

Political (1897) Department.

ORDINARY MS.

G.O., No. 788

DATED 18. 12. 97

INDEXED.

[Despatch Abstract.]

Forwarding to the H.E. the Governor
of the French Settlements, with
remarks, a copy of a report on
the Peralam Karikal Railway
by the Consulting Engineer for
Railways.

15/12/97

BACK PAPERS.

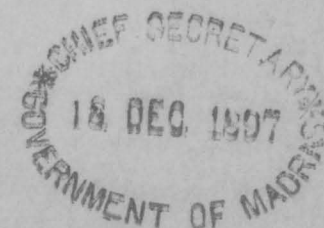
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

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Very Important
Political (1897) Department.

CURRENT No. 1507



V.E.

Order

From *The Public Works Dept
 Railway Branch*
No. *1161 R*

Dated *18th Dec 1897*
Received
Registered *18-12-97*
Enclosures *two*
Spare copies *6 of enclos. 1.*

SUBJECT.

*Palani-Kavikal Railway
 Forwarding a draft letter
 to H.E. the Govt of French settle-
 ments in India enclosing the
 note by the Cons: Eng: for
 Sdys. Madras, dated 14th
 Decr 1897, on the —*

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Very urgent

CURRENT 1507

Form No. 3.

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

*Note by the Consulting Engineer for Railways
Madras, on the Peralam-Karikal Railway
dated 14th December 1897.*

Order thereon dated 18th December 1897, N^o 1161.

*The following letter will be
addressed to His Excellency the Governor of
the French Settlements in India.*

(True Extract)

*H. B. Spring
Joint Secretary.*

To

The Political Department

*with draft letter to His Excellency the
Governor of the French Settlements
in India for favour of issue*

*Circulated to L.R. in P.W.D.
on 17/12/97*

- Agent, South Indian Railway*
- Examiner, Guaranteed Railway Accounts*

PERALAM-KARIKAL RAILWAY.

Note by the Consulting Engineer for Railways, Madras.

On the 9th December 1897, His Excellency the Governor of Madras received the following telegram from His Excellency the Governor of French Settlements in India, Pondicherry:—

“J’ai l’honneur d’informer votre excellence que j’ai nommé commission pour inspecter et recevoir travaux terminés Peralam-Karikal Railway. Si votre excellence estime comme moi présence d’un ingénieur de votre Gouvernement utile opération commission, je vous prie vouloir bien déléguer ingénieur pour cet objet. Je prie votre excellence télégraphier sa décision et m’informer si l’ingénieur délégué pourra se trouver lundi prochain à Karikal pour commencement inspection.”

2. In reply, His Excellency the Governor of Madras sent the following telegram to His Excellency the Governor of French Settlements in India, dated 10th December.

“I have received your Excellency’s telegram of yesterday, and in pursuance of your Excellency’s suggestion, I have nominated Mr. Spring, the Railway Secretary to the Madras Government, to meet the commission appointed by your Excellency at the appointed time and place.”

3. On arrival at Peralam on the morning of Monday the 13th in company with Mr. Spalding, the Chief Engineer of the South Indian Railway Company, by whom the Peralam-Karikal Railway has been made, I was met by three French officials—M. Cussy, M. Viscardi and M. deClosets, and the inspection was proceeded with forthwith. Mr. Dallas, the Executive Engineer of the South Indian Railway, by whom under Mr. Spalding this line had been constructed, was also present.

4. It soon became evident that, although the state of the road was such that, if it had been a British railway, I would without hesitation have permitted it to be opened for traffic, yet a considerable quantity of work still remains to be done, chiefly station buildings, before the line is fit to be considered as a completed work. It would, in my opinion, only lead to complication if any pretence or any beginning were made just yet to make over any part of the line or any of the works of the line to the French Government as completed works.

5. But nevertheless, although much remains yet to be done, I see no objection whatever to the South Indian Railway Company being permitted to commence a service of trains over the open line from the 1st January 1898, if by that time a few things which I shall indicate as being necessary for the public safety shall have been completed. The commencement of running will undoubtedly be of some convenience both to the French authorities and to the South Indian Railway Company, and there is no reason why it should coincide in date with the formal completion and handing over of the works of the railway.

6. My suggestion is that, if the French authorities concur in the view which I have expressed above, the Government of India be asked by the Government of Madras to authorize the South Indian Railway Company to run their trains, with the permission of the French Government, over the Peralam-Karikal Railway at a maximum speed of 15 miles per hour, for passengers and goods, on and from the 1st January 1898. This, if agreed to, will meet all the requirements of the moment, and this provisional running had better, perhaps, remain in force pending the completion of the agreement which is now the subject of correspondence between the French authorities and the South Indian Railway Company.

7. I now pass on to the question of accounting to the French Government for the cost of the completed works and the preparation of an estimate of the cost of the works which remain incomplete.

8. In my opinion it would be advisable that the South Indian Railway Company should endeavour to entirely complete all capital works before the end of March 1898. If on that date all the works shall have been completed which were originally or subsequently contemplated as being necessary, and which have from time to time been accepted as being necessary by the French authorities, it will only remain for the South Indian Railway to prepare and submit to the French authorities a statement showing capital expenditure incurred, work by work, countersigned by the Government Examiner of Accounts. Then the finished works might be taken over, work by work, by the French Engineers from the Company's Engineers; any matters about which they might fail to agree being referred for decision to M. le Chef de Service du Contrôle and the Consulting Engineer for Railways, Madras.

9. But if on the date referred to (31st March 1898) any works, or any parts of works, agreed to by both parties as being necessary should still remain incomplete, it would be the duty of the South Indian Railway Company to submit a list of such works, with a statement showing the estimated outlay on each of them still to be incurred, countersigned by the Consulting Engineer for Railways and by the Government Examiner of Accounts. It would be best that capital funds for the purpose of meeting the expenditure contemplated in this "completion schedule" should then be supplied by the French authorities. I am informed by the South Indian Railway authorities that they expect considerable savings on the estimate which was originally approved by the French authorities, so that there will probably be no difficulty about funds for the "completion schedule," if such a schedule is after three months found necessary.

10. It is unnecessary that I should go further into detail than to say that, although all the substructure of the line up to rail level has been practically completed and is safe for a speed of 15 miles per hour, a good deal still remains to be done on station buildings, roofs, platforms, goods sheds, &c., &c. But there is nothing that cannot be done, with ease, by the end of March next.

11. The principal things that require rectification or completion before I can consider the line to be fit for opening are the following:—

- (a) West home signal at Ambagaratur station requires some attention.
- (b) West signal at Tirnalar is not wired yet. This should be done.
- (c) Some of the platform stones are badly out of line at all stations.

Before I can say that it will be safe to open for traffic, I must have a certificate from the Company that the above small requirements have been attended to.

12. The principal things which I recommend that the Company should do, in addition to completing the unfinished works, are the following:—

(d) At present all girders lie loose on their bed stones. This is quite wrong. They must either be fastened down, or else the masonry must be so arranged that only an inch or two of movement, in any direction, of the girders on their beds, shall be possible.

(e) Ballast walls are all so far away from the ends of the girders that efficient packing of the sleeper on the bank next the girder is impossible. This should be set right in the way I pointed out to Mr. Spalding.

(f) The level of bank outside the temporary sand ballast ought, in all cases, to be brought up to one foot below rail level.

(g) The silty sand ballast ought to be prevented from being blown away by being covered with at least a skin of something heavier, by preference moorum gravel.

(h) The stations are badly in want of approach roads. They will do little business until these are supplied by the French Government.

(i) A topping of gravel ought to be put on all platforms.

(j) There is a good deal of poor sort of construction in the timber work of stations, mean hinges and fastenings, and roofs out of line and out of true. Special notice was taken of these details of building by the French gentlemen who met me; and the South Indian Railway authorities would be well advised to set these minor matters right.

(k) The river bank at the last abutment of the three spans of 25 feet must be revetted, and as the French authorities are particular about the revetment being in mortar, this should be seen to. A strong railing is needed at the edge of the road above this revetment.

(l) The level-crossing gates, which close across a main road at the Porear station, ought to have lamps to show "shut" or "open."

(m) I do not like the dangerous pits in the platforms where the signal levers are now located. They should be fenced off safely.

13. Besides the work on the $14\frac{1}{2}$ mile of railway which is being paid for by the French Government, and the greater part of which is in French territory, there are certain new works at Peralam junction which that Government have also agreed to pay for. These consist, I believe, of the following: well, pump, tank, ashpit, water column, coal stage, turntable, and the sidings which lie east of the common platform. These are finished or practically finished.

14. Certain works at Peralam junction are, in accordance with the usual practice at junctions, to be treated as joint works. These are, I understand, the common platforms, the waiting shed, latrine, station offices, goods godowns, and goods sidings.

15. At Peralam I had the honour, in company with Mr. Spalding and Mr. Dallas, of an interview with Monsieur Roubaill, the Chef de Service du Contrôle, to whom I explained about the state of the road and the conditions under which I thought it would be safe to open it. I also made the above suggestion about the completion of the work, the closure of the current capital account, and the preparation of a "completion schedule." Monsieur Roubaill will doubtless have communicated with Pondicherry on the subject, and I would now recommend that a copy of this memorandum be furnished by this Government to the French Government authorities at Pondicherry, and that if His Excellency the Governor of French Settlements in India concurs in the suggestions herein contained, the permission of the Government of India to the South Indian Railway Company's provisionally undertaking the working of the line be obtained by telegraph, in order to secure the convenience of commencing the working of the Peralam-Karikal Railway on the 1st day of the Railway business half-year, 1st January 1898.

F. J. E. SPRING,
Consulting Engineer for Railways, Madras.

14th December 1897.

55 21 21 8 885 4
C 16-12-97
Very Urgent

N^o. 7888 18-12-97
Sent
19-12-97

TO,

His Excellency the Governor

of the French Settlements

in India.

Your Excellency,

In continuation of my telegram of the 10th December 1897, I have the honour to enclose for the information of your Excellency a copy of a report on the Peralam-Karikal Railway by the Consulting Engineer for Railways with this Government.

2. Your Excellency will see that the Consulting Engineer has reported that when certain minor matters, specified in para 11 of the Report, shall have been attended to, the line will be fit for opening, provisionally, at a speed not exceeding 15 miles per hour.

3. Mr. Spring is of opinion that no complication need be caused by opening the Railway for traffic before the completion of the works in all their detail. He is also of opinion that it will be best that no formal handing over of any of the works to your Excellency's Officers should take place until the 31st of March 1898. It is hoped that by that date all works will have been quite completed and that a statement of their Capital cost, verified by the Examiner of Accounts to my Govern-

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ment, may be available.

4. But if on that date any works should still remain incomplete, a schedule of such works and of their estimated cost will have to be prepared by the South Indian Railway Company, and, after verification by the Consulting Engineer and my Audit Officers, to be handed to your Excellency's Officers.

5. If your Excellency agrees with me that there is no objection to accepting the opinion above referred to, and to permitting the South Indian Railway Company, to commence the running of trains on the 1st of January 1898, I shall be glad of a reply by telegram, so that sufficient time may be left for the issue of the necessary orders to the South Indian Railway Company.

7/11/97

R.

18/12/97

C. D. B. C.

Cus 18/12/97

*Submit with file to
H. G. the Governor
Cus*

*18/12/97
1897/12/17
copy of 1897/12/17
as*

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.....	Dept.
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G. No. 1507	

When given for copying _____
When copied _____
When examined _____
When signed _____

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READ AGAIN G.O., No. _____, DATED
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CURRENT No.

ENCLOSURES TO G. No.

ORDER OF GOVERNMENT.

A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL.

N.B.—

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