M.R.O. 1—82,400—29-11-20

MADRAS RECORD OFFICE.

Government of Madras.

Finance (Marine) DEPARTMENT.

G.O. No.	881	Press ~~Mis~~
Dated	21. 9.	1899.

Not to be folded or roughly handled

Passenger and goods accomadation at Tuticorin

Passing orders on the report of the committee appointed to consider the requirements for — and to report on the question of transferring to the S. I. Railway company the land on the reclaimed foreshore for the laying of sidings thereon.

Government (1899) of Madras.

MARINE.

Recd. } 1899. *Enclosures*

Regd. *Spare copies*

G.O., No. 881, 21st September 1899.

SEPTEMBER.

Passenger and goods accommodation at Tuticorin

Passing orders on the report of the Committee appointed to consider the requirements for — and to report on the question of transferring to the South Indian Railway Company the land on the reclaimed foreshore for the laying of sidings thereon.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers :—

From the Collector of Tinnevelly, dated 16th November 1898, No. 2138.
From the Presidency Port Officer, Madras, dated 10th January 1899, No. 163/14 G.
" " " dated 2nd May 1899, No. 163/164 G.
" " " dated 5th July 1899, No. 163/240 G.
" Agent, South Indian Railway, dated 4th September 1899, No. 894.
Endorsement thereon by the Secretary to Government, Public Works Department, Railway Branch, dated 5th September 1899, No. $\frac{\text{71 R.M.}}{\text{O.}}$

Order—No. 881, Marine, dated 21st September 1899.

The Committee appointed in G.O., No. 358, Marine, dated 7th May 1898, was asked to consider the requirements for passenger and goods accommodation at Tuticorin and to report on the question of transferring to the South Indian Railway Company the land on the reclaimed foreshore for the laying of sidings thereon.

2. The Committee having considered these questions arrive at the opinion that no port land should be handed over to the Railway Company unreservedly, but that it may be allowed to occupy the requisite land on condition that it pays a nominal annual rent of Rs. 12, and on the further condition that it vacates the land on six months' notice when required by Government.

3. The Agent of the South Indian Railway Company having objected to these conditions, the Collector now advises that the land as specified below be handed over unreservedly, on payment by the Company of the cost of laying the siding, and of the price, Rs. 5,000, of the land acquired from Messrs. Ralli Brothers. The land to be so handed over is described as "a strip of 14 feet in width (7 feet on either side of the centre line of the railway) from the station yard to the terminus of the present main siding near the end of the new pier, including the triangular portion of Messrs. Ralli Brothers' compound which was acquired for Rs. 5,000, and the site of the proposed platform (150′ × 15′) adjoining the proposed passenger shed." The crossings over the Railway Station road and Beach road, which are municipal property, are expressly excluded. The land to be handed over has been entered in red by the Secretariat on the plan submitted by the Collector, now marked A. The following are the dimensions :—

	CENTS.
Along line of rails	36·76
Triangular plot adjoining Messrs. Ralli Brothers' premises	3·75
Platform adjoining Passengers' shed	5·16
Total ...	45·67

Copies of this plan will be furnished to the Agent, South Indian Railway, the Collector of Tinnevelly, the Superintending Engineer, VI Circle, and the Presidency Port Officer.

4. The Agent, South Indian Railway, agrees to these proposals on behalf of the Company, conditionally on his acceptance being confirmed by the Board of Directors, and the Consulting Engineer for Railways is of opinion that meanwhile the Government may safely proceed with the contemplated improvements.

5. The following are the works recommended by the Committee :—

(1) A passenger shed (along the main siding) in two compartments : the first a waiting shed, 60′ × 16′, and the second an examination room, 20′ × 16′, consisting of two passages, each 6 feet wide, and a counter 4 feet wide.

(2) Fencing in the reclaimed foreshore.

(3) A road 24 feet wide to be built from the southern entrance from the Beach road to the centre of the reclamation and along the central line of the reclamation to opposite the Big Bazaar road, and thence to the Beach road by the northern entrance.

(4) A platform 150′ × 15′ along the main siding, between the passenger shed and the railway line.

(5) Seven goods sheds, six of which to be 100′ × 50′ and one 80′ × 50′.

(6) The extension of the reclamation southwards up to the Bank of Madras.

(7) A new pier nearly opposite Victoria Street.

(8) A gangway for deck passengers to be bracketed on to north side of the existing pier from the toll-gate to the shore, so as to make the whole north side of the pier of uniform width.

(9) The portion of the shore from the end of the gangway to the south side of the passenger shed to be fenced in, to prevent the escape of deck passengers.

(10) The existing railway lines to be continued on the curve round the end of the present reclamation to the road.

(11) The extension of pier tram lines on the reclamation.

(12) A line of railway through the centre of the foreshore for return traffic.

6. Of these works, the fencing of the foreshore (No. 2) is already in hand. The construction of the platform (No. 4) devolves on the South Indian Railway Company. Two goods sheds will, it is reported, be enough for the present. The other five sheds and items Nos. (6), (7), (10) and (12) are not at present needed. The Superintending Engineer, VI Circle, will be directed to submit plans and estimates for the remaining works which are immediately required, viz.—

(1) the passenger shed ;

(3) the road ;

(8) and (9) the gangway on the pier and the fencing at its shore end ;

(11) the extension of both pier tram lines on shore, instead of only one as at present ; and

(5) two closed goods sheds 100′ × 50′ × 12′ to eaves, with eight doors.

These works will, it is thought, cost as much as the Government can find funds for in this and probably next year. The works should be regarded as urgent, and be dealt with accordingly by the Superintending Engineer.

(True Extract.)

(Signed) W. B. deWINTON,
Secretary to Government.

To the Collector of Tinnevelly,
" Presidency Port Officer,
" Public Works Department, Railway Branch, } with copies of plan.
" Public Works Department,
" Revenue Department.

Exd. A. Rungasawmy Aiyangar.

BACK PAPERS.

No.	Date.
5529 C	17-12-97
2633 W	21-9-97
2284 W	20-8-97
2238 W	17-8-97
2327 W	13-9-94
8400 W	29-3-94
552 W	28-2-94
14 W	8-1-94
974 mar	1-12-97
838 mar	27-9-97

mark paper

Taken over

for G.Os 999/98 485 W

R.W.D.

FURTHER PAPERS.

No.	Date.

R. Form No. 11.

No. 8 R.M.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

MEMORANDUM.

Dated Madras, 8th January 1898.

Copy of an Extract from Board's letter to the Agent, South Indian Railway, No. 199 dated 19th November 1897.

Sidings at Tuticorin

× Flag - F

× G.O. 798 Mar
11-9-97
Flag - D

The Government orders No. 642* Marine, dated 19th July, and 2284 W dated 20th August 1897, forwarded with your letters Nos. 548 and 551, and the correspondence enclosed in your No. 556 of 20th October have been considered by the Board. They agree with you that the Company might bear the cost of the sidings at Tuticorin required to facilitate the use of the sheds which the Revenue Authorities intend

8

intend to erect on the reclaimed foreshore, provided that the amount is not considerable, and subject to the estimates being sanctioned, in consideration of the advantage that will thereby be gained in obtaining a footing upon Port land; and on the condition that the land to be occupied by the sidings, and the traffic control of the sidings, be given unreservedly to the Company.

CMcnell.
Under Secretary.

Mar 25 / 528/98

8

3
2655.

To
The Secretary to Government
P.W. Department.

Mar. 24 / 542/98
8268

L.O. No 97.

Marine (1898) Department.

CURRENT No. 76

From
The Public Works Deptt
Railway Branch.

Order

No 23 Rm.

Dated 17 January 1898
Received } 18-01
Registered }
Enclosures 3
Spare copies

SUBJECT.

Transferring letter from the Agent S. I. Ry regarding the sidings at Tuticorin.

BACK PAPERS.

No.	Date.
CM 280-265C	
265C	17-1-98
~~5529C~~	~~17-12-97~~
2633W	21-9-97
2284W	20-8-97
2238W	17-8-97
~~2327W~~	~~13-5-94~~
838 Marg	27-5-97
798 Marg	11-9-97
642 Marg	19-7-97 orig.
260 Marg	18-3-97
344 E.D.	8-7-99

with F.W.C. No. 999/98
vide G.O. 435W/98

FURTHER PAPERS.

No.	Date.

South Indian Railway.

Extract from the Agent's Letter No. 556 dated Trichinopoly, the 20th October 1897, to the Managing Director.

SIDINGS AT TUTICORIN.

I have placed in the packet copies of letters which have passed between the Consulting Engineer and myself in regard to the proposal that this railway should bear the cost of certain sidings at Tuticorin, required to facilitate the use of the sheds which the Revenue Authorities intend to erect on the reclaimed foreshore. From Government Order No. 2284 W., dated 20th August, 1897, I understood that Government had decided that the cost of all sidings to be laid on the foreshore should be borne by this railway, irrespective of whether they were required in the interests of the railway or of other departments. I therefore addressed the Consulting Engineer for Railways requesting a re-consideration of this ruling, and in reply have been informed that I was mistaken in the inference and that Government had only dealt with the *main* siding to the Pier and the Turn-table on it. The Consulting Engineer however considers that as the sidings required by the Revenue Department will not be costly, it is scarcely worthwhile to object to their cost being borne by this railway, more particularly as the land on which the sidings are laid would, it is understood, be given free. It is true that old rails could be used in the sidings and the work would therefore be cheap, but it seems to me that a question of *principle* is involved, and that the decision of the Board is necessary before the Consulting Engineer's proposition is accepted. I forward the views of the Chief Engineer and Acting Traffic Manager on the question which, it will be observed, are not in favour of these sidings being laid at railway expense. My own opinion is that if the land occupied by the sidings, and the traffic control of the sidings is given unreservedly to the Company, it will be to our advantage to bear the cost of the work for the sake of footing obtained on Port land. Copies of Government Orders Nos. 642 Marine, dated 19th July, 1897, and 2284 W., dated 20th August, 1897, were sent to you with my letters Nos. 548 and 551.

AGENT'S OFFICE,
TRICHINOPOLY,
8th January 1898

True Extract.

W. de Mesurier
for Agent.

Accompaniment to the Agent's letter
No. 24 of 8. 1. 1898.

ENC. No. 1 TO E. Dle. C. No. 197 OF 1898
LETTER No. 24 d/ 8. 1. 98
FROM A.

Mad Encl 6 ×2
76/28
57 8/28

South Indian Railway.

Extract from the Managing Director's Letter No. 199, dated London, the 19th November 1897. to the Agent.

SNo 4 Flag D

SNo. 42 Flag 7

SNo 57

SIDINGS AT TUTICORIN.

The Government orders No. 642 Marine, dated 7th July, and 2,284 W., dated 20th August, 1897, forwarded with your letters 548 and 551, and the correspondence enclosed in your No. 556 of 20th October have been considered by the Board. They agree with you that the Company might bear the cost of the sidings at Tuticorin required to facilitate the use of the sheds which the Revenue Authorities intend to erect on the reclaimed foreshore, provided that the amount is not considerable, and subject to the estimates being sanctioned, in consideration of the advantage that will thereby be gained in obtaining a footing upon Port land; and on the condition that the land to be occupied by the sidings, and the traffic control of the sidings, be given unreservedly to the Company.

AGENT'S OFFICE,
TRICHINOPOLY,
8th January 1898.

(True Extract.)

W. Le Mesurier
for Agent.

Accompaniment to the Agent's letter No. 24
of 8 January 1898.

Enc. No. 2 to E. R's. C. No. 197 of 1898
Letter No. 24 d/ 8. 1. 98
From A

mar E 7 / 5 26/E9

Inter Enclos 2 3 / 76 /98
826

No. 24

South Indian Railway Co., Ld.,
AGENT'S OFFICE,
TRICHINOPOLY, 8th January 1898.

RECEIVED
10 JAN. 1898
CONSULTING ENGINEER FOR RAILWAYS MADRAS.

From
The AGENT,
SOUTH INDIAN RAILWAY,

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

C. No. 197
Recd. 11. 1. 98

Sir,

With reference to Correspondence ending with your letter No 3142 dated 5th October 1897, regarding the Cost of the Sidings at Tuticorin, I have the honor to forward herewith for your information:—

(1). Extract from my letter No 556 of 20th October 1897 to the Managing Director.

(2). extract from the Managing Director's letter No 199 dated 19th November 1897 to myself.

EN
Transfer to P.W.D. (Marine) & recommend acceptance of the S.I.R. proposal
JWS 14/1/98
FKS 17/1/98

From the latter extract you will see that the Board of Directors Consider the Company might bear the Cost of the Sidings at Tuticorin, provided the amount be not Considerable and on the Condition that the land to be occupied by the Sidings, and the traffic Control of the Sidings be given unreservedly to the Company; presumably these Conditions also apply to the main Siding to the Pier. Will you kindly Communicate to me the acceptance by Government of the Board's decision when an Estimate for the whole work will be submitted.

X

I have the honor to be,
Sir,
Your most Obedient Servant
A. E. G. Shelley
Captn. R.E.
Agent.

2 Enclosures

R. Form No. 11.

No. 23 R.M.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

MEMORANDUM.

Dated Madras, 17 January 1898.

Letter from the Agent, South Indian Railway, No. 24, dated 8th January 1898, with enclosures.

265C
17-1-98

Transferred to the Marine Department in continuation of No. 8 R.M., dated 8th January 1898, with the recommendation that the South Indian Railway's proposals be accepted.

Under Secretary.

To.

The Secretary to Government,
Marine Department.

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Encls 3/4
78/98
848

Dated
Received 189

No.

Enclosure.

DO No 97

Marine (1898) Department.

CURRENT No. 362

No 181 E d/ 30-3-98

Referred to the Revenue Dept. in continuation of P.W. Endorsement ~~Order~~ No 265 C d/ 17 January 1898, to which the favour of an early reply is requested.

W.H.C.

R.D.

To
The Rev: Dept.
Copy to R- for information

D 30/3/98

From The P.W. Department Railway Branch

No 132 R.M.

Dated 23rd March 1898.

Received } 24 - do -
Registered }

Enclosures — 1

Spare copies

SUBJECT.

Transferring letter from the Agent, South Indian Railway regarding the cost of the sidings at Tuticorin.

1. 29/3

BACK PAPERS.	
No.	Date.
Mar No. 78/98	
265 C.9	17.1-98
838 Mar	27-9-97
~~2284~~	
79½ Mar	11-9-97
642 Mar	19-7-97
360 E	27-5-97
+ papers	

FURTHER PAPERS.	
No.	Date.

No. 234

South Indian Railway Co., Ld.,
AGENT'S OFFICE,
TRICHINOPOLY, 18th March 1898.

C. No. 1371
Recd. 19.3.98

RECEIVED
MAR 1898
MADRAS.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

I have the honor to invite attention to the concluding lines of my letter No. 24 dated 8th January 1898 regarding the cost of the Sidings at Tuticorin, and shall be glad to know if Government have accepted the decision of the Board of Directors of this Company?

I have the honor to be
Sir,
Your most Obedient Servant.
M Le Mesurier
for Agent.

McD

R. Form No. 11.

No. 132 R. M.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

MEMORANDUM.

Dated Madras, 23rd March 1898.

Letter from the Agent, South Indian Railway, No. 234 dated 18th March 1898

Transferred to the Marine Department in continuation of No. 23 R.M dated the 17th January 1898.

F. D. Fowler

Under Secretary

To The Marine Department

From
The Agent,
South Indian Railway,
Trichinopoly,
To
The Consulting Engineer for
Railways,
Madras.

Dated } 189
Received }
No.
Enclosure.

2595

Mar E. 4
7/4/98

Mar E. 10
5/10/98

Mar E 11 / 5/4/98

8

1 / 2595

Mar E ~~5~~ 3 / ~~5/4~~ 8/4/98

No. 181 E

Government of Madras,
Marine DEPARTMENT.

MEMORANDUM.

Dated Madras, 30th March 1898.

Memorandum Public Works Department Railway Branch No. 132 R.M dated 23rd March 1898.

Referred to the Revenue Department in continuation of P. W. Endorsement No. 265 C dated 17th January 1898, to which the favour of an early reply is requested.

(By order)

C W Whitehead
Under Secretary

E [illegible]

To

The Revenue Department.

P. W. 41.
1,000—28-2-98.

Mar. E. A ~~4~~ ~~8~~ 12
~~542~~/98 ~~84~~
5-7-8/98

Marine (1898) Department.

CURRENT No. 542

~~Order~~ No. 311 E & 4th June 1898.

Referred to the Railway Branch in view to the remarks of the S. I. Ry authorities the Revenue Deptt. being obtained with special reference to the Port Officer's letter No. 217 dated 24th February 1898.

(Sd) A. S. R.
U. S.

To
The Railway Branch with papers in original – to be returned.

DVd 1/6 98.

From

No. 1791

Dated 25. 4. 98.

Received 3. 5. 98

Enclosures 6

Spare copies

SUBJECT.

Transf of B.P. on letter from the Collector of Tinnevelly furnishing his remarks in regard to the incidence of the cost of the railway siding at the port of Tuticorin

BACK PAPERS.

No.	Date.
90358	17.iv.1898.

FURTHER PAPERS.

No.	Date.
7848	[illegible]

Copy of letter from J. H. Baker, Esquire, Port Officer, Tuticorin No. 217 dated 24th February 1898 to the Sub-Collector of Tinnevelly:—

"With reference to your no. 217/98 dated 19th February 1898, I have the honour to state that in my opinion the traffic control of the sidings proposed should undoubtedly be entirely under that of the staff of the S. I. Ry but I doubt the expediency of handing over unreservedly the land occupied by said sidings and before deciding anything, should suggest the following information being ascertained.

(a). The guage of the rails is 3'–3¾" how much ground over and above this measurement is required?

(b). As goods will be constantly lying in the open shed what precautions will the Company take to minimise the risk of fire from sparks from the engines.

(c). What arrangements are to be made regarding the loading and unloading of goods? This is needed as, if the ground is handed over unreservedly and the Company's porters are employed it would seem that the Port Officer's authority as Conservator would cease so long as the Staff confined themselves to the space of ground made over to the Company.

(d). Whether the fact of engines moving among goods in any way affects the policy of insurance effected on said goods or if in the case of fire any claims can be made on Government by owners of goods damaged thereby.

I think in the event of these questions being satisfactorily settled and the whole expense of the cost and maintenance of the permanent way, the turn table and the cost of the land acquired from Messrs Ralli Brothers being borne by the Company that the land may be made

over

over with the only reservation that if it is absolutely necessary the Government can re-acquire same on giving the Company 6 month's notice."

(True Copy)

Exd
LB
1/4/28

Acting Assistant Secretary

13

1

1

2655

ma. E. [illegible]

5/4/98

5/4/98

1,000
19-4-95.

Proceedings of the Board of Revenue

(Separate Revenue),

Dated 23rd March, 1898.

Mis **No.** 1168.

Read the following letter from the Collector of Tinnevelly Dis No. 169/sep of 1898 dated 17th March 1898:-

"With reference to the Board's Proceedings Mis No.421 dated 2nd February 1898, I have the honour to report that I do not think it advisable under any circumstances to hand over a portion of the Port land unreservedly to the South Indian Railway Company as this course would hamper Government in case the necessity arises for subsequent alterations and improvements in the present scheme. In Government Order 642 Marine dated 19th July 1897, it has been decided that the original cost of the Railway works and their future maintenance is to be borne by the railway. The original cost would include I presume, the amount of 5000 Rupees paid for the acquisition of a portion of Messrs Rally Brothers' premises, undertaken ~~fr~~ for the purposes of the siding. In consideration ~~of~~ for this outlay I would recommend that the whole control of the railway traffic and the land occupied by the permanent way with platforms adjacent should be given to the railway company without payment of rent or toll subject to the reservation that the land should be given up after six months' notice. A copy of a communication from the port officer on the subject is enclosed.

RESOLUTION:----

Submitted to Government with reference to its ~~or-~~

endorsement Mis No. 383 Revenue dated 25th January 1898.

/True copy and extract/

R. W. Murley

Ag. Assistant Secretary.

To the Secretary to Government, Revenue Department with Governemnt Order No. 642 Marine dated 19th July 1897 and another enclosure returned.

Copy to the Collector of Tinnevelly

30/3/98

Urgent

Marine (1898) Department.

CURRENT No. 848

Order No. 357 E, 4th July 1898

Referred to the Collector, Tinnevelly, for consideration by the Committee to be convened under G.O. 358 Marine of 7 May 1898.

4.7.98

To the Collector, Tinnevelly with 11 enclosures to be returned.

4/7/98

From The Public Works Department Railway Branch

No. 54 R.M / 0

Dated 28th June 1898

Received 30.6.98.

Enclosures 11

Spare copies -

SUBJECT.

Sidings at Tuticorin

Transferring with remarks letter from the Agent, South Indian Railway, on the subject of the lands required for the ——

M. 4.
500—14-4-97.

BACK PAPERS.

No.	Date.
No. 311 E	of 24-6-98
G.O 358	7-4-1898
838	of 27-9-1897
& papers marked on the back	

FURTHER PAPERS.

No.	Date.

$\frac{O}{18}$ —19-7-97.

~~Marine~~ P.W.

~~P.W.~~

~~Revenue~~ (1898) Department.

Railway

SOUTH INDIAN RAILWAY AGENT 16.6.98 9862

E 4 / 5-18/22

~~542~~ 699

CURRENT No. ~~2655~~

Rd 3-5-98

papers ADVS 12/6/98

From The Secretary to the Commissioner of Salt, Abkari, and Separate Revenue, Madras

Mis **No.** 1168.

Dated 23rd March 1898

Received 2nd April 98

Registered 4th April 98

Enclosures 3. ~~7~~ 6

Spare copies. Recd 10-6. 98

SUBJECT.

Submitting to Government letter from the Collector of Tinnevelly furnishing his remarks called for in Government order No 642 Marine dated 19th July 1897, passing orders in regard to the incidence of the cost of the railway siding at the port of Tuticorin.

CA 2/7

Read also memo $\frac{1816}{30\text{-}3\text{-}98}$.

~~Order~~ Endt. Mis No 1791 of 25.4.98.

Transferred to the Public works Department with reference to its endorsement No 265 C. dated 17th Jan. 1898.

2. The original papers forwarded with memo No 1816, dated 30-3-98 are returned.

(By order)

W. E. Marjoribanks

Ag. Under Secretary to Government.

Papers called for in memo 338 ... 4 ... 98

To.

The Public Works Department (Railway) with enclosures.

P.T.O

T.P.R. 1.4.98

O.S. 14

E

No. 311 E., dated 4th June 1898.

Referred to the Railway Branch in view to the remarks of the S. I. Ry authorities being obtained with special reference to the Port officer's letter No. 217 dated 1st February 1898.

A L Russell
Under Secretary to Government.

C.S.

To The Railway Branch with papers in original to be returned –

No 1713 dated 11.6.98

Forwarded in original × to the Agent S. I. Railway for favour of remarks.–

C M Sewell
for Consulting Engineer for Rys

× return requested.

Papers 29 June 98

BACK PAPERS.

G.O.	No.	Department.	Date

FURTHER PAPERS.

G.O.	No.	Department.	Date.

No. 54 R.Ile/O dated the 28th June 1898

SOUTH INDIAN RAILWAY AGENT 16.6.98 9862

Retransferred to the ~~Rev.~~ P.W. Dept. General Branch with letter in original from the Agent. S.I.R. Co. No. 594 June 20th 98. The land to be made over to the Company ought to be 7 ft on each side of the ~~[illegible]~~ centre line of siding. The Railway's portion of the proposed siding ought to end outside the shed: if any sidings are wanted inside the shed the Railway would have to lay them at the expense of the Port. The Agent's proposals about loading and unloading seem reasonable. Undersigned would suggest that it would facilitate the settlement of this business if the Agent of the S.I.R. and the Collector of Trichinopoly are empowered to consult direct, and put forward a joint proposal for the approval of Govt. The matter is really a very petty one which could be settled on the ground in a few minutes if the Collector and the Agent could get together.

[illegible]
25/6/98 Jt. Sec. Ry.

No. 594

South Indian Railway Co., Ld.,
AGENT'S OFFICE,
TRICHINOPOLY, 20th June 1898.

From
The AGENT,
SOUTH INDIAN RAILWAY,

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

2920
21.6.98

CONSULTING ENGINEER FOR RAILWAYS MADRAS RECEIVED 24 JUN 1898

Sir,

With reference to your endorsement No 1713 dated 11th June 1898, I have the honor to inform you that the land to be taken up for railway purposes would be six feet on either side of the centre of the track. ③ If however the sidings pass through the sheds a difficulty will arise, and I would suggest that if any sidings of this description are laid they should neither be owned nor paid for by the railway. ① I do not propose to use any special type of engine to work the sidings, and consider our present engines with the type of spark arrestor now fitted meet all reasonable requirements. As regards loading or unloading, this had better be left with the revenue and port officials. All the control we want is that the railway should have the power of refusing badly or excessively loaded wagons, and of directing the principal shunting operations over the sidings. I do not know whether insurance policies would be affected by working engines among the sheds, but if this is feared, hand shunting might be adopted the port employes being employed for the purpose. ②

I have the honor to be
Sir
Your most obedient Servant
A. G. G. Mellery
Captain R.E.
Agent

Noted.

VE

or The files connected with this point were also put up yesterday in the bundle as

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

25/6/98

L 0 20159 G. 19

Marine (1898/9) Department.

CURRENT No. ~~23~~ 54

No. 15 E. d/ 6 Jany 99

PRESIDENCY 9 JAN 99 PORT OFFICE

To The Presidency Port Officer (unofficially)

~~Order~~

Please say when the "report" referred to by the Collector may be expected.

A L Russell.
Under Secretary to Govt.

From The Collector of Tinnevelly

Dis No. 2595/genl /98

Dated 23rd Decr 98

Received ~~5~~ 11/12 - 1 - 99

Enclosures nil

Spare copies -

No. 163/14 G

The Report has been received but is held over pending my visit to Tuticorin (which will be very shortly) to submit my remarks thereon after looking into matters personally.

~~Hatheet~~

Madras, 10 Jany 1899 } Commander, R.I.M., Presy: Port Officer.

SUBJECT.

Reporting that the report on the references mentioned in Under Secretary's memorandum No. 6492 E/16-12-98 was submitted to Government through the Presidency Port officer with this office Dis No. 2138/genl/21.11.98

Await the P.P.O.'s remarks
11 Jan 99

M 4.
1,000—8-8-96.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

No.

District Collector's Office,
Dated 25th December 1898

From
E. Scott Esquire
Ag. Collector of the
Tinnevelly District,

To
The Secretary to Government,
Marine Department,
Madras.

Sir,

Given to [illegible]
on tour on 26-12-98.

In reference to Under-Secretaray's Memorandum No. 6492 E dated 16th Decr. 98, I have the honor to state that a report on the references therein mentioned was submitted to Government through the Presidenay Port Officer with this office Dis. No. 2138/Genl. dated 21st November 1898.

I have the honor to be,
Sir,
Your most obedient Servant
For Ag. Collector

TP
26.12.98

FROM

THE COLLECTOR OF THE

District,

To

THE SECRETARY TO GOVERNMENT,

DEPARTMENT,

Madras.

Dated

Despatched 189

Received

No.

ENCLOSURES.

SUBJECT.

C.126

Marine (1898(9)) Department.

Thro' The Presidency Port officer

CURRENT No. 578

PRESIDENCY PORT OFFICE 24 NOV 98

Order

From

The Collector of
Tinnevelly:

Dis: No 2138/M of 98:

Dated 16th November 1888:

Received 4th ~~2~~ May 1899.

Registered

Enclosures 16 (1 plan) ~~3 papers, 1 file, & 1 plan~~:

Spare copies

DESPATCHED
21 NOV. 1898

SUBJECT.

Tuticorin port: Submitting report on the resolutions of the committee assembled for the consideration of passenger & goods accommodation in the ———;

BACK PAPERS.

No.	Date.

FURTHER PAPERS

No.	Date.

6

Note of the resolutions adopted at a meeting of the Committee assembled under G.O.Marine, No.358 dated 7th.May 1898, held at Tuticorin on the 9th.July 1898.

P r e s e n t .

The Collector.

The Sub-Collector.

The Executive Engineer.

Jas.Rice Esquire, Executive Engineer S.I.R.

R.Sangar Esquire, Assistant Manager, S.I.R.

The Acting Port Officer.

D.Miller Esquire.

J.H.Mansfield Esquire on behalf of D.Graham Esquire.

M.R.Ry.J.M.B.Roche Victoria Avl.

The Superintendent of Sea Customs (Mr.Chatterton) was also present.

1. Reclamation. It is considered desirable to extend the reclamation southwards up to the Bank of Madras. This should be done immediately.

2. A new pier might be built later on nearly opposite Victoria Street where there is deep water - not to the north of the existing pier, where water is shallow.

3. Gangway. for deck passengers to be bracketed on to north-side of existing pier from toll-gate to the shore; and on the shore a fence, with a 14 feet gate in it (opening inwards) for -- passing trucks along railway and for passing cattle &c on to old wooden jetty, to be built from end of gangway to south side of passenger shed.

Note-Gangway to be fenced on -- north side. It will make that portion of the pier as wide as the portion -- eastward beyond the toll-gate.

4. Passenger shed. Plan prepared by Mr.Chatterton approved, except that space for examining officers should be 6 feet wide instead of 3 feet. The room to have masonry walls up to roof on all sides, except the sea-side which might be fenced with pales of steel. Roof of Mangalore tiles, walls 12 feet high, Floor on level with platform.

Note.-Passenger shed to be used as waiting room for coolies going to Ceylon as well as for examination of baggage of persons coming from Ceylon.

5. Platform. 150×15 and of the usual height.

6. Platform and Passenger shed. to be placed so as to be clear of old wooden jetty.

7. Goods sheds. To be 100×50 - all closed with 8 doors and walls 12 feet high. All these shown in Mr.Brown's plan are --

likely to be wanted in the future. They should be built in the order indicated thereon, exact position to be fixed when railway line is fitted in. New Warehouse to be built when new combined Custom House and Port Office is built.

8. Railway lines. Existing line to be continued on curve round end of present reclamation to the road. This can be altered afterwards, if reclamation is extended. Crossing over pier tram lines to be provided.

Note.-If reclamation can be extended at once railway line can probably run straight to its southern extremity without a curve.

9. Extension of pier tram lines on reclamation. There is already one line for some distance on the shore. This to be extended to a point opposite western extremity of shed marked 1. A second line to be laid from the second line of rails on the pier up to the same point.

10. No central line of railway required at present as import goods nearly all go away to private godowns before being placed on railway.

11. Road. 24 feet wide to be built from southern entrance from Beach road to centre of reclamation and along central line of reclamation to opposite Big Bazaar road and thence to Beach road by northern entrance. If possible, space to be left along-side central road for central railway line which may be required in the future.

12. Gates. In fencing to be as shown in Mr. Brown's plan.

(Signed) A.W.B. Higgens.
Collector.

(True copy)

Collector.

S.T.T.
&
18.11.98

Mar 21/57 of 22

Meeting on 17-9-98.

Port Officer's House.- It is desirable to abandon the proposal to construct a house for the Port Officer on the Reclamation, and to improve the present Port Office and Sea Customs building so as to provide quarters for the Port Officer upstairs and a Port Office and Sea Custom Office downstairs. It is not necessary to build a new Port and Sea-Custom Office. The godowns at the back of the Sea Custom Office to be used partly as servants quarters and kitchen for the Port Officer and partly for Port Office and Pearl fishery stores. The present Government warehouse be used as a shed for dutiable goods. The fencing to be completed up to the wall of the Bank of Madras - leaving the following gates:-

(1) A nine-foot gate adjoining the Bank of Madras, of which the Agent should keep the key.×

(2) A 24-ft. gate opposite Victoria Street.

(3) A 12-foot gate opposite the Port Office.

(4) A 24-foot gate opposite Great Cotton Road(Big Bazzar road).

(5) A 14-foot gate for the existing railway.

×Note-This gate is to allow access to the north & east gates of the Madras Bank premises which open on to the reclamation and the shore respectively and which are from time to time used by the Bank Agent. The arrangement proposed will save any dispute as to his right of access to, & egress by these gates.

No gate at present required for proposed central railway.

In view of constant thefts of grain and extreme necessity for the work, the fencing to be taken in hand and completed with the least possible delay. The proposed line not to be extended between the back of the Bank of Madras premises and the sea.

Works to be taken in the following order:-

(1) Fencing and road.

(2) Passenger shed and platform.

(3) Shed Nos. 1 and 2.

(4) Reclamation and New pier.

(5) Sheds (3)(4)(5)(6)& (7).

The Port Officer's quarters and alterations to Port and Sea Custom Offices to be taken in hand early - the Port Officer having at present no house.

(Signed) A.W.B. Higgens,
Collector.

(True copy)

Collector.

17-11-98

Rev 12/528/41

Copy of letter No.R 1137/$\frac{7}{3808}$, dated 8th.November 1898 from the Agent, South Indian Railway to the Collector of Tinnevelly.

7

With reference to your letter No.411/98 dated 3rd.November 1898, I have the honour to return the file of papers therein referred to and to offer the following remarks.

2. The Board of Direc~~ø~~tors of this Company has ruled that it will agree to the cost of the sidings on the Tuticorin -- foreshore being borne by the railway provided that the land to be occupied by the sidings be given unreservedly to the Company. I have no power to accept any modifications of these terms and as the Tuticorin Pier Committee recommends the imposition of a small rent and the enforcement of a condition requiring vacation by the railway on six months notice, I fear that unless some compromise be advanced, matter will come to a dead-lock.

3. I would in the first place observe that a nominal rental of Rs 12 per annum ? mensem would be simply vexatious without -- doing any real good to the Port, and in the second that in the eventuality of the land being resumed by the Port the Company would lose the money it has expended on the sidings. The distribution~~g~~ sidings are designed for the convenience of the Port and Customs Departments, and so far as the railway is concerned are not required. The main siding to the pier has undoubtedly been a great convenience to passengers, but its -- value from a revenue point of view is infinitesimal and will be even less when the Madura-Pamban railway is opened. The Presidency Port Officer is quite incorrect in assuming that the siding would not have been made had not the Railway Authorities percieved that it was likely to largely increase their revenue in the future. No siding at Tuticorin is likely to have any material effect on the development of railway -- traffic so long as the port is handicapped by its natural -- difficulties in the landing and embarking of passengers and goods.

4. Under these circumstances I would suggest the follow-
-ing

compromise.

(a) The main siding from the Railway station to the pier with its turn-table and passenger platform to be paid for and owned unreservedly by the railway.

(b) All other sidings on the foreshore to be constructed at the cost of the railway and owned by it on condition that the land pertaining to them may be resumed by Government on six months prior notice. In the event of such resumption the capital outlay on the sidings shall be refunded to the railway.

(c) No rent to be charged for any land in railway occupation either temporarily or permanently.

5. Should you see your way to supporting these suggestions I will, if Government also concurs, again address my Board on the subject of these ~~sif~~ sidings.

(True copy)

Higgens

Collector.

S.T.T.

18.11.98

[illegible]

Tinnevelly District Collector's Office,

Dated 16th.November 1898.

Dis: No. 2138/M.1898:

From

A.W.B. Higgens Esquire,

Collector of the

Tinnevelly District,

To

The Secretary to Government,

Marine Department,

(Through the Presidency Port Officer) Madras.

Sir,

As promised in para 6 of my letter Dis.No.1602/98 dated 21-9-98 (disposed of in G.O.Marine-857 of 10-10-98), I have the honour to submit my report on the proposals of the Committee assembled under G.O.No.358-Marine, dated 7th.May 1898 to consider the requirements for passengers and goods accommodation at Tuticorin.

2. The Committee consisted of the following gentlemen:-

1. The Sub-Collector, Mr.J.W.Hughes.
2. The Executive Engineer-M.R.Ry.S.Gopalakrishnaiyar Avl.
3. The Acting Port Officer, Lieutenant H.S. Brown.
4. Jas.Rice Esq:, Resident Engineer S.I.R.Trichinopoly.
5. R. Sangar Esquire, Assistant Traffic Manager, S.I.R. Madura.
6. D. Graham Esquire of Messrs.Adamson Mactaggart & Co. represented by his Assistant S.J.H.Mansfield Esquire.
7. D. Miller Esquire of Messrs.A.& F.Harvey.
8. M.R.Ry.J.M.B.Roche Victoria Avergal,

and myself.

The Committee met on the 9th.July and the 17th.September 189 at Tuticorin and discussed the matters in issue both on the ground and in the Sub-Collector's Office adjoining. Mr.Chatterton the Superintendent of Sea Customs also attended the Meetings, and the Manager of the Branch Bank of Madras was pr -sent at the second meeting. Copies of the original resolutions and a plan to illustrate them are submitted.

3. It will be observed that among the resolutions of the 17th.September is one which places the works proposed to be done in a certain order. It will, I think, facilitate an understanding of the matter if I make a few observations on each work - omitting the Port Officer's quarters and the provision of a new Sea Custom and Port Office about which I have already reported and on which Government, in G.O.857-Marine, of 10-10-98, has passed orders.

(1) Fencing the foreshore and the provision of roadways on the foreshore.-

Government has already in G.O.No.1841-W, dated 20th.July 1898 sanctioned a sum of Rs 5890 for the fencing work. The proposals of the Committee in regard to the gates required have been already communicated to the Executive Engineer, and his attention has been drawn to the strong opinion expressed by the Committee in regard to the extreme urgency of this work, in order to protect merchandise, and particularly grain which lies on the foreshore, from petty theft, which is rife and is carried on more or less with impunity on account of the difficulty of protecting exposed heaps of bags. I trust that it will be found possible to carry out this work in the current year. Scarcely less important is the provision of a broad roadway north and south along the centre of the foreshore, communicating at each end with the Beach-road by bends opposite the main thoroughfares called Big Bazaar street and Victoria street. If the roadway is not made simultaneously with the fencing, traffic along the Beach-road will become even more congested than it is at present. I have the honour to request therefore that the P.W.Department may be directed to at once prepare an estimate for the 24 ft.roadway shown in the plan, and that the work may be carried out early.

(2) Passenger-shed and platform.-

The Committee proposes that the passenger-shed may be placed, as shown in the plan, along-side a platform 150' long by 15' wide and of the usual height. It is proposed that the platform and the Passenger-shed should be placed clear of the old jetty, so as to allow ready access to the old jetty for the shipping of cattle, and it is further proposed that in order to

ensure that all deck passengers coming from the pier shall go to the passenger shed for the examination of their baggage, a fenced gangway should be bracketted on to the side of the pier between the toll-gate and the shore, so as to make the whole northside of the pier of uniform width, and a portion of the shore fenced in, so that there should be no escape: the fencing would however be provided with a 14 ft.gate opening inwards which could be closed when deck passengers arrive, but opened for the passage of cattle to the old jetty or (eventually) for the passage of trucks. The shed itself is proposed to be constructed in two compartments - the first a waiting shed 60'X16', to be entered by a 6 ft.door on the south and quitted by a 4 ft.door on the north, and the second an examination room (under the same roof), 20'X16', consisting of two passages, each 6 ft.wide and a counter 4 ft.wide. The deck-passengers who are in the waiting room would be passed out in batches into the part of the examination room on the west side of the counter, and, after examination of their baggage at the counter by the Customs Officers, who would stand on the eastside of it, they would be allowed to leave by the north door. Passengers other than deck passengers could pass along the main pier as at present, and through the 14 ft.gate and enter the Customs examination room on the east side and have their baggage examined either at the counter or on the platform and leave by the door by which they enter. It is proposed to build the shed with walls 12 ft.high on all sides, except on the seaside (East) which might be fenced with steel ~~plates~~ pales 12 ft.high. The walls are to prevent the removal of dutiable articles by persons who are not passengers, before examination - the roof to be of Mangalore tiles, - the floor level with the platform. The arrangements proposed appear to me to be very suitable. The waiting shed would also be of use for the temporary accommodation of cooly passengers on their way to Ceylon. I request very early orders to the P.W.Department to prepare an estimate for the gangway and fence and shed.

(3) Goods sheds.- The cargo which arrives at Tuticorin and some of that which is exported has at present to lie on the foreshore exposed to the weather. It is proposed in course of

17?

note

In order to fit the space available it is proposed to make shed No.4 80'x50' - instead of 100'x50'.

time to build as many as 6 new corrugated iron goods sheds 100'x50' for the temporary storage of cargo.⊗ These sheds will bring in a good revenue. The Committee believes that it will be best to build them in the order indicated by the serial numbers 1 to 6 in the plan, and recommends that Nos.1 and 2 for which there is the greatest demand should be built immediately and the rest as funds allow, after item (4)- Further Reclamation ~~&~~ and New Pier- has been disposed of. In this recommendation I strongly concur. -- These sheds will be the more useful when, as is proposed in connection with the provision of accommodation for the Port Officer, the existing Government warehouse for non-dutiable goods is converted into a Sea Customs godown for dutiable goods. Shed No.1 at least should be constructed at the same time that the alterations in the Port and Sea Custom Office are carried out, so as to keep up the existing accommodation for non-dutiable goods, and No.2 as soon as possible afterwards, and others in succession.

(4) The Committee considers that in order to keep pace with the trade of the port, another Government pier should be constructed. For this it proposes an extension of the existing reclamation in a southerly direction as shown in the plan, and the construction of ~~the~~ a new pier so as to abut on part of the new reclamation. I think that it is quite possible that in course of time a second ~~new~~ pier will be required. Meanwhile its cost and the cost of the proposed addition to the reclamation might be ordered to be investigated and reported on. It is considered -- that the site proposed for the new pier will be suitable, because a pier in that situation will have deep water along-side it, -- whereas alongside the present ~~new~~ pier the water is very shallow.

(5) Other improvements suggested are the following:- (a) the continuation towards the shore of one of the tram lines of rails running from the pier towards the Customs House, so as to facilitate the removal of merchandise to and from the pier. This is not a large work and might be carried out immediately with advantage. At present there are two tram lines on the pier and only one on the shore, which is an awkward arrangement- (b) the continuation of the railway line southwards, when the proposed new pier may be constructed, to a point on the proposed addit

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reclamation, immediately in line with the north wall of the Bank of Madras premises, and a line from that point for return traffic through the centre of the foreshore back to join the pier branch at a point north of the fencing. This railway will very possibly not be wanted for several years to come. At present there is no difficulty experienced in working the return traffic over the existing line. Contrary to what would be imagined also the merchants do not remove imported goods at once by rail from the foreshore, but take them to their godowns and manipulate them -- there, and then convey them to the Railway station. This custom is likely to continue, and it was for this reason that the committee put the provision of a road on the foreshore as the next most important work after the fencing.

4. Referring to endorsement of the Marine Department No.357E dated 4th. July 1898 I have the honour to report with regret that through over-sight, I neglected to place the papers connected with that endorsement, which are herewith returned before the whole Committee. I subsequently had the papers placed before the members of the Committee who live at Tuticorin on the 21st. September 98. The members present passed the following resolutions:-

~~"Resolution~~s.

+ huts
The main
siding is
here before
B.

1. The Committee Members present are of opinion that no port land should be handed over to the Railway Company unreservedly and that the Company may be allowed to occupy the land they require 7 feet on each side of the centre line of siding and the land occupied by the platform 150 ft. by 15 ft. on condition that the Company pays a nominal annual rent of Rs 12/- the amount proposed by Commander H.A. Street in his 163/8-C, dated 9-1-97 and on condition that the Company vacates the land on 6 months' notice, when required by Government.

2. The Committee considers that the arrangements for loading and unloading and control of shunting proposed, by the agent may be approved.

3. The Committee considers that at present there is no objection to the use of engines and that the question of insurance difficulty does not arise so that the proposals for hand shunting need not be considered.

4. With reference to the agent's remark about the difficulty which might arise if sidings pass through the sheds it is sufficient

to observe that it is not proposed to take the sidings through the sheds."

The Assistant Traffic Manager S.I.R. was subsequently asked -- for his views, and he sent the papers again to the agent S.I.R. The Agent has, in consequence, written the letter R.1137/ $\frac{7}{3608}$, dated 8th. November 1898, copy of which is enclosed. There is no dispute regarding Resolutions Nos. (2), (3) & (4) passed at the meeting of the 21st. September 1898. They relate only to minor details. The principal point at issue is that dealt with in Resolution No. 1, i.e. the question of the ownership of the foreshore land occupied by the railway line and platform. The agent states that the Company is not prepared to pay the cost of the sidings on the foreshore unless the land occupied thereby be given over unreservedly to the Company, and on this account he objects to the payment of rent for the land which is proposed by the Committee. Finally he makes the following suggestions,

(a) The main siding from the Railway station to the pier -- with its turn-table and passenger platform to be paid for and owned unreservedly by the Company.

(b) All other sidings on the foreshore to be constructed at the cost of the Railway and owned by it on condition that the land pertaining to them may be resumed by Government on 6 months prior notice. In the event of such resumption the capital outlay on the sidings shall be refunded to the Railway.

(c) ~~The~~ no rent to be charged for any land in Railway occupation either temporarily or permanently.

and he asks that I should support them, and promises that, if Government should agree to them, he will address the Board of -- Directors of the South Indian Railway again on the subject. In this connection I submit the following remarks:- There is perhaps, as represented in this office letter Dis. No. 169/Sep. of 98 dated 17th. March 1898, some advantage in retaining the ownership of the land occupied by the main siding in the hands of Government, but it is an uncertain advantage and there is, to my mind, no great likelihood of any difficulty arising on account of the transfer of the land to the S.I.R. Company. I would accordingly recommend that the transfer should be made on payment by the -- Company of the cost of laying the main siding and the price --

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(Rs 5000) paid for the portion of Messrs. Ralli Brothers premises which was acquired. The land to be so handed over would be a -- strip of 14 ft. in width (7 ft. on either side of the centre line of the railway) from the station yard to the terminus of the present main siding near the end of the new pier, including the -- triangular portion of Messrs. Ralli Brothers compound which was acquired for Rs 5000, and the site of the proposed platform (150' x 15') adjoining the proposed passenger shed, but not including the crossings over the Railway station Road and Beach road which are Municipal property, and must remain as such. No arrangement need now be made about land for a turn table which is not required, nor for land for further sidings which are not required and will not be required until a second new pier is built. If the proposal for a second new pier should eventually be sanctioned, the terms on which any further extension of the Railway sidings can be made can be considered.

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

Collector.

S.T.T.
18.11.98

No. $\frac{163}{164}$ G

Forwarded, observing that I concur in the views of the Committee in respect to the following points, viz,--

- (1) Fencing the foreshore and the provision of roadways on the foreshore;
- (2) Goods shed;
- (3) An additional pier;
- (4) Rent on port lands occupied by the Railway Company.

I regret the delay that has occurred in dealing with this matter. It was caused by my not being able to visit the port before for the special purpose of looking into the matters specified in the papers, owing to the Port Officer being absent on pearl fishery business at times when the duties of my office would have enabled me to leave Madras, and also to my own absence on inspection work during the early part of the year.

Commdr., R.I.M.,
Presidency Port Officer.

Madras,
~~27th April~~, 1899.
2. May

Marine DEPARTMENT.

READ the following :—

Letter from the Collector of Tinnevelly, No. 2138 dated 16th November 1898.

Endorsement thereon by the Presidency Port Officer, Madras, No. 163/164 G dated 2nd May 1899.

Railway Sidings & Passenger and Goods Sheds at Tuticorin.

Circulated to

H. E. the Governor ✓
The Hon. Mr. Arundel C.S.I.
Flag A.
The Hon. Mr. Winterbotham

~~The Rev. Dept for C. 2~~

No. 293 E of 10 June 99
To R. Urgent
& Flag A.
For favour of remarks with reference to His Excellency's note of 8.6.99.
C.S.
9.6.

Reference? F.W. 1/6
at the end of the note

FOR ORDERS

In 1893, it was represented to Government by one of the local merchants of Tuticorin that the question of the site of the proposed pier with reference to its connection with the railway system, an object of manifest importance to the trade, should be reconsidered. A Committee was thereupon formed to investigate the matter. The Committee expressed itself in favour of the site selected and recommended the reclamation of a portion of the foreshore on which to lay a siding from the railway station to the land end of the pier. The reclamation was estimated by the Committee to cost Rs 10,000 and the siding Rs 2,000. This arrangement, it was represented, would reduce the length of the pier by 90 feet and effect a saving in its cost which could be utilised

on

[P. W. 43. / 1,000—28-2-99.]

Resume for ci. 20/5. R 3/6 H 3/6. R 9/6

on the reclamation and siding work. These proposals were approved by S4 Government and the reclamation was started. As the proposed siding passed through private property, the land had to be acquired at a cost of Rs 5,000.

Flag B.

2. In 1897, the Presidency Port Officer raised the following questions:—

S42
⊖ Vide G.O. 642 Marine, dated 19th July 1897
Flag D.

(a) whether the original cost as well as the maintenance of the siding and turn-table should not be paid for by the South Indian Railway Company

(b) whether the Company should not pay rent for the land occupied by their siding within port limits, and

(c) whether the cargo hauled by the Company on the port premises should not pay landing and shipping dues.

In passing orders on these questions, the Government S42 decided that as the siding and the turn-table formed part of the railway system, the Railway Company should pay for the original cost as well as the upkeep. The proposals that the traffic of the railway should be tolled by the Port Department and that the Railway should pay rent for the use

Flag D.

use of the reclaimed land, were ordered to stand over.

Flag K.

3. Meanwhile, the Collector S44 proposed certain minor improvements, including additional railway sidings to the Customs sheds. As regards these additional sidings, the Agent, S. I. Ry, maintained, in a letter Enclos. to S55 to his Board of Directors, that they might be constructed and worked by the Railway Company, if the land occupied by the sidings and the traffic control of the permanent way were given unreservedly to the Company. S54 The Board of Directors approved of the Agent's proposal, in consideration of the advantage that would thereby be gained in obtaining a footing upon port land. S55 The Agent, thereupon, desired to apply this principle to the main siding also. This question was, after some preliminary discussion, referred to S60 a Committee which had been convened at Tuticorin to consider certain other local port requirements. This Committee has made the following recommendations.

⊖ Flag F

× Flag G

× Flag H

⊗ Flag I.

Flag J.

"The Committee members present "are of opinion that no port land "should be handed over to the Railway "Company unreservedly, and that that the "Company may be allowed to occupy the land "they require, 7 feet on each side of the "Centre line of Siding* and the land occupied by the platform 150 feet by 15 feet, "on condition that the Company pays a "nominal annual rent of Rs 12, - the "amount proposed by Commander H. A. Street "in his 163/8 G, dated 9th January 1897, and "on condition that the Company vacates the "land on 6 months' notice, when required to "by Government."

4. The Agent does not accept these Conditions and insists that the land on which the siding is laid should be handed over to the Company unreservedly. Unless this is done, the Company is not prepared to pay the cost of the Siding. The Collector advises that the land as specified below be handed over unreservedly, on payment by the Company of the cost of laying the main Siding and the price paid to Messrs. Ralli Brothers (Rs 5,000) for a portion of the land acquired from them.

" The land to be so handed over would be a strip of 14 feet in width "(7 feet

* Note. The main Siding is here referred to.
R. S.

Flag C

Flag J.

"(7 feet on either side of the centre "line of the railway) from the Station "Yard to the terminus of the present "main siding near the end of the new pier, "including the triangular portion of "Messrs. Ralli Brothers Compound which "was acquired for Rs 5,000, and the site of the "proposed platform (150'x15') adjoining the "proposed passenger shed, but not including the crossings over the Railway Station "road and Beach road which are municipal property, and must remain as such".
The additional sidings proposed to the Customs sheds are now said to be unnecessary at present.

5. The Consulting Engineer for Railways might perhaps be asked to advise on the limitations proposed by the Collector.

5.60
Vide G.O. 358 Mar. d/ 7th May 1898 - Flag M.

6. There was another matter relegated to the last mentioned Committee, viz, the Construction of sheds.

The Collector of Tinnevelly had recommended,* S44 and the Board supported, the Construction of a shed for the examination of Passengers' luggage and of two open and one closed shed for the storage of cargo. But there was a difference of opinion as to their location and size. The Collector proposed for the passenger Shed a site South of the pier siding

× Flag K.

leading to the Custom house, and the Railway authorities were in favour of a site along the main Siding. The Collector proposed a shed 35'x15', the Board of Revenue one 20'x40' and the Agent one 75'x35', while the Hon: Sir H. Bliss preferred a shed 200'x15' or 18'. The Committee recommend the following:—

552
Flag L.

vide tracing in file

(1) Passenger shed (along the main siding) in two Compartments, the first a waiting shed 60'x16', and the second an Examination room 20'x16' consisting of two passages each 6' wide and a Counter 4' wide.

2) Fencing in the reclaimed foreshore

(3) A Road 24' wide to be built from Southern entrance from Beach road to centre of reclamation and along central line of reclamation to opposite Big Bazaar road and thence to Beach road by northern entrance.

4.) A platform (150'x15') (along the main Siding) between the Passenger Shed and the railway line.

5) Seven goods sheds, six of which to be 100'x50' and one 80'x50'

Extension of the reclamation Southwards up to the Bank of Madras.

7.

(7.) A new pier nearly opposite Victoria Street.

(8.) Gangway for deck passengers to be bracketed on to northside of existing pier from toll gate to the shore, so as to make the whole northside of the pier of uniform width.

(9) A portion of the shore from end of gangway to south side of passenger shed to be fenced in, so that there should be no escape of deck passengers.

(10.) Existing railway lines to be continued on curve round end of present reclamation to the road.

(11.) Extension of pier tram lines on reclamation

(12) A line of railway through the centre of the foreshore for return traffic.

—

^ & 2/3rds to Customs

Flag V.

Items (1) & (4).- Passenger shed and platform

One third of the cost is debitable to Port Funds and provision ^ has been made in the current year's budget to meet it (Rs 1,233).

Item 2.- Fencing in foreshore.

Estimate amounting to Rs 5,890 for this work was sanctioned in G. O. 1841 W., d/20th July 1898. Half of

x Flag U.

this

& half to Customs

this is debitable to Port Funds. An allotment to meet this portion was made last year; there was thus no necessity to provide for the same in the current year's budget; but the allotment from ~~the~~ Port Funds was ~~have since been~~ surrendered at the end of the last official year. The amount will be reallotted from the reserve with the P.W.D. when the statement of demands for incomplete works comes in.

Item (3). Road.

This is said to be urgently needed. The Collector says that if the roadway is not made simultaneously with the fencing, traffic along the Beach road will become even more congested than it is at present. No provision has been made for this work in the budget.

Item (5). Goods sheds.

Two of the seven sheds proposed are said to be immediately required. There is a provision of Rs 3000 in the current year's budget for an open shed for goods.

Flag V.

Items (6) + (7) are proposed in order to keep pace with the trade of the port.

Items (8) and (9) appear to be necessary adjuncts to the pier & Passenger shed.

Items (10) + (11) are intended to facilitate the

the removal of merchandise to and from the pier. It is recommended by the Collector that they ~~might~~ be carried out immediately with advantage.

Item (12) Stated by the Collector not to be necessary for the present.

7. The Presidency Port Officer recommends the following:—

(1) Fencing the foreshore and the provision of roadways on the foreshore.

(2) Goods shed.

(3) An additional pier

but he says nothing as to the other proposals.

C.S. I recommend (1) that the ~~following~~ fencing of the foreshore, for which an estimate is ready, be taken in hand at once, & funds allotted –

(2) that estimates be called for

(a) for passenger shed

(b) for platform, to be constructed by S.I.R.

(c) for road recommended by Committee –

(d) for gangway on pier. &

fencing it its shore end. as recommended by the Committee.

(e) for extending both pier tram lines on shore, instead of only one as at present.

(f) for 2 closed goods sheds 100' × 50' × 12' to eaves, with 8 doors.

These works will give us quite as much as we can find funds for in this & probably next year, & the other proposals of the Committee which are all useful & desirable may await completion of those now recommended

L.B. 20.5.99

Revenue Department

No objection in this dept. to the estimates prepared being called for & the views of the C.E. of R. sh^d be obtained before the estimates for the Customs work are sanctioned to the sanction of the estimate for fencing the reclamation

S.P. 11.6.99

I should like to have the opinion of the Consulting Engineer for Railways.

A.W. 8.6.99

I have written to the Agent and await his reply. I hope he will accept the Collector's suggestion

FKS 16/6

To Marine Dept u.o.

Await further communication from R.

G.S.

19.6.99

No. 163 G
240

Presidency Port Office,

Madras, 5 July 1899.

Heading ~~Port Improvements~~
Tuticorin

From

Commander T. G. R. Finney, R.I.M.
Presidency Port Officer,
Madras,

To

The SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
CHEPAK.

Sir,

I have the honour to request that early orders of Government may be obtained on letter from the Collector of Tinnevelly dated 16^th November 1898, No. 2138, forwarded with this Office Endorsement No. 163/164 G of 2^d May 1899.

2. The Goods Sheds for Tuticorin for which provision is made in the current year's budget (G.O. No. 291 Marine dated 28^th March 1899) are urgently required. The Port Officer, Tuticorin, reports that a Local Firm, Mr. G. Zellweger, has represented to him the need of a shed for storing so

prior to shipment, and that he expects to export 3 steamer loads of salt monthly in future to the Straits Settlements.

I have the honour to be,
Sir,
Your most obdt. servt.,

Commander R.I.M.
Presy. Port Officer

L0474

Marine Department.

No. 344E of 8-7-99.

To

R. (U.O.)

Will you please ask the Agent, South Indian Railway to expedite his reply to the reference said to have been made to him, about the railway sidings and other improvements proposed for the port of Tuticorin, if no reply has yet been received. ~~[illegible]~~ The Collector of Tinnevelly and the Presidency Port Officer are pressing for an early decision of the question.

8.7.99

W

Our file is in Madras. Orders have been given to issue an urgent reminder

11.7.99.

(1) Issue
(2) L.G.

Await the Agent's reply

12.7.99

No. 388E of 28-7-99.

To

R. (U.O.)

Will you please say if any reply has been received from the Agent, South Indian Railway.

28.7.99

Reminder to A put up

2/8/99

To

M.

A reply has not been received from the Agent, S.I. Ry. A second reminder was sent him on the 2nd instant.

8.8.99 for R

Await the agent's reply

With file.

prior to shipment and that

Marine Department.

No. 459E of 1-9-99

To

R (U.O.)

Will you please remind the Agent, South Indian Railway, once again, as the matter is very urgent?

1-9-99

J.W.S.

M

with file

U.O. No. 3/2/9/99.

To W

A telegram was despatched today to the Agent, South Indian Railway

2-9-99

for R

I put up a copy of a letter just received from the Agent S.I.R. fully accepting the terms offered. On receipt of his Board's confirmation the matter can be finally settled by G.O. but meanwhile action may be safely taken.

5/9/99

Await reply

Marine (1899) Department.

CURRENT No. 1219.

Order

From The Joint Secretary
Railway Branch

No. S. 71 $\frac{\text{R.M}}{\text{C}}$

Dated 5-9-99.
Received 6-9-99.
Enclosures Nil
Spare copies –

SUBJECT.

Forwarding Copy of a letter from the Agent South Indian Railway regarding the Railway Sidings and other improvements proposed for the port of Tuticorin.

BACK PAPERS.

No.	Date.
459 E	1-9-99
344 E	8-7-99
293 E	10-6-99
335-6 D	31-5-99
294 D	25-5-99
267 D	20-5-99
291 Mar	28-3-99
193 Mar	2-3-99
	therefrom

FURTHER PAPERS.

No.	Date.

R. Form No. 44.

No. 71 Rw/O

Government of Madras.

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

MEMORANDUM.

Dated ~~Madras,~~ Ooty, the 5th Septr 1899.

Letter from the Agent, South Indian Railway, No. 894, dated 4th September 1899.

With reference to your telegram No. 57 C. of the 2nd instant and in reply to your letter No. 103/O, dated 17th June last, I have the honour to inform you that subject to confirmation by the Board of Directors I accept the terms mentioned in your letter as ?those under which the South Indian Railway shall own the Siding and Passenger Platform on the Tuticorin Foreshore, viz, that on payment by the Company of the cost of laying the main Siding and of the price (Rs. 5,000) paid for the portion of Messrs. Ralli Brothers premises acquired, the strip of land (14 feet wide) occupied by the main Siding from the station yard to the Pier, as well as the triangular portion of Messrs. Ralli Brothers premises just referred to, together with the site for the proposed platform (150' × 15') adjoining the proposed Passenger Shed, shall be made over to the Railway, it being understood that the land occupied by the two crossings over the Railway station, and Beach Roads shall remain Municipal property.

In connection with the accommodation for dealing with traffic our Traffic Manager points out that as at present there is difficulty in dealing with export traffic inasmuch as when more than two or three trucks have to be dealt with only the leading wagons can be placed close to the Pier involving a long lead when say 10 wagons have to be unloaded it will be advisable to extend the siding beyond the end of the Pier to the extreme limit of the reclaimed area, so as to allow of wagons being shunted up to the Pier, unloaded, and shunted past into a dead end out of which they can be hauled, when all have been dealt with.

Copy forwarded to the Secretary to the Government of Madras, Public Works Department, with reference to his note No. 459 E., dated 1st September 1899.

Secretary.

To,

The Secretary, Public Works Department.

DEPARTMENT.

Urgent

G.O. No. 881 Rn 21-9-99

READ the following :—

Letter from the Agent, South Indian Railway, No. 894, dated 4th September 1899.

Endorsement thereon by the Joint Secretary to Govt. P.W.D. Railway Branch, No. 71 R.M./O, dated 5th September 1899.

Sheds and sidings at Tuticorin

Circulated to

~~H.E. the Governor~~

~~The Hon. Mr. A. T. Arundel C.S.I.~~

~~The Hon. Mr. H. A. Winterbotham~~

FOR ORDERS

+ Flag II

Submitted with reference to His Excellency's remarks dated 8th June 1899.

2. It will be seen from the copy of the letter from the Agent, South Indian Railway read above that he fully accepts, on behalf of the Company, the terms offered by the Collector of Tinnevelly which will be found detailed in para 4 of the Note for Orders dated 20th May 1899. His acceptance on behalf of the Company is, however, it will be noticed, conditional on its confirmation by the Board of Directors.

+ Flag III

3. The Consulting Engineer is of opinion that pending the Board's confirmation ac

I think action may be taken accordingly.

A.G.H.
9.9.99

+ Flag IV

Sd/
12.9.99

H.S.
13-9-99

Wd 7/9. 1st & II 10.9.99 R 14/9

P. W. 43.

action may be safely taken by Government.

R.S.

7.9.99

Urgent

Marine DEPARTMENT.

READ the following:—

Letter from the Collector of Tinnevelly, No. 2138, dated 16th November 1898.
Do. from the Presidency Port Officer, Madras, No. 163/14 G., dated 10th January 1899.
From the Presidency Port Officer, Madras, No. 163/164 G., dated 2nd May 1899.
Letter from the Presidency Port Officer, Madras, No. 163/240 G., d/5th July 1899.
Letter from the Agent, South Indian Railway, No. 894, d/4th September 1899.
Endorsement thereon by the Secretary to Government, P.W.D. Railway Branch No. 71 R.M./O. dated 5th September 1899.

Sheds and Sidings at Tuticorin

Circulated to

~~H.E. the Governor~~
The Hon. Mr. A. T. Arundel C.S.I.
The Hon. Mr. A. M. Winterbotham.

ORDER.

Note

These papers are recirculated with the following draft order, Honourable Members not having previously specifically approved of the works brought forward in the note for orders dated 20th

Flag II. May 1899

15.9.99

No. 88/[illegible] of 21-9-99.

Order.

The Committee appointed in G.O.

*Flag M. 358 Marine, dated 7th May 1898 was asked to consider the requirements for passenger and goods accommodation at Tuticorin and to report on the question of transferring to the South Indian Railway Company the land on the reclaime

A.E.H.
17.9.99

18.9.99.

18-9-99
See note at end.

P. W. 42-A.
1,000—2-3-99.

reclaimed foreshore for the laying of sidings thereon.

2. The Committee having considered these questions arrive at the opinion that no port land should be handed over to the Railway Company unreservedly, but that it may be allowed to occupy the requisite land on condition that it pays a nominal annual rent of Rs 12, and on the further condition that it vacates the land on 6 months' notice when required by Government.

3. The Agent of the South Indian Railway Company having objected to these conditions, the Collector now advises that the land as specified below be handed over unreservedly, on payment by the Company of the cost of laying the siding, and of the price, Rs 5,000, of the land acquired from Messrs Ralli Brothers. The land to be so handed over is described as "a strip of 14 feet in width (7 feet on either side of the centre line of the railway) from the station yard to the terminus of the present main siding near the end of the new pier, including the triangular portion of Messrs Ralli Brothers' Compound which was acquired for Rs 5,000, and the site of the proposed platform (150'×15') adjoining the proposed passenger shed." The crossings over the Railway Station Road and Beach Road, which are municipal property, are expressly excluded.

It would be difficult to cram more ambiguity into two lines — What is meant by line here? Does this mean two strips of 7 ft. each one on each side of an existing line of railway?

It means a strip 14 feet wide as stated altogether, 7 feet on either side of the centre line of the railway. The centre line has nothing to do with the lines of rail. It is situated midway between them. I do not know how the meaning could have been more plainly expressed

The land to be handed over has been entered in red by the Secretariat on the plan submitted by the Collector, now marked A. The following are the dimensions:-

	Cents.
along line of rails	36.76.
Triangular plot adjoining Messrs Ralli Brothers' premises	3.75
Platform adjoining passengers' shed	5.16
Total	45.67 Cents

Copies of this plan will be furnished to the Agent, South Indian Railway, the Collector of Tinnevelly, the Superintending Engineer, VI Circle and the Presidency Port Officer.

21. 9. 91

4. The Agent, South Indian Railway, agrees to these proposals on behalf of the Company, conditionally on his acceptance being confirmed by the Board of Directors, and the Consulting Engineer for Railways is of opinion that meanwhile the Government may safely proceed with the contemplated improvements.

5. The following are the works recommended by the Committee:-

(1) A passenger shed (along the main siding) in two compartments; the first a waiting shed, 60'×16', and the second an examination room, 20'×16', consisting of 2 passages each 6 feet wide and a counter 4 feet wide.

(2) Fencing in the reclaimed foreshore.

(3) A road 24' wide to be built from the Southern entrance from the Beach road to the centre of the

reclamation and along the central line of the reclamation to opposite the Big Bazaar road, and thence, to the Beach road by the Northern Entrance.

(4) A platform 150'×15' along the main siding, between the passenger Shed and the railway line.

(5) Seven goods sheds, Six of which to be 100'×50' and one 80'×50'

(6) The extension of the reclamation Southwards up to the Bank of Madras.

(7) A new pier nearly opposite Victoria Street.

(8) A gangway for deck passengers to be bracketed on to north side of the existing pier from the toll gate to the shore, so as to make the whole north side of the pier of uniform width.

(9) The portion of the Shore from the End of the gangway to the South side of the passenger shed to be fenced in, to prevent the escape of deck passengers.

(10) The existing railway lines to be continued on the curve round the end of the present reclamation to the road.

(11) The extension of pier tram lines on the reclamation.

(12) A line of railway through the centre of

of the foreshore for return traffic.

6. Of these works, the fencing of the foreshore (No. 2) is already in hand. The construction of the platform (No. 4) devolves on the South Indian Railway Company. Two goods sheds will, it is reported, be enough for the present. The other five sheds and items Nos. (6) (7) (10) and (12) are not at present needed. The Superintending Engineer VI Circle will be directed to submit plans and Estimates for the remaining works which are immediately required, viz,

(1) - the passenger shed

(3) - the road

(8) and (9) - the gangway on the pier and the fencing at its shore end

(11) the extension of both pier tram lines on shore, instead of only one as at present, and

(5) two closed goods sheds 100'×50'×12' to eaves, with 8 doors.

These works will, it is thought, cost as much as the Government can find funds for in this and probably next year. The works

Should be regarded as urgent, and be dealt with accordingly by the Superintending Engineer.

R. S.

15.9.99

The tracing below illustrates the proposals.

The Tracing does not show the land to be made over to the Ry. Co. I think this should be marked on the plan, and the area given, or disputes which may possibly arise in the future. Colouring the area on the plan and noting the area will prevent this. The order does not mention the area.

18.9.99.

Very necessary. The description in para 3 by itself is unintelligible

18-9-99

To
The Collector of Tinnevelly
" P. P. O.
" P. W. D. Railway Branch
" P. W. D. ~~with 1 plan~~
" Revenue Department.
with copies of plan.

11/10/99