# Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 1905 Ry.

DATED 28th November

[Despatch Abstract.]

South Indian Railway. — Orders for the construction of a turn-stile at mile 39/1 on the Arkonam branch of the — where the Railway crosses the Athur-tal-ak lund.

Indexed.

[P. W. Ry. 500—8-5-00.]

## BACK PAPERS.

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## FURTHER PAPERS.

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R. K
Secty:

Please peruse and send on to E-R's Brn for signature of Bd R
Bd.
9/8

Mandalein
Rejoined J.P.
13-8-90
The subject is the same as that of the previous [illegible]

1890.

P. W. DEPARTMENT.

Current No. 7622

From
The Supdt of Arthur Chinglepet &c.
ENCLOS.—

No.
Dated 6-8-90
Received 13-8-90

SUBJECT.

Asking for a turn-stile across the S. I. Ry road

DISPOSAL.

No. 3392 C dated 14 Augt 90

Referred to the Cmtg: Engr: for Rep: for report.

D 14/8 RS DR

No. 1243

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 1st September 1890.

Recd 3.9.90

From

The Agent,
SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

I beg to return the enclosures to your letter No. 886, 21st August, 1890.

At the latter end of 1884 the villagers of Athur petitioned for a new bridge and level crossing, and the Chief Engineer thus reported on 28th January 1885:-

"The first request is that a new gate may be
" given at A 39, the line at this point crosses the bund
" of the Athur Tank, as Tank bunds are generally more
" or less used as foot and cattle paths a gate at this point
" would undoubtedly be useful to the villagers. At the
" time the accommodation works were fixed this Tank
" bund was in a dilapidated state, it has since been raised
" and repaired and now makes a good path. This village
" is however so well provided at present with means of
" crossing the line that I do not consider any further
" accommodation is necessary or at least that it should
" not be given unless the villagers are willing to pay for
" the cost of a pair of 6 feet gates and will guarantee the
" gates being kept closed. Between 38 and 39 miles there
are

Regarding the foregoing correspondence I have received a report from the Chief Engineer dated 29th August 1890:-

"In October 1889 I received a petition from the Adur
"people complaining that they were unable to manufacture
"a gate of the design agreed upon and requested that they might
"be allowed to make a wooden gate. To this I replied, if they
"were unable to carry out the original agreement which
"was to make a gate according to an approved design, that
"we would do so provided they deposited the estimated cost.
"Subsequent to this I have heard nothing from them."

For the reasons given below by the Chief Engineer in a letter to me dated 15th November 1887 I do not think any other form of turnstile than the one agreed upon should be erected:-

"We have given up the use of turnstiles as they do not
"prevent the ingress of small animals on to the line."

"What we use in the place of turnstiles is a V gate
"and the cost of one pair is Rs. 70. I think the Villagers
"might be permitted to make their own gate provided it
"is constructed on our own pattern but if once put up
"by them it should not be allowed to be removed."

I am, Sir,
Your most obedient Servant
William Bell
Agent.

(4. Encls.)

46

From
The Agent,
South Indian Railway,
*Trichinopoly,*

To
The Consulting Engineer for
Railways,
*Madras.*

Dated
Received
188

No.

Enclosure.

REGISTER
No. 1131
FILE
No.

Revenue
8406/90

To

The Government of Madras.

The humble petition of the undersigned inamdars of the Athur village (No. 74) in the Chingleput Taluq of the Chingleput District,

Sheweth,

That their appeal to the S.I. Ry: Co. for the opening, at the Ry: Co's expense, of a turnstile at 39/1 mile (on the northern bund of the tank), Chingleput-Conjeevaram section, S.I. Ry., in lieu of the usual thorough-fare thereat closed, was not considered in time, and that the petitioners offered, therefor, the construction of the same by themselves with a view that the Karuvelapatti wood, available from their back yards, might be utilised for the purpose; + that the Co's Chief Engineer's No. 14993 of 19th Octr: last, replying thereto that, unless and until the sum of Rs. 70 is paid by these poor ryots, the stile could not be constructed at that place, is herewith enclosed.

2.

2. That the Tallelar of the District, to whom the poor petitioners then represented their inability to comply with the Co's request, and urged that the Ry: might be moved to provide the accom-modation begged for in lieu of the usual thorough-fare, has replied, in his No. 810 of 14th June last (herewith enclosed), that the accommodation could not be provided for, unless the cost thereof is paid by the petitioners, and that his interference in the matter would effect no benefit, unless the petitioners are prepared to construct an iron-gate.

3. That the demand of a heavy sum from the poor ryots, who have asked just for a humble in place of their usual thorough-fare land, is injudicious.

4. That it is also unjust to demand the cost thereof from the ryots in case the gate is not constructed by them of iron, while it is the duty of the Ry. Co. to provide the gateway in question, the necessity of which, the Tallelar and the Ry. Co. themselves have fully recognised.

5. That the accommodation in question is unavoidable for the petitioners to enable them to inspect run and then their wet-lands lying on both sides of the rail-road at that place, and to prevent forthwith any danger that may happen to threaten the bank at the times of its overflow.

6. And that the petitioners pray that the Ry: Co. may be directed to construct, as soon as possible, the turn-stile asked for, not at the cost of the petitioners.

August 6th 1890. | Signed | A. Rungasawmy Reddy + 34 Others.

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(Translation as nearly as can be)

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SOUTH INDIAN RAILWAY,

Chief Engineer's ~~AGENTS~~ OFFICE,

Trichinopoly 19th October 1889.

No 14993
6042

Petitioners are informed that permission was given to them to erect a gate according to a certain plan, which at the time was sent to the Collector.

If they are now unable to erect the gate according to that plan & will deposit the estimated cost of the same Viz Rs 70/- the Company will erect the same for them.

Thos. T. Smith

for Chief Engineer

A. Gopaul Pillay and two others
Inhabitants of Village Settlur
Chingleput Dist

Dist.

To.

Rear petition 27.24.10.89 from the Tyrlo
of Rr. 74 Altur, Claing Lepal-talug, asking
for a turn-stile across the S. I. Rail-
road, & letter from the Sub Collector
21-13.5.90, Rr. 2004, Eng.

1810
8

Order.

The existing means of getting
across the line seem ample, & the
railway is not bound to supply a
new way for the convenience of
some of the villagers. If they will
not pay or stile themselves, we
can do nothing in the matter.

Said Supt,
1st June 90

Engineer
for Collector

DESPATCHED
3 JUN 90

To the Petitioners

Dr.
ch

REGISTER
No. 332
FILE
No.

*From*

*The Collector of the*

*Chingleput District.*

*To*

*The*

*Dated*
*Despatched*
*Received* } 188 .

*No.*

*Enclosures*

SUBJECT.

Circ 11116 dtd 4.11

3392. cdy 14-8-90

1890.

P. W. DEPARTMENT.

Current No. 8406

From

The Consg: Engr:
for Rys.

ENCLOS.— 5

No. 590

Dated 4-9-90

Received 5-9-90

SUBJECT.

Reporting on the petition
of the syots of Athur
village asking for a
water stele to be
provided on at the S.I
Ry Co's expense at 39/4
miles in the Chingleput Dt.

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DISPOSAL.

No. 3883. C dated 25th Sept. 90

Referred to the
Consg: Engineer for Rys:
for report. with advertence
to the Hble members
query.

Dy.S. J.G.

25/9 W.T.R.

278

2

D. E. R.

Kent is the mileage & Clearance of the new ceiling asked for A 39 - I cannot see Kent in any where recorded in the file

H
8/9/90

E.R.

The mileage is evidently 39/0 A or exactly at the 39th milestone.

In Ao 1243 the clerk of works says "The first request is that a new gate may be given at A 39; the line at this point "Crosses" &c

and in the petition from the villagers they ask for a Turnstile at 39/1 mile, which is the 1st telegraph post beyond the actual mile stone which is probably close to it.

LS.
10/9/90

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

No. 3883.C dy 25 Sept. 90

Referred to the
Consulting Engineer for Railways
for report with advertence to
the Honorable Member's query.-

Query Ltd. dt.
Offg: Jt. Secy. to Govt. P.W.D. Rly. Branch

READ the following:—

Endorsement No. 590 dy 4th Sept. 1890
from the Consulting Engineer.

FOR ORDERS.

If an additional Crossing is given at
mile 39 I think the allowance
should keep the cart estimate at
be Rs 70 —

15/9/90

The Lessee gate a crossing in
approach 400 yards from the
next above a gate is now asked
for - between a crossing
a gate & 1 furlong above there
a gate is asked - but
a gate
for - between 39 A.
2079 [illegible]

Asst A
Asst
26/9/90

FOR ORDERS.

REGISTER
No. 1581
FILE
No

Vide letter to A No. 1261 6.11.90

No. 1581

South Indian Railway,

AGENT'S OFFICE,

Trichinapoly/~~NEGAPATAM~~, 31.11. 1890

From

The AGENT,
SOUTH INDIAN RAILWAY

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

With reference to your letter No 1062 of 27.9.90 regarding the turnstile for the Athur Villagers the Chief Engineer writes:-

"The Village Munsif at Athur advises the "Resident Engineer that "there had never been "any road way beyond the foot track made "by the Villagers and others on the top of the "Athur Vadapathy tank bund"

"As a rule we always provide "Stiles where the line crosses a tank bund "as it is recognised that when the tank is "full the bund is the only road by which "the villagers can travel."

"I imagine it was an oversight "in the first instance that a Stile was not "given at the mileage under reference."

I am,
Sir
Your most obedt Servant

Walter J. Hoopes
for Agent

REGISTER
No. 1452
FILE
No.

P to 2/
11116/90

No. 1679

South Indian Railway,
AGENT'S OFFICE,
TRICHINOPOLY, 15th November 1890.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your letter No 1261 of the 6th Instt. The Chief Engineer informs me he did not intend when writing his last letter to attack in any way from the opinion given in August last that the villagers should pay for the gate at mileage 39.

The Sub Collector of Chingleput informed me in his letter No 1941 of 3rd September 1889 that the villagers of Authur had undertaken to bear the cost of a gate at the mileage above quoted, and as this is in accordance with the regulation contained in Section 12 chapter III of Act No IX of 1890 I do not think to deal otherwise with the charge would be judicious

I am
Sir
Your most Obedt Servant
William A Bell
Agent.

To

From
The Agent,
South Indian Railway,
Negapatam.
To
The Consulting Engineer for
Railways,
Madras.
Dated 8th Nov 1890
Received 14 " 1890
No. 1679
Enclosure

Form No. 2.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

*Madras*, 14th November 1890.

Letter from the Agent, South Indian Railway, No: 1581 dated 3rd November 1890.

——Do—— ——Do—— ——Do——

No: 1679 dated 15th November 1890.

No. 822

SUBMITTED ——— to ——— Government, —

with reference to its endorsement No: 3883C, dated 25th September 1890. (herewith returned).

2. The Chief Engineer, South Indian Railway, states that he has been informed that there never had been any road at mile 39 Arkonam branch where the railway crosses the Arthur tank bund, but he adds ~~that~~ it was probably an oversight that a stile was not originally put there

3.

3. He is however still of opinion that the villagers should pay for the gate, and recommends this course under the regulation contained in para 12 Chapter III of act No: IX of 1890, that the occupiers of the adjacent lands consider the present number of crossings is insufficient for the commodious use of the land.

4. The Sub-Collector of Chingle. puts states that the villagers are willing to bear the cost of the gate.

5. Under the circumstances stated, it is recommended that if a gate is put up at 39/1 A, the villagers should pay for it.

Sidney Smith
Major R.E.
for Offg. Consy. Engr. for Res

R.M.

P. W. Cds. 11165

Form No. 3.

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 822

Dated 19th
Received 20th } November 1890

No. of Enclosures. 2

*Subject.*

Submitting letters from the Agent S. I. Ry. reporting on the construction of a turn stile at 39 A mile on the S. I. Ry. asked for by the Ryots of Athur village.

R

Rec'd 21-X-690

P. W. Department.

Read the following:—

Endorsement No. 822 dy 19th Nov from the Consulting Engineer

FOR ORDERS.

Yes. They appear to be entitled to it

24/11

R
28/11

I am of opinion that as the Railway has been opened for more than 10 years the person using the Road crossing should pay all the cost thereof.

2. If it appears that if it is decided that the Railway should make the Crossing at its own Cost an order of the Governor General in Council will be required - (Act IX of 1890 Chap III sect 11 (3) b)

R
21/4/90

Rec'd 21-X-90
R 26-X-90

FOR ORDERS.

B.

No. 1905 R

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

# PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 28th Novr 90.

READ the following

Endorsement from the Consg: Engr for Rys — } M.G. No. 590 dy 4th Sept 90

P. W. D. Endorsement — 3883 C dy 25th do —

Do — Do — 822 dy 19th Novr 90

The Government is of opinion that if the villagers of Athur require a turn-stile at mile 39/1 on the Arkonam Branch of the South Indian Railway as a convenience they should pay the cost of constructing one on a design which should be approved by the Railway authorities.

By: R

2 The Consg Engr for Rys
Executive Engr of Athur
Village (No 74) Chingleput
Taluq.

D 1/12