsikere-Mangalore Railway, dated Ootacamund, 1st May 1899.

This most useful work is in abeyance because of its prohibitive cost according to Mr. Gilchrist's survey.

2. The main elements of this survey are—

Total length	...	...	...	...	...	...	137.29 miles.
Total cost	...	...	...	...	...	Rs.	1,86,88,646
Cost per mile	...	...	...	...	...	"	1,35,118

3. The heaviest ghât work included in the above begins at the 63½ mile from Arsikere and continues for 15½ miles up to the frontier.

In this length a descent of 1,650 feet is accomplished at a mileage rate of 3½ lakhs, that is for a total cost of 54½ lakhs. By adopting the rack system with, say, a gradient of one 12½ as on the Nilgiri Railway, the descent of 1,650 feet can be accomplished in some four miles at a total cost of about 9 lakhs. The adoption of such an alternative (i.e., the substitution of four miles of the rack for 15½ of the adhesion system for the steepest ghât portion) would give us the following approximate figures :—

Total length	...	...	...	...	...	...	125 miles.
Total cost	...	...	...	...	...	Rs.	141 lakhs.
Cost per mile	...	...	...	...	...	"	1,12,000

4. Even the reduced cost as above would not make the work reasonably remunerative. Moreover, it would be desirable to avoid resort to the rack system on a railway of this kind.

5. Under such circumstances it is desirable to investigate the feasibility of a light railway (on the 2½ ft. or even 2 ft. gauge) for giving us the much required railway communication between Arsikere or other convenient point on the metre-gauge Mysore State Railway and Mangalore on the West Coast. A light railway of this kind would be found sufficient for many years to come, and its average mileage cost (I believe) need not exceed Rs. 30 0 0. The existing ghât road can be utilized in part, so as to reduce the cost as far as possible. A moderate average rate of speed would be quite sufficient for the kind of traffic to be carried, and on the steeper grades this rate could be considerably reduced so as to economize the cost of working.

6. Arsikere was selected as the junction for a metre-gauge branch, because of engine accommodation, etc., at that place. With the change of gauge now proposed it is not essential that the junction should be at Arsikere. Nor would I regard the Manjerabad ghât as the only available route for the proposed railway. Where the new railway should take off and what particular ghât it should follow, should be decided, after due investigation of the country, upon grounds of cheap construction and economical working. Possibly Tiptur would be a good point from which the new railway should start if it is to go by Hassan and the Manjerabad ghât, as by taking it from Tiptur the difficult country between Arsikere and Hassan would be avoided. If the bund ghât is the better route, then possibly, the line should start from Banawar and cross the Yagachi at Belur on the road bridge and reach the top of the ghât *via* Mudigere; such a line would have to be connected by branches with Chikmagalur and Hassan. These are details which have to be settled by a thorough investigation of the country.

7. Thus the first step required is a proper survey and estimate of the entire line on the basis of a 2½ ft. or 2 ft. gauge. The Durbar are willing to join the Madras Government in getting such a survey made at once, and to provide the funds required for the portion of the line within the frontier. It is only by means of such a survey and estimate that we can definitely decide upon the merits of the proposed railway.

8. If we are able to arrive at a favourable decision, the Durbar will be prepared to construct the portion of the line within their frontier, if the Madras Government will do, or get done, the portion up to Mangalore. The understanding should be that the entire line up to Mangalore is to be regarded as one undertaking and to be managed by the same agency, the profits being divided between the two Governments in the proportion of the capital cost of their respective sections.

From—The Secretary to the Government of India, Public Works Department.
To—The Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 11th October 1899, No. 1902 R.C.

The following is forwarded to the Secretary to the Government of Madras, Public Works Department, for information, in continuation of Government of India letter No. 1857 R.C., dated 4th October 1899.

ENCLOSURE.

COPY of Govt. of India, Public Works Dept., Notification No. 431, dated 10th October 1899.

It is hereby notified for general information that His Excellency the Governor-General of India in Council, having sanctioned surveys being undertaken during the working season of 1899-1900 with a view to ascertaining the best route for a light railway on the 2' 6" or metre gauge from Arsikere or some other adjacent place on the Mysore State Railway to Mangalore or Tellicherry, respectively, on the West Coast, is pleased to place the same under the orders of the Government of Madras.

The project will be known as the Mysore and West Coast Railway Survey.

From—The Secretary to the Government of India, Public Works Department.
To—The Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 13th October 1899, No. 322 A.R.

In continuation of Public Works Department endorsement No. 1902 R.C., dated 11th instant, I am directed to convey the sanction of the Government of India to an allotment of Rs. 30,000 under head "41. Miscellaneous Railway expenditure" to meet outlay to be incurred during the current financial year on the Mysore and West Coast Railway Survey—British portion.

2. I am also to state that the Government of India are pleased to place the audit of the accounts of the survey under the Examiner of Public Works Accounts, Madras.

Telegram from—The Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Govt. of Bombay, Public Works Dept., Ry. Branch.
Dated—19th October 1899, No. 24 A.

Please instruct Mr. H. Groves Superintending Engineer arriving Bombay incoming mail of October 22nd to proceed Bangalore for charge Arsikere-Mangalore and Tellicherry Railway surveys. He will receive instructions there.

Order—No. 1249 Ry., dated 1st November 1899.

Communicated to the Consulting Engineer for Railways for the issue of the necessary instructions.

Read also the following paper:—

From—The Secretary to the Government of India, Public Works Department.
To—The Secretary to the Government of Madras, P. W. Dept., Ry. Branch.
Dated—Simla, 26th October 1899, No. 1677 G.

The following is forwarded to the Secretary to the Government of Madras, Public Works Department, Railway Branch, for information, with reference to correspondence ending with Public Works Department No. 1902 R.C., dated 11th October 1899, with the remark that Mr. Groves, while employed on the Mysore and West Coast Railway Survey, will be treated as if he were on foreign service and will receive a net salary equal to the pay of the next higher grade to that held by him in the Public Works Department. He will not be required to pay contribution for leave and pension. His service while so employed will not qualify for the special additional pension admissible to Chief Engineers, unless, while employed on the survey, he is selected for promotion to the Chief Engineer class on the Government list, in which case he would receive such promotion while remaining supernumerary. His appointment will not prejudice his selection for promotion to the Chief Engineer class.

ENCLOSURE.

COPY of Govt. of India, Public Works Dept., Notification No. 467, dated 26th October 1899.

The services of Mr. H. Groves, Superintending Engineer, 1st class, Burma, are, on return from leave, placed at the disposal of the Government of Madras.

ORDER—No. 1304 Ry., dated 11th November 1899.

Communicated to Mr. Groves and to the Examiner, Public Works Accounts, for information with reference to G.O., No. 1249 Ry., dated 1st November 1899.

(True Extract.)

FRANCIS J. E. SPRING,
Secretary.

To H. Groves, Esq., Engineer-in-Chief, Mysore
and West Coast Railway Survey.
" the Examiner, Public Works Accounts.
" the Consulting Engineer for Railways.
" the Resident in Mysore, with C.L.

Exd. A. Rungasawmy Aiyangar.

Bangalore
Dated 24th December
1899

No 14



From.

The Engineer-in-Chief,
Mysore and West Coast,
Railway Survey.

To.

The Consulting Engineer,
for Railways,
Madras.

Sir,

I have the honor to
request that you will kindly
arrange for early issue of a
notification in accordance with
clause 4, part II, of the Land
Acquisition Act, 1894, & the effect
that these surveys will proceed.

immediately, in the South Canara
and Malabar Districts of the
Madras Presidency.

2. I have asked the Joint
Assistant Resident in Mysore
to move the Resident to kindly
arrange for similar action
in regard to the Mysore State
and Coorg.

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

H. Groves
Engineer-in-Chief,
Mysore & West Coast Ry. Surveys

Papers to be read in Proceedings:—

G. O. No. 1304 Ry., dated 11th November 1899.

Letter from the Engineer in Chief, Mysore and West Coast Railway
Survey, No. 14, dated the 4th December 1899.

ORDER.

*No. 1445 Ry.
dated 11.12.99*

The following Notification will be
published in the Fort St. George Gazette
as well as in the District Gazettes of
South Canara and Malabar:—

Whereas it appears that land is likely
to be required in the South Canara and
Malabar Districts for a public purpose, viz:
in connection with a light railway from
Arsikere or some other adjacent place in
the Mysore State Railway to Mangalore or
Tellicherry respectively on the West Coast,
notice is hereby given to all whom it may
concern that Mr. H. Groves, Engineer in
Chief, Mysore and West Coast Railway Sur-
vey, his Assistants, Servants and Employees
are under section 4 of the Land Acquisition
Act No. I of 1894, hereby authorised to
perform all or any of the operations
necessary for the purpose of the Survey
of the said Light Railway.

BACK PART

2. From para 2 of the Engineer in Chief's letter it is noted that a similar notification with regard to the portion of the line traversing the Mysore State and Coorg will be issued by the Resident in Mysore.

7/2/89

R.

6/12/89

SP/4

No. 42 of 6.12.89.

Revenue Department for C.I.

To,

The Engineer in Chief,
Mysore & West Coast Railway.
" Resident in Mysore, with C.I.
" Revenue Department.
" Collector of South Canara.
" " Malabar.
" Superintendent, Government Press,
for publication of the Notifi-
-cation in Part I of the Gazette

Despatched on 12/12/89

Coorg Chief Commissioner's office.

No: 70

Dated Bangalore 8th December 1899



Notification

Whereas it has been decided by His Excellency the Governor General of India in Council to undertake surveys during the working season of 1899-1900 with a view to ascertaining the best route for a light railway from Ariakere or some other adjacent place on the Mysore State Railway to Mangalore or Tellicherry on the West Coast to be known as the Mysore and West Coast Railway Survey, notice is hereby given to all whom it may concern that, in exercise of the powers conferred by section 4 of the Land Acquisition Act, I of 1894, the Chief Commissioner has authorized the Engineer-in-chief in charge of the said survey, his assistants and employees for

for the time being engaged on this
undertaking to enter upon and survey
lands and do all other acts required
for the proper execution of their work
as provided or specified in the said
section, in the province of Coorg.

Dobb
Secretary to the Chief Commr
DB

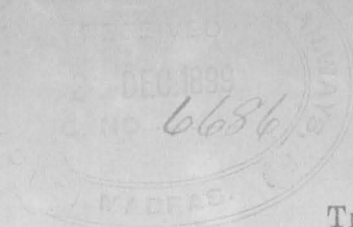
To

The Consulting Engineer for
Railways, Madras.

It is presumed that this has been published
in the Mysore Gazette - file

Ans
13.12.89 *Ans* 13/12/89

Vol



THE RESIDENT'S OFFICE.

No. *5784*
487.97

Bangalore, the 20 Dec 1899

Notification
Copy of the following letter forwarded to the

Consulting Engineer for Railways, Madras,
for information, in continuation of the
Coorg Chief Commissioner's Notification
No. 70 dated the 8th December 1899.

Dobb

First Assistant Resident.

Ans

Letter No. , dated
from the
NOTIFICATION
No. 832. Mysore State Railway.
Dated 12th December 1899.

Whereas it has been decided by the
Government of Mysore to make surveys for Railway
lines through the Mysore and Hassan Districts in
the direction of Tellicherry and Mangalore, notice is
hereby given to all whom it may concern that in
exercise of the powers conferred by sections 4 and 38
of

of the Mysore Land Acquisition Regulation VII of 1894, the Government of Mysore has authorized the Engineer in Chief, Mysore and West Coast Railway Surveys, his Assistants, servants and employes for the time being engaged on this undertaking, to enter upon and survey lands and do all other acts required for the proper execution of their work as provided or specified in the said sections.

No 4054 of 30.12.8.

Copy forwarded to the
Engineer in Chief Mysore
West Coast Railway Survey in
Continuation of No. 1445 of
of 11.12.84.

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a
13.

per R

Despatched on 30/12/84

22/12/84