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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1656-57 (Ry)	Press
B.P. No.		Mis. <i>mis</i>
Dated	30-6-	1876

Not to be folded or roughly handled

No. 1438

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, *23rd March* 1896.

From

THE AGENT,

South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras

SIR,

I forward herewith for the sanction of Government a plan and estimate, amounting to Rupees 57,496 for the construction of a siding or branch line between the station and the salt depot at Tuticorum.

The Chief Engineer informs me this accommodation was originally proposed by Mr. Puthé, and that his successor, the present Collector of Tuticorum, considers the work should be undertaken. There can be no doubt that the merchants who at present send salt by railway are placed at much disadvantage in competing with the bandymen who carry loads of salt from the coast. The former have to carry their salt nearly two miles before it can be placed in the railway trucks.

I have the honour to be,

Sy
Your Most Obedt Servant
William B. Puthé

Agud

No 1474

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPAIAM, 3rd April 1876

From

THE AGENT, South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras

SIR,

Your letter No 314 of the 30th Inst. I believe
that it is desirable, on financial grounds, to incur the cost of
placing our line in part communication with the Government Salt
depot at Tuticorum.

Until this be done, it will not be possible; unless at
a sacrifice of revenue in the shape of reduction of rate for the
conveyance of Salt along the main line, to divert all the salt
traffic from the road to the railway.

Yours truly

Your Most Obedt Servant

Williamson B. Esq.

Agent

Received
for the
Agent
of the
Great Southern
of India
Railway
at
Negapalam
on
3rd April 1876
Wm. Williamson
Agent

N^o 82.

Tinnevely
19th April 1876

From

A. J. Stuart

Ag. Collector

To

The Consulting Engineer

for Railways
Madras

Sir

In reply to your letter N^o 447 dated 6th instant, I have the honor to state that the tonnage of Salt sold at the places to which it is proposed to make the branch line, may be reckoned at 500 tons per month.

2. In course of time if the facilities given by the Railway Company are sufficient I think the Railway will carry at least two-thirds of this, besides an additional quantity which there is at present no means of estimating, but which it is expected will be required for sale in the Madras district.

3 The first object of the Company if desirous to secure this traffic should, I think, be to undersell the Cotton producing Ryots in the carriage of Cotton to the coast, unless this is done the return carts will always carry Salt, but considering the two transactions as one, viz. the carriage

From Mr. Stuart
to Mr. Stuart
19th April 1876
A. J. Stuart
Ag. Collector
Tinnevely

of Cotton down to Tuticorin and of Salt
back, anything which cheapens either
when carried by rail, is in favor of the
Railway Company in the coming com-
petition, and there can be no doubt that
the proposed line will considerably cheapen
the cost of carriage by rail of salt, as
it will save the cart hire from the pans
to the Railway Station, a distance of
about 2 miles.

I have the honor to be
in
Your most Obedt Servt.
R. E. S. S.
By Collectors

P. 7. 3267/73

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 4 May 1876

No. 229

FROM
LIEUT. COLONEL J. H. M. SHAW-STEWART, R.E.,

Consulting Engineer for Railways,

TO
MAJOR-GENERAL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George

SIR,
I have the honour to
submit for the sanction of the Govern-
ment of India plan and estimate
for constructing a branch line between
the Tuticorin station and the salt
depot a short distance to the south of
the town.

2. The length of line to
the southernmost salt pan is 2 miles;
and, allowing for a branch to the
intermediate

*10521

From the Col. Secy.
to the Consulting Engineer
for Railways
Madras
24 May 1876
P. 7. 3267/73

intermediate pans, and a run round at
the terminus, about $2\frac{1}{4}$ miles of per-
manent way are required for the
work. The cost of providing this
forms nearly two-thirds of the estimate,
the total amount of which is Rs 7,496.

The earthwork is light,
and the cost of providing 52 lineal feet
of waterway moderate. The sum of
Rs 8356 is entered for level crossings and
fencing; owing to the line striking
the town, the number of the former
is large, and it is necessary to use
wire on both sides throughout, as a
vegetable fence cannot be grown in this
locality. Curves of 8 chains radius are

used

used, and are considered unobjectionable
under the circumstances. The plan
does not show the gradients, but it is
understood that the line is practically
level

As demonstrating the
necessity for this branch, I beg to
enclose two letters* from the Agent, and
one from the collector of Trinnevelly.

It will be observed that the salt traffic
by railway labours under a great dis-
advantage at present, owing to the
distance of the depot from the station,
and thus enables carts to compete
successfully with the rail. The
rate for salt and general goods over
the

150
*From agent No
1438 & 1474, d/28th
March, & 3rd April/76.
From collector of
Trinnevelly
No 82 d/19 April/76

the Retention was at first fixed at
one anna per ton per mile; but this
has since been reduced to 8 pice for salt,
and 10 pice for general goods, from Luti-
coin. No cotton presses have as yet
been established up country, and all
cotton is carried loose. The cotton
trucks/capacity 911 cubic feet/are not
yet ready, and only one and a half
cart loads can be got into a covered
goods wagon/capacity 541 cubic feet/.
The rate has been lowered to 2 annas
per wagon; and this reduction, com-
bined with the cheap rate for salt,
will it is hoped, drive the carts out
of competition.

Carts

5 Carts have been carrying
cotton at 9 pice per mile per load; but if
the salt traffic can be secured to the
Railway, they will no longer be able
to work at this low rate. There can
be no doubt that it will be difficult
to obtain any but long-distance salt
traffic, unless the depot is put in
communication with the railway. —
The salt and cotton traffic go together,
and any measure which will cheapen
the carriage of either will have a
double effect on the financial prospects
of the line. This view is held by
the collector of Tinnevely, who sets
down the probable traffic in salt at

P. H. 1876 Department

82-3267

No. 146. Triveny 7th June 1876. 12
From, A. J. Stuart Esq
Collector
To The Consulting Engineer
for Railways
Madras

Sir, In reply to your letter no 659
dated 22 ultimo, I have the honor to
report as follows

It is impossible to move the Tuticorin
salt heaps to the railway, or indeed
any nearer to them than they are now
because salt works require 1st a salt
creek, 2^d a large open and level space
of low ground of clayey soil for the pans
in which the salt is formed and a consider-
able area of ground for the storage of salt.

None of these requirements are to be
had nearer than the existing pans are
to the Tuticorin Railway Station, which is
situated in the Centre of the town of
Tuticorin and surrounded by buildings on
grounds most of which are private property.

N^o 1630-

Recd. 28.6.76 M^{rs} 31.6.76
C^{ir}. 24.6.76 M^{rs} 28.6.76
C^{ir}. 9.5.76

Submitting for
the sanction of the Govt.
of Madras the
estimate for the construction
of a branch line between
Tuticorin Station & the
salt deposits near by
6th May 1876.

No. 229.

Dated 4th May 1876
Received 28th May 1876

To
The Secretary to Government,
P. W. Department,
Fort Saint George

From
The Consulting Engineer
for Railways,
RAILWAY DEPARTMENT.

No. 1790

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 16th June 1876

From

THE AGENT,

South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras

SIR,

Your letter No 553 of the 22nd Decr
The Traffic into Tuticorum consists principally of cotton
and grain it is impossible with any degree of accuracy to state
what portion of this traffic would be diverted from the road
to the railway by the meeting of a Salt Branch at Tuticorum
There can be no doubt that if the railway trucks were loaded
at the Salt depot we should be in a much better position
to compete with the bandymen. The cost of the branch is estimate
d at Rs 57496 it would require therefore (assuming working
expenses to be 50 per cent) only a weekly sum of about Rs 110.
to return five per cent upon the construction cost I have not
the least doubt we should receive above this from the carriage
of traffic diverted to the railway, a truck load of goods daily
between Madras and Tuticorum would more than produce it

2. The siding or branch will not require any special
signals nor gateways for its working the shunting engine will
run but not stop daily over the branch and the engine will stop
at each signal for the shunter to unlock and insert the gates
3. The Railway Company would prefer having the
Salt depot brought to the station the Collector of Tinnevely
must say if this could be done at a less cost than the branch
is estimated for

4. Tuticorum salt has already been conveyed as far as

Mr 444/76

Informing that
it is impossible to move the
Tuticorum Salt heap to
the Railway.

1876
The Consulting Engineer
for Railways
Madras
16th June 1876
Dated 16th June 1876
Structure done

1876
The Consulting Engineer
for Railways
Madras
16th June 1876
Dated 16th June 1876
Structure done

1774641
21
Under a distance of 13 miles it will be made to estimate
that this will with command to make it as near as possible
station

5. The rates for family use in such cases have been fixed
1 charge from the salt depot to the railway station is 10 cents
1 and 1/2 paise per family

It is the intention to
for some time to come
William 31st

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RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 20th June 1876.

No. 301.

From
LIEUT-COLONEL J. H. M. SHAW-STEWART, R.E.,
Consulting Engineer for Railways,
To
MAJOR-GENERAL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

In reply to the
order of Government dated the 16th
ultimo, No 92, I have the honour to
submit the following observations upon
the points raised with regard to the
proposal for constructing a branch
line between the Trichinopoly Railway
Station and the Salt Depot to the
South of the town. Letters from
the Collector of Trinnevelly and the
Agent

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Agent of the South Indian Rail.
way, bearing upon the points in
question, are also forwarded.

2. The construction of
the proposed branch is expected to
exercise great influence, not only upon
the salt traffic from Tuticorin, but
also upon the cotton and grain traffic
into the town. At present, cotton
and grain are brought into Tuticorin
by carts at abnormally low
rates, 9 pice per cart per mile; the
cartmen trusting to their return loads
of salt to make their journey's pay.
So long as the Salt Depot is at a
distance from the Railway terminus,

carts can compete successfully with the
Railway for the salt traffic; but it
is expected by all interested in the
success of the line, and with reason,
that the construction of the proposed
branch will put it out of the power
of carts to compete. The Agent
shows that a weekly sum of Rs 110
will return 5 per cent upon the
estimated cost of the branch; and
there can be little doubt that the
results will exceed that sum.

3. The junction and
level crossings connected with the
proposed branch will not entail
additions to the working expenses
under

under the head ^{of} signalmen and
gatekeepers

4. To bring the salt
works to the Railway would be
impossible, as explained by the collector.

5. Tuticorin salt has
already been carried by rail as far
as Dindigul, a distance of 137 miles.
Dindigul is exactly half-way
between Tuticorin and Negapatnam,
and there is good reason to sup-
pose that the following stations
will be regularly supplied with
Tuticorin salt.

Names of stations	Distance from Tuticorin
Shattaparai	9 miles
Maniacchi	18 "
Cheringomadai	24 "
Thiruvellay	36 "
Kadambur	28 "
Kovilpatti	42 "
Tattur	55 "
Thoolookaputti	61 "
Virduputti	72 "
Thimungalim	88 "
Thiruparanguandam	94 "
Madurai	99 "
Saundynelloren	105 "
Tholavandam	112 "
Amayanaikamur	123 "
Dindigul	137 "

6. Cart-hire between the
Salt depot and the Railway station
be assumed at 3 annas per
ton

ton per mile. The distance from
the nearest depot ~~is 1 1/2 miles, and~~
from the farthest 2 miles. The
average cost of conveying salt by
carts may therefore be set down at
about 4.9 annas per ton. If the
branch were constructed, the cost
of haulage by rail would be
very small, probably less than 1
pie per ton; thus showing a dif-
ference in favour of the rail.
Charges of about 1 1/2 annas per ton.
The cost of transshipping at the
terminus would be about 1 anna
per ton, giving a total of about
5 1/2 annas per ton. at 500 tons
monthly

monthly, this would amount to
£2,062 per annum; or nearly 4
per cent upon the cost of the branch.
It must however be borne in mind
that dealers object strongly to the trans-
shipping of their salt. It is very
doubtful whether any considerable pro-
portion of the tonnage named by
the collector, 500 per mensem, could
be secured to the rail except by
the construction of the proposed
branch.

I have the honour to be
Sir
Your most obedt Servt
Wm Thwaites Lt. Col. R.E.
Cons. Engineer for Railways

15

Letter from the Consulting Engineer for Railways, No. 301 dated 20 June 1876.

FOR ORDERS.

Submitted for
Orders with previous papers.

Major General
Secretary to Government.

[Handwritten initials]

RAILWAY DEPARTMENT.

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 20 June 1876.
Received 22 June 1876.

No. 301-S

Consulting of
= as a strong opinion
the private matter
will regard to the
proposed for consulting
a General Engineer to
superintend the
construction of the
and the salt to be
carried by the line.

No 631-

Recd. 28 6 76 10 12 30 1 76
Gen 24 6 76 Order 28 6 76
Dep 6 76 22-6-76

P. W. 1896 Sept.

No: 4441

FOR ORDERS

19
Observations on the proposal for con-
structing a branch line betⁿ Interimst to

Proposed extension at Interimst dated 16/9

The extension will apparently
be a carriage way
approx 20 tons
In working days
approx 5 trucks - nothing
all traffic outwards. Un-
derneath -

The extension from will
be 2 miles with four
it is stated 4 level. A
upings - and entail necessary
a junction signalman's
Have there been any cost and
of 1 per

are somewhat diminished. A revised
estimate providing for the charges
should