

Public Works (1897) Department.

G.O., No. 488R

DATED 20 July 1897

24/7

[Despatch Abstract.]

Pay of the Inspector of Ports & Crossings S. I.
Highway: Govt of India letter sanctioning
the — being raised from Rs. 250 to Rs. 350
per annum by annual increments of Rs.
25 per annum the first increase to take
effect from 1st July 1897 Contd. to the
Cont.

==

10/2

23/7/97

23/7/97

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	401	R. B	10 June 91				

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

Government {1897} of Madras.
PUBLIC WORKS.

Regd.

1897.

Enclosures

Spare copies

G.O., No. 488 R., 20th July 1897.

JULY.

Pay of the Inspector of Points and Crossings, South Indian Railway

Government of India letter sanctioning the — being raised from Rs. 250 to Rs. 350 per mensem by annual increments of Rs. 25 per mensem, the first increase to take effect from 1st July 1897, communicated to the Agent.

South Indian Railway

Extract from letter No:528 dated 7th April 1897 from the Agent, to the Managing Director, South Indian Railway.

Points and Crossings Inspector Mr:F.Bird

I have placed in the packet a copy of letter No: S.T./2747/723 of 30th March 1897, from the Chief Engineer recommending that this Inspector's salary which is at present fixed at Rs:250, be increased to Rs:350 per mensem by annual increments of Rs:25 per mensem. I concur with the Chief Engineer and shall be glad to receive the sanction of the Board to make the necessary application to Government.

Agent's Office,
Trichinopoly,
26th May 1897.

(True Extract)

Chappoosamy
Chief Clerk, Agent's Office,

S.I.Ry.

Filed

ENG. NO. 1 TO E. R. NO. 2360
LETTER NO. 566
FROM A

Form No. 21.

South Indian Railway.

(K. K.)
5

Extract from the Managing Director's Letter No. 190, dated London,
the 30th April 1897.

Subject.

Points and Crossings Inspector Mr: F. Bird.

Extract:—

In reply to your No: 528, the Board agree to your
applying to government for sanction to increase the pay
of this Inspector from the present rate of Rs: 250 per
month to Rs: 350 by annual increments of Rs: 25 per mensem.
The first increase to take effect from 1st July next.

AGENT'S OFFICE,
TRICHINOPOLY,
26th May 1897.

(True Extract)

Accompaniment to the Agent's letter No.

of 1897

Chief Clerk, Agent's Office.

ENC. NO. 2 TO E. P. O. No. 2360 OF 1897
 LETTER NO. 566 D. 26-5-97
 FROM A

Form No. 21.

No. 566

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

Trichinopoly, 26th May 1897.

From

THE AGENT,
 SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER
 FOR RAILWAYS,
 MADRAS.

Sir,

I have the honor to forward herewith extracts from my letter No. 528 of 7th April 1897 to the Managing Director of this Company and of his letter No. 190 of 30th April 1897 and to request the favour of your communicating to me the sanction of Government to increase the pay of Points and Crossings Inspectors Mr. B. Bird from the present rate of Rs 200/- per month to Rs 300/- by annual increments of Rs 25/- per mensem; the first increase taking effect from 1st July next -

I have the honor to be, Sir,

Sir

Your most obedient servant

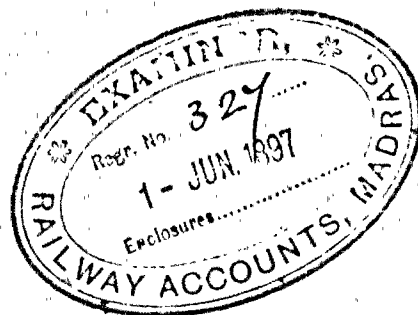
H. D. Colman
 per Agent

2 Enclosures

M. S. D.



Form No. 21.
500-7-1-97.



OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, ^{31st} ~~28th~~ May - 1897.

No. 1817

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 566
dated 26th May 1897, forwarded to the Examiner of Railway
Accounts for remarks.

C.M. ²⁸/₅

for E. R.

EXAMINER'S REPLY.

The proposed salary, viz.
Rs 250-25-350 requires the sanc-
tion of the Govt. of India.

On the Madras Railway the
salary of the Inspector of points
and crossings is fixed at
Rs 250-300.

SM
The Board have sanctioned it
so I don't think this will
which raises a discussion
as to the Board to discuss?
C.R.
1/6/97.

J. H.
7/6/97

From
THE AGENT,
SOUTH INDIAN RAILWAY,
Trichavalli.
To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.
Dated
Received
No.
189
ENCLOSURE.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Simla
Coatacamund the 10th June 1897

SIR,

I am directed to forward the accompanying application from the Genl. S. I. Ry; No: 566, of 26 May 97, & to request the sanction of the Govt. of India to the proposal therein made to increase the pay of ~~the~~ Mr. F. Bird, Inspector of Points & Crossings, from Rs 250 to Rs 350, by annual increase of Rs 25 per annum, with effect from 1st July next.

2. The Board of Directors have approved in their letter No: 190 of 30 April 97 (attached) of the proposed increase.

Document Accompanying:
 Application from *10/6/97*
 10/6/97

10/6/97

Public Works (1897) Department.

CURRENT No. 6770

From *Govt of India*

Order

No. 1746 G

Dated 2nd July 1897.

Received
Registered } 12-7-97

Enclosures

Spare copies

SUBJECT.

Inspector of Prints and Crossings S.D. 2

Communicating sanction to the
pay of the ———, being
raised from Rs 250 to Rs 250 per mensem
by annual increments of Rs 25
per mensem.

Bf.
Sp. 401. D. dated 10.6.97.

BACK PAPERS.

No.	Date.
-----	-------

FURTHER PAPERS.

No.	Date.
-----	-------

All communications
should be addressed
to the Secretary.

No. 1746 G.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

GENERAL.

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 2nd July 1897.

Sir,

With reference to your letter No. 401 R., dated the 10th June 1897, I am directed to communicate the sanction of the Government of India to the pay of the Inspector of Points and Crossings, South Indian Railway, being raised from Rs. 250 to Rs. 350 per mensem by annual increments of Rs. 25 per mensem, the first increase to take effect from the 1st July 1897, as approved by the Board in their letter No. 190, dated the 30th April 1897.

I have the honour to be,

Sir,

Your most obedient servant,

G. H. Walker

Under-Secy. to the Govt. of India.

Documents accompanying.

Nil.

B.L.

BACK PAPERS.

No.	Date.
-----	-------

FURTHER PAPERS.

No.	Date.
-----	-------

All communications
should be addressed
to the Secretary.

No. 1746 G.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

GENERAL.

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 2nd July 1897.

Sir,

With reference to your letter No. 401 R., dated the 10th June 1897, I am directed to communicate the sanction of the Government of India to the pay of the Inspector of Points and Crossings, South Indian Railway, being raised from Rs. 250 to Rs. 350 per mensem by annual increments of Rs. 25 per mensem, the first increase to take effect from the 1st July 1897, as approved by the Board in their letter No. 190, dated the 30th April 1897.

I have the honour to be,

Sir,

Your most obedient servant,

G. H. Walker

Under-Secy. to the Govt. of India.

Documents accompanying.

Nil.

B.L.

A/-
PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Agent S. M. } H. S. N. 5667 26th May 1897
with enclosures }
Letter to the Agent S. M. } H. S. N. 401 R 10th June 1897
of India R. M. S. }
Letter from — do — H. S. N. 17469 2nd July 1897

Communicated to the Agent
~~for his reference~~
his letter N. 5667 26th May 1897

Y.M. 16/7/97
J.R.
14-7-97

To The Agent S. M. } Defd in Suit
Examiner R. M. } 20/7/97
Records }

10/7/97

Pl-
No 488 dated 20.7.97

F.W. Current No 6069

Cons: Eng's Curries 2832.
Do " 2871

X. Why not make the current NE
in the usual way? M

His Excellency the Governor
The Honble Sir Henry Bliss, K.C.S.I.
The Honble Mr. J. G. G. G. G.

not. Rampet - 1882
of Madras R.L.

Est. of India letters No 982
and 853-R.L. are waiting reply

The project was submitted to
the Agent in the form required
of the Govt. of India on the 15th
June 1877.

Certain improvements in the
arrangements at the junction
Station were suggested by the
Consulting Engineer and the
plans revised accordingly.
The receipt back from the
Agent on 18th July.

Further information relating
to the traffic guaranteed by
the sugar works was called
for from the Agent on 30th
and has now been received.

As the project being now
complete a forwarding letter
has been drafted and is now
submitted for approval.

7/7/57

that the prospects of traffic as
set forth in the Acts are
likely to be realized, which even
if it should turn out that
half of the passengers walked
from the junction, and that
the sugar traffic was found to
be worth only half the sum
anticipated, the line would
still earn upwards of 4 1/2%
on the estimated capital of Rs
2,58,000.

The project is therefore recom-
mended for the favourable
consideration of the Govt. of India.
His Excellency the
Governor in Council
trusts that sanction
to the project may be
received in time to permit of the
construction of the branch in the
ensuing cold season.

7/7/57

Documents accompanying:-

1. Report & Estimates of the
Agent, Rampet & Road
2. Plans & sections
3. Letter from the sugar manager
dated 10th July 1877, No A.6-1261-A & No 29701
dated 15/6/57 to the Govt. of India

recd
J.H. 12/7/57

2112
558
5797

7. It will be noted that the item "good traffic for sugar works guaranteed" (£15,000). The Agent and Manager reports that the Agent Arch sugar works (Mr. Thaburn) wrote on the 23rd Nov. 1896 to the Acting Chief Engineer as follows.

"I know my principals are willing to guarantee you C.O. a traffic of £15,000 per annum for siding on to the main line bringing it any way you please. Although this assurance cannot be accepted as legally binding the Sugar Works C.O. it may be is considered to be good evidence that traffic to that amount may reasonably be expected."

8. As regards the question raised in para 3 of your letter 853 R.C. the Agent & Manager reports that on the Palghat & Coimbatore branches which are under much the same conditions as the branch ^{that} under consideration it is not found that any considerable number of passengers walk to the junction.

9. It is not necessary to anticipate that any deficit on this account will be covered by the increased passenger traffic which the company

and which has been carried over in the plans now submitted, and to the omission of provision for an engine-shed, water-column and piping, additions to ^{the} estimate amounting to £7,854 are required. The Chief Engineer however reports that these will be ^{practically} covered by savings on account of earthwork and bridging effected by the alterations at the junction station mentioned above. The difference being £270 on the estimate may therefore be accepted as now submitted.

4. As regards the traffic that may be expected, an explanation of the figures contained in the Chief Engineer's report No. C/574 (which formed an accompaniment to my letter quoted above) was called for in your letter No. 853 R.C. and in your subsequent letter No. 982 R.C. it was requested that the statistics submitted should be trustworthy & supported by the Govt. of Madras.

5. The explanation required is furnished in Staff A submitted by the Traffic Manager through the Agent & Manager.

It will be seen from the details of this Staff that the 3rd class fare per mile is 2 pice per mile, and the goods rate 10 pice per ton mile, instead of 1 1/2 pice & 12 pice respectively as assumed in your letter No. 853 R.C.

6. A further Staff B is attached based on actual figures for the year ending 31 Dec. 1896 which works out to nearly the same

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

India

Estimate No. 1548 of 1897.

SIR,

With ref. to Govt. of India
letters No. 982 R.C. of 11/6/97 and
855 R.C. of 2/5/97 I am directed
to forward in the usual
proper form, plans and
estimates and copies
of report on the proposed
Arcot Raniwet branch of
the Madras R.

2. As already intimated in my
letter No. 358 R of 12/5/97 the
Board of Directors M.R. has
sanctioned an estimate for
this branch (a copy of which
accompanied that letter)
amounting to Rs. 2,58,065.
3. The estimate now submitted
amounts to Rs. 2,58,065. The
formal sanction of the Board
to the increased amount
will be applied for.

P. W. Dept.

Endorsement from the Comptroller
to the Agent & Man: M.R. } H.E. No. 46 of 4 June 1897

Letter from the Agent & Man:
Madras Ry. } H.E. No. 8314/523 of 1st June 1897

Letter to — do — H.E. No. 524/6 of 10 June 1897

Letter from — do — H.E. No. 584 of 18 June 1897

Letter from the Govt. of India
P. W. Dept. } H.E. No. 982 R.C. of 11 June 1897

Letter to the Agent & Man:
Madras Ry. } H.E. No. 80/6 of 30 do

Letter from — do — H.E. No. 8314/615 of 1st July 1897

Letter from — do — H.E. No. 8314/621 of 2nd do

Ordered that the report,
plans, sections & estimate of
the Arcot. Raniwet branch of the
Madras Railway be forwarded
to the Govt. of India with the
following letter.

To
The Agent & Man: M.R.
— Ex. G. P. Ry. Secy.
— Revenue Dept.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Enclosure from the Agent
in Memorial from the Residents
& Merchants of Wallajah. N. No. 1692 of 29th April 1895
pet. dated. 27.16. April 1895

Extract (paras 719 from
Madras By letter to Board. } N. No. 2192 of 18 April 1895

Letter to the Agent &
Manager Madras By } N. No. 1365 of 24 do

Letter from do } N. No. 8314/414 of 29 do

Letter from the Govt. of
India P. to Dept. } N. No. 352 R.C. of 1st March 97

Endorsement from the Consignor
for Rys. to Agent & Manager Madras By } N. No. 934 of 11 March 97
Reminders from Govt. of India } N. No. 352 R.C. of 18 April 97
Letter to do } N. No. 293 R of 27 April 1897

Letter to do } N. No. 318 R of 30 do
with enclosure.

Letter to the Agent
& Manager Madras By } N. No. 7 of 30 do

Letter from do } N. No. 8314/450 of 10 May 97

Letter to the Govt. of
India P. to Dept. } N. No. 338 R of 12 May 1897
with enclosure.



MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

(No. II.)
No. 8314

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

Madras, 2nd July 1897

From

The Agt. Agent and Manager.

M. R. C.

To

The Offg. Consulting Engineer for Railways.

Madras.

SIR,

ER
M³/7
In reply to your letter N^o 80 dated 30th ultimo, I have the honour to inform you that since my letter N^o ⁸³¹⁴₄₁₄₄ dated 29th April 1895 was written M^r G. Thorburn, Agent, the Arcot Sugar Works and distilleries wrote on the 23rd November 1896 to the Company's Acting Chief Engineer with reference to the probable receipts of the branch line as follows:—

"I know my principals are willing to guarantee your Company a traffic of Rs 15,000 (Fifteen thousand Rupees) per annum for a siding on to this main line bringing it any way you please."

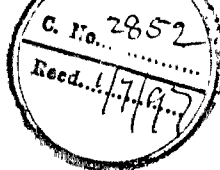
I have the honour to be,

Sir,

Your most obedient servant,

R. R. C.

for Agt. Agent & Manager.



Plans registered

1-7-97

No.

Dated 188

The Consulting Engineer
for Railways.

The Agent and Manager.

MADRAS RAILWAY.

(No. 12.)
5,000-14-11-85.

Additions.

Extending 12 feet Bridge ----- Rs. 1,799
 2- 18" pipe drains ----- " 278
 Engine shed 70 feet in length with ash
 pit ----- " 5,395
 Water column and piping ----- " 422

Total Rs. 7,894

Deduct Savings . Rs. 7,624

Difference Rs. 270.

3. I would suggest that the name Arcot Junction be retained until
 such time as the branch is extended to Arcot town.

4. I shall feel much obliged by your informing me if the plans
 now sent with your approval, and if so, I request that the sanction of the
 project by Government may be communicated to me at an early date.

I have the honor to be,

Sir,

Your most Obedient Servant,

Henry G. L. ...
 Acting Agent and Manager.

(No. 12)
 MADRAS RAILWAY.

5,000-14-11-83.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

" state interchange of Traffic.

" On reference to the plan it will be seen that, if the west
" cross over were retained on arrival of a Branch train the Engine
" could run ahead with the goods wagons and back them down the
" Main Line to a storage siding at the west end of the station
" pick up its return load and back over the west cross-over direct
" on to the Passenger vehicles at the Branch platform, whilst in
" the absence of the Western connection a long shunt has to be
" effected to get the return load of goods wagons round the
" Passenger Carriages.

" With regard to the Engine Shed, the Loco Superintendent
" stated that it was not necessary but I have now, as requested
" by the Consulting Engineer, provided for an Engine shed with
" Ash pit and water column.

" The shed would be of the same type as that at Bowringpet
" but with Brick in lieu of zinc walls to reduce cost. It would
" accommodate two Tank Engines, it being proposed to use this
" class of Engine for working the Branch.

" With regard to the question of cost, the total Estimate
" may remain unaltered the savings on account of earthwork and
" Bridges at the East end of the station practically covering
" the entire cost of the Engine Shed as follows:-

S a v i n g s .

Earthwork	Rs. 2,644
Bridges	" 4,980

	Rs. 7,624.

Additions

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

(No. 11.)
No. 8314.

6/15
MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,
MADRAS, 1st July, 1897.

From

The AG: Agent and Manager.

MADRAS RAILWAY.

To

Inc Consulting Engineer for Railways.

SIR,

Adverting to your letter No. 54 dated 10th June 1897

I have the honor to return the tracings of the Arcot- Ranipet extension, the plan of the Arcot Junction Station having been revised in accordance with your request.

2. In re-submitting these plans the Acting Chief Engineer writes as follows:-

" With regard to these alterations I may say that the
" small Temple shown on the plan is still used for the
" purposes of worship and it is very improbable that its
" demolition would be sanctioned. By slightly reducing
" the width of the island platform at the last end, the
" Temple can be avoided and this arrangement has been
" adopted in the revised plan submitted.

" The AG. Traffic Manager has agreed to the removal
" of the cross over road, included in the original plan to
" connect the main line and branch at the west end of the
" station although he considers it possible that this
" connection may ultimately be found necessary to facili-

hation and amount of the
guarantee above mentioned
and of its legal value, if any.

28/6/97
I may add that a letter has been received
from the Govt of India approving generally of
the charges shown for the Road. I now
await your reply to this general letter - will be
to my No 54 dated 16th June 97.

7/11
Despatched on 30.6.97

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
 Madras, *20 June 1897.*

To

AGENT AND MANAGER, M. R.

No. *80* / *9* Reply No.

, dated

SIR,

with reference letter

No. 584 d. 10/6/97 and enclosure

show the h. to remark that the

sugar works traffic is

estimated at 15,000 is said to

be "guaranteed".

in your Traffic Manager's letter

which found an enclosure to

your letter No. 584 d. 10/6/97

it is stated that 414 the application

for the branch line submitted for

the Director of the Commercial Bank

a ~~separate~~ letter of the same date

under. But this has been stated

to the same effect of the Indian

Agency to the same effect.

Sum.

Sum. 3814 for the sugar

works at 414

which is a very distinct

Reminders.

Subject.

30.6.97.

[illegible][illegible]

100-45288
114-1-97

SERIAL
No. 48

Return of the *Chlorophyll*.

October 10, 1916. March 1917.

With reference to the expenditure incurred with
Government of India for the No. 1 R.C., dated 10th Jan. 1911,
I am to inform you that when the details of the
above report are submitted on subject of the
road, to be expected, as well as the results of the further
survey, recommended by the Consulting Engineer, the Railway
Auditor, and to report that the expenditure of the project
is not excessive.

Sir,

G. A. Anderson

Upper Sediment . .

7. The following are the names of the persons who have been appointed to the various positions in the organization of the American Society of International Law:

AD

[illegible]

Arcot-Ranipet
Branch.

16. I beg to forward a report (with plan) from the Acting Chief Engineer on the alignment which has been finally decided as the best for the proposed Arcot-Ranipet branch, about 4½ miles in length. It will be observed that owing to recent modifications authorised in standard dimensions, the Acting Chief Engineer has been able to reduce the quantity of earth-work and bridging; and by using second hand rails, the estimated cost per mile is now given as Rs. 56,715; or taking round numbers, it is calculated that the branch, including the short siding into the Distillery and Sugar Works can be constructed and equipped for Rs. 2,50,000, with the prospect of a return of over 7 per cent.

In para. 22 of your letter, No. 920, the Board state that they are prepared to construct this branch as part of the Madras Railway system, and propose to provide the necessary capital out of the Company's sterling borrowing powers by the issue of 3 per cent. debentures. Before however application can be made to Government to ascertain if the above terms will be accepted, it will be necessary first to obtain the Board's sanction and approval to the proposed outlay of Rs. 2,50,000. This, it is requested, may be communicated to me by telegraph by the words "Arcot construction sanctioned," if approved; or "Arcot not sanctioned," if not approved. This request is made to enable this project to be submitted in a complete form to the Government of India Conference by the 15th May next as prescribed by that Government.

DL
DK
SLL India has asked for the submission of the project as the Board's reply ought to reach Madras early in May, it may be as well to wait for it before sending out the project.

Await communication
from Govt.
J.M.
23/4/97
23/4/97

25
22/4/97

PUBLIC WORKS DEPARTMENT.
RAILWAY *Constn.*

To
The Joint Secy. to the Govt. of
Madras, P.W.D., Ry. Bk.
Simla, the 13th April 1897.
a/c

The undersigned is directed to invite attention
to the letter noted below, and to request that the
reply may be expedited.

[Signature]
Asstt. Secy. 12/4
Secretary.

SM
inform India that the information
required will be sent ^{early} next month.
that ~~some~~ reply is ^{sent} *sent* 26/4/97
of Apr.

[Signature]

26/4/97

[Signature]

P. W. D. No. 352 R.C. dated 1st March 1897.
Requesting early submission of the
project for the construction of
the Arcot Ranipet branch Ry.
11/2.5.4.97

22/4/97

TELEGRAM

URGENT
ORDINARY
DEFERRED
No. 55

3.12.90
Madras.
DEPARTMENT,
RANCH.

From *5.12* E.R. To A.M.

No 5.12

Immediately Board will about first hand
please wire me. Meanwhile send me your
project as soon as ready saying that Board's
reply will follow. I think Government Indian
sure to demand same terms for guarantee as
for Cannanore.

GOVT. OF INDIA,
P. W. DEPARTMENT.

Seela

27/11/1897

F.M.

26/11/97

*Despatch
26/11/97*

referred
No: 352 R.C.
1897 & subse-
des requesting
action of the
the construction
Rampel branch

Railway, I am directed
to state that the informa-
tion required will be sent
early next month when
the Agent & Manager expects
to receive his Board's re-
ply on the subject.

Despatch 27/11/97

*Documents received?
26/11/97*

26/11/97

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Scula

Colacount 27/4/1897.

SIR,

*With reference
to your letter No: 352 RE
of 1st March 1897 & subse-
quent reminder requesting
early submission of the
project for the construction
of the Great Raimpel Branch
Railway, I am directed
to state that the informa-
tion required will be sent
early next month when
the report & manuscript expected
to receive his Board's re-
ply on the subject.*

Dec 27/1897

*Document sent
26/4/97*

26/4/97

26/4

No. C, 514.

MADRAS RAILWAY COMPANY,
CHIEF ENGINEER'S OFFICE,
MADRAS, 13th April 1897.

THE ACTING AGENT AND MANAGER.

DEAR SIR,

ARCOT-RANIPET SURVEYS.

In accordance with the request contained in your No. ⁸³¹⁴₃₉₁₇ of 10th current, I beg to submit the following report on the Arcot-Ranipet Surveys..

2. During the past two years several projects for the extension of the Madras Railway to Ranipet on the North Bank of the Palar River have been investigated but, owing to the large outlay which their construction would involve, only three of the several schemes—distinguished in this report as Branch A, Branch B and Branch C—are practicable.

3. Branch A is a proposal for a line leaving Arcot Station at the East end proceeding South to Walajanagar and then running west to a terminus at Ranipet, the total length of the line being 6.02 miles and the estimated cost, including a provision of Rs. 88,000 for Rolling Stock, Rs. 6,83,559 or Rs. 1,13,544 per mile.

4. Branch B is a scheme for a direct line from Arcot Station to Ranipet as suggested by Mr. Hodson, when Consulting Engineer for Railways to the Government of Madras. The length of this Branch would be only 4.17 miles, but the earthwork would be heavy and the cost of Bridging considerable. Comparative estimates for this route are shewn in the statement attached, the 1st includes Rolling Stock and new Rails and amounts to Rs. 4,60,693 or Rs. 1,10,478 per mile; the 2nd omits Rolling Stock, and certain portions of the Station Machinery stated by the Locomotive Superintendent and Acting Traffic Manager to be unnecessary and allows for the road being laid with second-hand rails. The latter estimate is thereby reduced to Rs. 3,43,137 or Rs. 82,237 per mile.

5. Branch C is a route, proposed by Mr. E. W. Stoney when Acting Chief Engineer, possessing material advantages over each of the projects referred to above. The line runs along the watershed following closely the existing Public Road from Arcot Station to Ranipet and, owing to this very favourable alignment, the earthwork is exceedingly light and the Bridging, with the exception of 1—20 feet and 1—30 feet opening, is confined to small culverts and pipe drains.

The length of this line is 4.35 miles, the ruling gradient being 1 in 100 and the sharpest curve 1,200 feet radius.

The Banks will be constructed to a top width of 16'-6" the Government of India having recently issued revised Standard Dimensions which permit of banks being reduced from 20 feet to this width at formation level.

The gauge of the line will be 5'-6" and the Permanent way will consist of 20 feet iron, double-headed rails (second hand) weighing 84 lbs. per lineal yard with new pot sleepers, tie bars, cotters and gibs. An ample supply of sand ballast is available at the Poiney River at 7 1/4 miles on the Madras Railway, moorum gravel also being procurable in the vicinity of the proposed line.

6. There will be two stations only—the Junction at Arcot and the new station at Ranipet. At the former only such additions and alterations will be made to the existing Madras Railway station as will enable it to be used for the two lines and will be required for the proper interchange of Traffic. On the opening of the proposed Branch most of the passenger and

293 R. dated 27.4.97.

Goods Traffic now received at Arcot Station will be transferred to Ranipet and it will therefore be possible to remove some of the sidings and dismantle a portion of the buildings at the former station and utilize the materials for the new works.

At Ranipet it is intended to construct a permanent Station House, platform 600 feet in length, goods godown and loading platform, quarters for the station staff and the siding accommodation necessary to deal with the whole of the Traffic anticipated. If approved, the Proprietors of the Arcot Sugar Works also desire to construct at their own cost the siding into their works shown on the plan accompanying this report.

7. The total estimate for this Branch is Rs. 2,46,712 or Rs. 56,715 per mile and assuming that the following figures, given by the Acting Traffic Manager in his letter No. C/1261 A. and M., of 15th March 1897, of probable traffic returns are correct:—

- (1) Actual coaching traffic dealt with at Arcot calculated as for 5 miles— $\frac{1}{2}$ of Rs. 25,747 = Rs. 18,391
 - (2) Actual goods traffic *exclusive of that appertaining to the Sugar Works*— $\frac{1}{2}$ of Rs. 8,618 = Rs. 6,156
 - (3) Goods traffic in connection with the Sugar Works guaranteed by Mr. Thorburn (*vide* his letter, No. S/2314, dated 23rd November 1896) Rs. 15,000
- Total Gross Earnings ... Rs. 39,547

Less—Working expenses at 51·2 of earnings, as on Madras Railway Rs. 20,248

Net Receipts ... Rs. 19,299

the net earnings calculated at Rs. 19,299 would give a return of 7·82 per cent. on the Capital outlay.

8. A comparative statement shewing Abstracts of the Estimates for the three Branches, and plan and section of Branch C are attached.

Yours faithfully,

HARRY J. THOMPSON, M.I.C.E.,
Acting Chief Engineer,

ARCOT-RANIPET EXTENSION 5' 6' GAUGE.

COMPARATIVE STATEMENT SHOWING ABSTRACTS OF ESTIMATES

Alternative Routes.

Head of Accounts.	Branch A 6·02 miles.	Branch B (Proposed by Mr. Hodson).		Branch C. (Proposed by Mr. Stoney).
		Original Estimate 4·17 miles.	Revised Estimate omitting Rolling Stock, &c. 4·17 miles.	
Preliminary Expenses ...	1,678	1,164	1,164	1,214
Land	40,787	20,502	20,502	4,284
Formation	1,20,203	95,094	92,341	30,922
Bridge Work	1,04,055	34,652	34,652	13,957
Fencing	37,255	1,481	1,481	1,481
Road Crossing		7,809	7,809	3,408
Mile and Gradient Posts...		160	160	207
Electric Telegraph	5,217	3,250	3,250	2,984
Ballast	51,574	20,423	17,463	17,598
Permanent Way	1,65,697	1,10,227	1,24,428	1,33,271
Stations and Offices	18,810	10,390	10,390	10,390
Workshop & Store buildings.	814	404	404	404
Staff Quarters	8,392	5,063	2,071	2,071
Station Machinery	20,649	13,956	8,904	8,904
Plant, Engineering	2,142	2,142	2,142	2,142
Station & Office Furniture...	3,885	1,575	1,575	1,575
Rolling Stock	88,000	88,000	...	...
General Charges	14,101	14,401	14,401	10,800
Total	6,83,550	4,60,993	3,43,137	2,46,712
Rate per mile	1,13,544	1,10,478	82,287	56,715

HARRY J. THOMPSON, M.I.C.E.,
Acting Chief Engineer.

MADRAS RAILWAY COMPANY,
Chief Engineer's Office,
MADRAS, 13th April 1897.

1873 7
27.4.97
401
Am

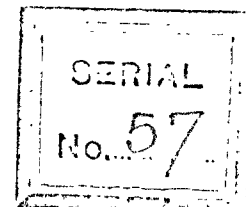
(No. II.)
No. 8314.

401

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

Madras, 27th April 1897



From

The Agt. Agent and Manager.

M. C. Coy.

To

The Consulting Engineer for Railways.

Sir,

Madras.

With reference to your endorsement
No. 934 dated the 11th March 1897 and letter
from the Government of India No. 352 (G.O.)
of the 1st idem. I have the honour to
forward herewith 90 copies of the report
from the Agt. Chief Engineer and the
proposed branch line from Arach to
Danipet, about $4\frac{1}{2}$ miles in length, -
together with eight copies of the plan.
It will be observed that the estimated
cost per mile is now given as Rs 56,715
or the total cost of the branch is in
round numbers estimated at Rs $2\frac{1}{2}$
lacs of Rupees, with the prospect
of a return of over 7%. I have -

Submitted

Submitted copies of the report to my
Board with the request that their
sanction for it may be communicated
to me by telegraph.

I have the honour to be,

Sir,

Your most obedient Servant,

Henry Alcock

Ag. Agent & Manager.

Encs.
90 + 8.

Ans.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

188

Recd.

No.

1873
7/4/97

5,000-11-11-85.
MADRAS RAILWAY.

From
The Agent and Manager.
To
The Consulting Engineer
for Railways.

188

Dated
Recd.

No.

FORM No. 12.

[Handwritten signature]

No. 318
Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE SECY. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.

Secila,
Cotacmand, 30th April 1897.

SIR,

In continuation of my letter No. 293-B.
dated the 27th inst. I am directed to forward a copy of
a letter from the Agent Secy. R. G. No. $\frac{8314}{401}$ dated
the 27th April 97. with its enclosure.

The enclosure consist of a report No. C. 514
dated April 13th 97. by the Engineering Offg. Chief Engr.
on the proposed short hand line to the ^{Pulva} ~~main~~ line
at Ranjist. just opposite Arant city. together with
a plan and an estimate of its cost.

The Agent still waits his Board sanction
to the project; as in view of ^{their} ~~the~~ being
replied to him I shall wait for the result.

Meanwhile it is thought advisable to send
forward the information now available, in the belief that
it will probably serve your present purpose, viz.,
the discussion of the scheme at the coming conference.
^{the proposed hand line would itself be}
Should ~~the Board~~ ^{the Board} ~~be~~ ^{be} ~~to~~ ^{to} the

Govt of India it shall in due course, when ready,
be sent forward in the prescribed project shape.

I am desired to say that, as regards the
annexure and all other projects for Railway extension
in the Presidency, the Govt of India are being
addressed in a separate ^{letter} memorandum in which the
views of this Government, as to the advisability or
otherwise of undertaking each of the projects, shall
in due course be communicated, to the Govt of India.

I have &

F.R.S.

30/4/97

Documents to accompany
Copy of letter from Secy
No. 8314/401 of 27/4/97 with
report & estimate to plan

Form No. 10.

Railway Department.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Calcutta, 30th April 1897

To

A.M.

No. 7 Reply No. , dated
6

SIR,

I have the honour to acknowledge
the receipt of your letter No. $\frac{8314}{401}$ dated the
27th April 97, and to inform you that a
copy of your letter and of its contents has been
forwarded to the Govt of India so that it may be
considered at the coming conference. I shall be
glad to be informed of view of your Honours
when we can see you receive them.

I understand with you be good enough to
put Mr. Stoney's 2nd class project into the
regular project form forwarded by the Govt of
India, with such modifications of his figures as are
recommended by your entering the best station
as indicated in the latest map. we are
agreed to it on verbal discussion on the
subject.

I have & F.R.S. 30/4/97

Reminders.

Despatch
30/4/97

Code 155
INDIAN TELEGRAPHS. Monthly Number.

To (Office) *100-100-100* From (Office) *Rangapuram*

Words. 25 Day. 10 Hour. 12 Minute. 00 Official Instructions.

To (Person) *Commissioner of Railways* From (Person) *Ag. Agent*

And Manager

Have received sanction for the

sanctioning of the

sanctioning of the

32 Word Form.

Defn India in

intimation of our

10/5/97

Recd. from LN. Sent to LN.

At Mys. Mts. by *COTACAMUND 10-5-97*

Telegraph Master.

Q G F—No 191 T—27 & 90—4000 (6)

proposals for the construction of the Arcot-Manipet branch at an estimated expenditure of Rupees. 2,50,000. Will you kindly advise the Government of India of the receipt of this sanction from the Board.

The estimate is being prepared in the regular project form for the information of Government as desired by you.

I have the honor to be,

Sir,

Your most Obedient Servant,

Henry Oakes

Ag Agent & Manager.

8/11

12/5/97

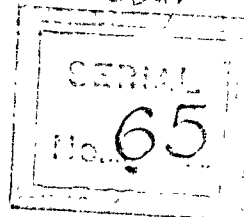
(No. III.)
No. 3314.

5,000-15-3-88.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 10th May 1897.



From

Ag.
The Agent and Manager,

To

M. R. Co.,

The Consulting Engineer for Railways.

Sir,

MADRAS.

With reference to your letter No. 7/0 dated 30th Ultimo, I have the honor to inform you that as desired in para 1 of your letter I advised you by telegraph this morning that I had received from the Board a telegram informing me that the Arcot Construction had been sanctioned. This telegram I understand to mean that they approve of Mr. Stoney's proposals for the construction of the Arcot-Ranipet branch at an estimated expenditure of Rupees. 2,50,000. Will you kindly advise the Government of India of the receipt of this sanction from the Board.

The estimate is being prepared in the regular project form for the information of Government as desired by you.

I have the honor to be,

Sir,

Your most Obedient Servant,

Henry Clive

Ag. Agent & Manager.

The last column of page 5 of the volume

No. 338
SERIAL
64

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Smile,

Obtained the 12th May 1897.

SIR,

In continuation of my letter No. 318-R. dated the 30th April 97. on the subject of the least hand, India R. I am desired to forward for the information of the Govt. of India - copy of the report of this committee from the Agent R. P. C. intimating that the Board have sanctioned the hand.

2.- The opinion of the Govt. in regard to the proposed hand has been communicated to you in para 5 of my letter No. 332-R dated the 10th May 97.

3.- This Govt. will be glad to learn of the Govt. of India's general approval of the adoption of the cheapest scheme, viz that proposed in the least column of para 5 of the conditions.

MADRAS RAILWAY.

From

The Agent and Manager,

M. R. Co.,

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

2195
11/5/97

+ the Indian R. Co. Agents' M. 8214
401 of April 27th

which reached you under cover of my letter above referred to.

4.- Meanwhile the Agent has been requested to put this
last scheme into regular project shape, with full details

showing his proposals for entering Arcot station.

5.- As regards the provision of funds for this short
branch, I am to say that it seems sensible enough while
to incur the trouble and expense involved in the keeping of
the separate revenue accounts which ^{will} ~~make~~ be necessary ^{if} ~~there~~
it ^{be} decided that it must come under the ^{new} ~~new~~, or what
may be called the ^{Cabinet Commission} ~~new~~ ^{terms}.

I have &

FMS

10/5/97

10/5/97

Documents of 16/5/97
Copy of telegram from Arcot
referred to

Public Works (1897) Department.

SERIAL
No. 69

CURRENT No. 5345

Order.

No. 46 dated 4.6.97.

Copy forwarded to
A.M. for favour of remarks
with preference to his letter
No. 8314/1007 of 27 April 1897.

From Genl of India

No. 855 R-C

Dated 22nd May 1897.

Received 31.5.97

Enclosures

Spare copies

SUBJECT.

Arcot Ranipet branch.

Asking that the traffic
estimate of the _____
may be reconsidered and
the large increase explained.

BACK PAPERS.

FURTHER PAPERS.

SERIAL
No. 68

No. 855 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

All communications
should be addressed
to the Secretary.

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 22nd May 1897.

Sir,

With reference to your letter No. 318 R., dated 30th April 1897, forwarding an approximate estimate for the Arcot Ranipet branch, I am to point out that if the length of the line be taken as 5 miles for charge and the passenger fares $1\frac{1}{2}$ pies per mile and the goods rates 12 pies per ton, 470,809 passengers and 67,699 tons of goods would have to be carried to work up to the estimated earnings of Rs. 18,391 and Rs. 21,156 respectively.

2. As the outwards and inwards traffic at Arcot in 1896 (from the Madras Railway revenue statistics) amounted to 318,498 passengers and 925,300 maunds (34,270 tons) of goods, I am to ask that the traffic estimate may be reconsidered and this large increase justified, the method of calculation being also explained.

3. It would prima facie appear more probable that a portion at least of the passengers would continue to

walk

21/6
See Shatt. B. for Traffic Memo.
Indis has taken 1 1/2 pies for passengers whereas
this 2 pies for 1st class and has omitted the
to 1896 traffic portion of the Arcot Super works
I think we may accept the M.R. figures -
forward this T.M. to the
when sending up the
complete report.
J.H. 25/6

I have the honour to be,

Sir,

Your most obedient servant,

G. A. Anderson
Under Secretary.

Documents accompanying:-

Nil.

AD

8:37 from a letter from the Coauthors no 953 of 7-5-97

$$y_1(t) = \frac{1}{2} e^{2t} + \frac{1}{2} e^{-2t}$$

13. According to para. 16 of No. 2391, with which you forward a report (with plan) from the Acting Chief Engineer on the proposed Arco-Randling line, I am directed to say that the Board entirely approve the direct and simple alignment now fixed upon by Mr. Storey—it follows closely the public road as understood to extend on a surface line, and is estimated to cost Rs. 57,000 a mile. At this rate the whole expenditure for the 13 miles will amount to about Rs. 741,000.

ability to the approval of the Government, the Board sanction the construction of a special branch as part of the system of the Madras Railway.

As to the provision of the new stamp paper, which will be authorized at once, it
be provided with a tax of £10,000. This stipulation is embodied by the Board of
Financial and Domestic Affairs, and expressed in a separate and important
note, it is implied that the Government will desire the same form of stamp
and thus agreed upon for the Callit-Garmin & Extension, as the Board
will be required to keep separate Capital and Revenue accounts for each
an affair. At the same time, the Board are quite prepared to consider any
proposals the Government may think fit to make in this direction.

THE FOLLOWING INFORMATION IS FOR INFORMATION ONLY AND IS NOT TO BE USED

/ True Extract /

Henry Clough

By Agent & Managers

Index plan and section - to scale of 1 inch
to 1 mile

Plan & section - to the scale of 400 ft
to 1 inch:

Plan shewing junction arrangements
at Arcot - to the scale of 100 ft to 1 inch
90 copies of the Report & estimate of the
cost of construction.

Round up in
one book

3. I shall be glad to be favored with the early instructions of Government conveying sanction for the construction of this branch, to which the Board have accorded their approval, which is communicated in para: 13 of the Secretary's letter No 953 of 7th May 1897, a copy of which is attached for your information.

I have the honour to be,
 Your most Obedient Servant,
 Sir,
 J. C. B. B. B.

I have the honour to
 your most Obedient ^{S^r} Serv^t

Essey Creek

By Agent Callaway.

Eng. No. 2 TO E. R. C. No. 2440 OF 1897
 Loc. No. 523 d 1.6.97
 From *Am*

No. 8314
523

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

Madras, 1st June 1897

SERIAL
 No. 70

From

Recd Agent and Manager.
M.R.C.

To

The Consulting Engineer for Railways.

Sir,

With reference to para: 2 of your letter of 27th date 30th April 1897. I have the honor to submit the plan and estimate of the Arcot. Rampet Branch in the regular form prescribed by the Government of India.

2. The documents accompanying this letter consist of:-

- Index plan and section to scale of 1 inch to 1 mile
 - Plan & section to the scale of 400 ft to 1 inch
 - Plan shewing junction arrangements at Arcot to the scale of 100 ft to 1 inch
 - 90 copies of the Report & estimate of the cost of construction.
- Bound up in one book.*

3. I shall be glad to be favored with the early instructions of Government conveying sanction for the construction of this branch, to which the Board have accorded their approval, which is communicated in para: 13 of the Secretary's letter No 953 of 7th May 1897, a copy of which is attached for your information.

I have the honor to be
 Your most obedient Servt.
Edcey C. Wash
 Agent & Manager

Doc

(No. 12.)
 From
 To
 Dated
 Recd.
1 hundred 25

C. No. 2440
Recd. 2/6/97

Form No. 4

SERIAL
No. 72

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS

City
Madras, *thru to the June* 1897.

To

AGENT AND MANAGER, M. R.

No. *54* Reply No. *58*, dated

From
MADRAS RAILWAY
The Agent and Manager.
To
The Consulting Engineer
for Railways.
Dated
Recd.
No. 188

SIR,

I beg to acknowledge the receipt of
your letter No. $\frac{8314}{512}$ dated the 1st June 97
submitting the Great Drainage project, and in
reply to remark as follows.

Reminders.

2. I return the drawings ~~ANALYSIS~~ and
shall be glad if you can see your way to alter
the best junction arrangement
to a roughly sketched in general (with 800
ft curve for 1 in 8 $\frac{1}{2}$ crossing, or nearest). The
object of this alteration is that the facing joint
fall out on the main line in the Hudson street
may be got rid of, and that which may be
unsubstantiated
chiefly sketched from the hand to, any one of the
main line siding with the minimum of blocks to
the main line traffic. If this thought must be
left intact your Chief Engineer will doubtless be able

Subject.

[illegible]

u 3. Signals will need corresponding alteration. →
I shall be glad of a memorandum of the necessary
modification of the estimate, as well as of the

Probably cost of a small hand engine shed, which
will apparently be needed. If, as seems probable, it is your intention
to work the hand with a tank engine, no timetable will be necessary,
to be able to handle the hand train.

to work the hand with a thick paper, no doubt will be necessary.
 5 4. It seems to me that hereafter the hand terminus
 must be called Crest, & that the junction... place in the
 future of very minor importance, might be called Arrowsmith junction.
 I have & 7.11.18/1

I have 8 7/16 8/16

0179

As per statement enclosed with

letter of 26th February 1895-

(Period, et July 1893 to 30th June 1894)

1. Actual Coaching Traffic dealt with

at Area¹ calculated as for 7 miles to 25 747

27 140 tons a bio-pies fin ton

per mile for 7 miles — Rs 9990. 0. 0

Revised Figures-

1. Actual Coaching Sniff dealt with

at Arcot calculated as follows - 50 ft x 25747 = 1287350

Statement A

As per statement enclosed with

letter of 26th February 1895

(Period 1st July 1893 to 30th June 1894)

Actual Coaching traffic dealt with
at Areeot calculated as for 7 miles Rs 25747

2. Actual Goods traffic dealt with
at Areeot for 7 miles calculated at
the average Goods Rate of 10 ps Rs 9990

Rs 35737

Details

1. 1st Class passengers 141 at 12 ps
per mile for 7 miles Rs 62.0.0

2nd Class passengers 494 at 6 ps
per mile for 7 miles Rs 108.0.0

3rd Class passengers 35074 at 2 ps
per mile for 7 miles Rs 25577.0.0

Rs 351409

4. Total weight of Goods traffic

Guaranteed at Areeot & station

27 100 tons at 10 ps per ton

per mile for 7 miles Rs 9990.0.0

Revised Figures

1. Actual Coaching tariff dealt with
at Areeot calculated as for 5 miles - 20 of Rs 25747 Rs 183

2. Actual Goods tariff dealt with
at Areeot as per statement in
other column Rs 9990

Less Actual sugar works traffic

3762 tons at 10 ps per ton per

mile for 7 miles Rs 1372

as for 5 miles = $\frac{5}{7}$ of Rs 8618

3 Goods traffic for sugar

works guaranteed

Rs 15

Rs 395

Revised figures

As per statement enclosed with
letter of 26th February 1895—

(Period 1st July 1893 to 30th June 1894)

Actual Coaching traffic dealt with
at Arcot calculated as for 7 miles Rs 25,747

7400 tons at 10 pices per ton
per mile for 7 miles — Rs 9990.0.0

1. Actual Coaching tariff dealt with
at Arcot calculated as for 5 miles - 5 of Rs 25,747 - Rs 18391

Statement B

(Period 1st January '96 to 31st December '96)

Total number of Passengers to and from

Arcot station

1st Class Number 621 at 12 p per mile Rs 194

2nd do do 1082 at 6 do Rs 169

3rd do do 316795 at 2 do Rs 16500 1686

Total No 318498

Weight of Goods Traffic In and Out
dealt with at Arcot

Total Tonnage of Goods 34270

Less Sugar Works Traffic 6757

Actual goods traffic exclusive of that belonging to the Sugar Works $\left\{ \begin{array}{l} 27513 \text{ tons at } 10 \text{ p per ton per mile for 5 miles} \end{array} \right\}$ 715

Goods traffic for the Sugar Works guaranteed Rs 15000
Rs 3902

10.6.97

no 2 to Enc No 1

3

of a letter

Madras Railway Company.
Traffic Manager's Office
Central Station, Madras 15th June '97

The Agt Agent & Manager.
Rayapuram.

Dear Sir,

With reference to your endorsement No 8314 of 11th instant on Memorandum No 46 dated 4th June 1897 from the Office of the Consulting Engineer covering copy of letter from the Government of India Public Works Department No 855 R.C. dated 22nd May 1897 to the Joint Secretary to the Government of Madras Public Works Department, Railway Branch, I beg to inform you that the figures shewn in para I of the Government of India's letter viz Rs 18,391/- and Rs 21,156/- for passenger and goods traffic respectively are based upon the statement C. which accompanied Mr. Read's notes sent you with this office letter of 26th February 1895 and which relate to the period from 1st July '93 to

30th

no 2 to Enc No 1

3

(No. 12.)
MADRAS RAILWAY.
5,000-15-3-85.
From
The Agent and Manager
To
The Consulting Engineer
for Railways.
Dated
188
Recd.
No.

5

30th June 94, revised however to include the goods traffic guaranteed by the Arcot Sugar Works. I attach a statement (A) shewing in detail how the figures were arrived at.

2. As regards para 2 of the Government of India's letter I find in taking the 1896 figures and working them out on the same basis, that a sum of Rs 390 28/- is arrived at or — practically the same as the figures quoted. The figures are shewn in detail in statement (B) enclosed.

3. The passenger fare taken has been two pies per mile that being the present 3rd Class fare. Our experience of Coimbatore and Palghat which are branches under much the same conditions does not show that any considerable proportion of the passengers walk from the junction. I think the figures of Rs 15 000/- for the sugar Factory traffic is well within the mark and when railway

WU-7
railway communication to their door
is provided it will probably be largely
increased.

Yours faithfully,
(Ed) D. Ross Johnson.
Ag. Traffic Manager

(True Copy)

apc:all.
fr. Agent & Manager

(No. 12.)

5,000-15-3-88.

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

Statement

(No. 11.)
No. 584 MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,
MADRAS, 18th June, 1887.

From

The AG Agent and Manager.

Madras Railway.

To

The Consulting Engineer for Railways.

Madras.

SIR,

In reply to your endorsement No. 46/O dated 4th June 1897 on letter from the Government of India No. 855 R C dated 22nd May 1897 I have the honour to forward herewith copy of a letter dated 16th instant with enclosures from the Company's Traffic Manager in which the information is called for is furnished.

I would refer you to this office letter No. 8314/414 of the 29th April 1895 in reply to your No. 1365 of the 24th

idem.

I have the honour to be,

Sir,

Your most Obedient Servant,

Robert G.
AG Agent and Manager.

ENC. No. 1	TO E. R'S. C. No. 2702	OF 1397
LETTER No. 584	D. 23.6.97	
FROM	<i>Am</i>	

Recd.

Dated

188

for Railways.

The Consulting Engineer

To

The Agent and Manager

From

MADRAS RAILWAY.

(No. 12.)

5,000-15-3-88.



Public Works (1897) Department.

CURRENT No. 6069

75
170 116
01.005

Order

From Govt of India

No. 982 R.C.

Dated 11th June 1897

Received 23.6.97

Enclosures

Spare copies

SUBJECT.

Arcoot-Raupet Branch of the
Madrass Railway - Communi-
cating approval to the adoption
of the cheaper scheme proposed
for the construction of the
_____.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

188

Recd.

No.

[illegible][illegible]

All communications
should be addressed
to the Secretary.

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 11th June 1897.

Sir,

With reference to your letter No.338 R., dated 12th May 1897, I am directed to convey the general approval of the Government of India to the adoption of the cheaper scheme proposed for the construction of the Arcot-Ranipet Branch of the Madras Railway, viz. for the line 4.35 miles long at a cost of Rs.2,46,712 being at the rate of Rs.56,715 per mile.

That, in submitting this scheme for the approval of the Government of India, the Government of Madras have taken into consideration the fact that the proposed line would be a branch of the Madras Railway, and that the cost of the line would be borne by the Government of Madras.

2. I am to request that, in submitting this scheme for a cheap line in regular project shape, care may be taken that the traffic statistics asked for in Government of India letter No. 855 R.C., dated 22nd May 1897, may be accurate and reliable and accepted by the Government of Madras before being furnished to the Government of India.

3. The question asked in paragraph 5 of your letter will be considered on receipt of the views of the Board of Directors on the subject.

object.

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

G. A. Anderson
Under Secretary.

Documents accompanying:-
Nil.

B.C.

SM
communicate to AM. The
traffic question is dealt with in
APL's letter below. We are waiting a reply
from him about a detail of construction
over this in rec. to which case can
go forward.

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railways.

Dated

Recd.

188

No.

REGISTERED
1918
FILE
No.

[Faint, mostly illegible handwritten text, likely a letter or report, covering the majority of the page.]

(No. II.)

No. 83114

5,000-1711-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 29 April 1895

From

The Agent and Manager.

Madras Railway

To

The Consulting Engineer for Railways.

Madras.

SIR,

Referring to your letter No. 136 dated the 24th Instant, I have the honor to inform you that a copy of the petition addressed to the Madras Government praying for the construction of a branch line from Street Station to Street Lane, was furnished to me and transmitted to the Board by the last mail, no copy having been retained in this office. Enclose copies of the letters from the Traffic Manager and the Chief Engineer dealing respectively with the traffic prospects and cost of construction of the proposed line.

I have the honor to be,

Sir,

Yours most obedient servant

Wm. J. M. W.

Agent & Manager.

2 1918 of 85
SER. NO. 414 29/4/95
Sue

heads of accounts

1

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11. 10. 1922

3. 1-17-68

27-28-20

81

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100

9

[illegible]

during which the train would have to stop
 at Manipal and it is impossible to imagine this
 interruption to traffic, it is anticipated, with
 not least for more than two or three days
 a week, and this inconvenience will not be
 found serious.

As it is understood that no
 additional revenue or selling stock will be
 required for working this short branch, no
 provision made. This has been made
 provision also, has been omitted from the
 estimate as it is assumed that trains will
 run during the day only. Including these
 price of land, which will be paid to the
 Government, the actual cost to the Government
 of the branch may be taken at Rs 1,00,000/-
 or Rs 50,000/- per mile approximately.

Yours faithfully,
 H. H. West,
 Chief Engineer.

True copy of
 mis S.M.V.
 Agent to the Government

The alignment, across $\frac{1}{2}$ mile, is
 made under a rising gradient of 1 in 100 and
 has been secured by the average heights
 of the roads on either side and 1 1/2 feet
 respectively, and owing to the proximity of
 the side irrigated land a considerable
 amount of waterway will be required
 involving the construction of several bridges
 of 20 feet and 30 feet spans.

Provision has been made for a
 3rd class station at Walajanager, Romipet
 and a 4th class station and it is presumed that
 this will suffice at the outset. The cost
 of these, including the necessary junctions and
 arrangements at 4th class stations, is estimated
 to be Rs 10,000/-

It is not proposed to construct
 a bridge across the Palas river (which is
 half a mile wide) but to lay the line in
 the bed of the river, which on the
 upstream side of, the substantial masonry
 embankment already constructed by Government
 for the accommodation of boats. By
 covering the track in this position with
 a low wall, the permanent way, which
 is fully protected during floods, which
 would simply flow over the rails rendering
 the road impassable for short intervals

during

76.0 107
934

• N. B. R. Co. Company
Chief Engineer
M. B. R. Co. Company

1918 f 5
414 29/4/95
Am

• Agent or Manager
Dear Sir,

• The route of the proposed
line from Great Station
through Malinsgar and Rauripet
to Great Station

The complete route is shown in
letter 76.0 107 of 13 August 1914, which
has with it an approximate estimate (10,000,000)
with plans and sections of the proposed
branch (5 miles long) from Great Station
to Great Station - passing through Malinsgar
and Rauripet. The above figures are
the cost per mile as the lowest estimate
the value of the line.

The proposed line is a
necessity, and will be found, under the
provisions of Malinsgar and Rauripet
in relation to the existing station at Great
Station distances are as follows:

- Great Station to Malinsgar 11 1/2
- Malinsgar to Rauripet 3 1/2
- Rauripet to Great Station 1 1/2

Total 16 1/2

C.

15

- Actuals value traffic dealt with at direct calculated as for miles = Rs 25,717
- Actual Goods traffic dealt with at direct for miles calculated at the average Goods rates or 10 pice = 9490

Total Receipts 35,737

Dept of working miles is .0037 of the revenue of system. Mr. R. Earnings 10,392.25. Expenditure is Rs 53,19.18.5 Percentage of Expenditure on the earnings is Rs 51.2.

• The same Earnings Rs 35,737. Expenditure Rs 15,620.10. Percentage of Expenditure on the earnings is Rs 54.69

Receipts for miles are .0004 of the revenue of system.

Profit per unit on a capital of 10000 of Rs 4.00 per annum is Rs 4.00.

B.

u

Actual local hauling receipts of
7 miles the South West line } R 24.
Goods traffic at actual rates to and
from the Rampet Sugar works
vide Mr. St. John's notes after visiting
Rampet vide statement A - R 9570
Estimated goods traffic (over the 7 miles)
for the public generally - R 5094 - 11,600
Total R 6000

Cost of Working 7 miles is .0022 of the remainder
of system. Mr. R. Carrington R 105922.50. Expenditure
R 5319183 Per centage of Expenditure on the
earnings is R 51.2.
Now: Line Carrington - R 30000 Expenditure R 15360
Per centage of Expenditure on the earnings
is R 51.2.

Receipts for 7 miles are .0022 of the remainder of system
Profit Per cent on a capital of 10000 of 5%
per annum is R 500.

MSB

A.

Refined sugar 10000 tons or 1600000 lbs at 10 pice rates for 7 miles } @ 2.50 pice per 1000 lbs = 25000
 Sugar 10000 tons or 1600000 lbs at 10 pice rates for 7 miles } @ 2.50 pice per 1000 lbs = 25000
 Galphat brick 11.53 for 1000 lbs } @ 1.12 pice per 1000 lbs = 12800
 Molasses 10000 tons or 27222 lbs at 6.02 for 7 miles } @ 1 pice per 1000 lbs = 14100
 Woad 15000 tons or 2400000 lbs at 6.80 for 7 miles } @ 1.75 pice per 1000 lbs = 37500
 Country 110000 Gallons (100000 lbs) } @ 3 pice per 1000 lbs = 90000
 or 100000 Gallons (100000 lbs) } @ 3 pice per 1000 lbs = 90000
 13.61 pice rates for 7 miles

Total Refers 95000

with line N^o 2 which interferes very slightly with either the school or church compounds.

4th Line N^o 2 avoids the market buildings entirely whereas line N^o 1 would completely destroy them.

5th The houses on line N^o 2 are not more numerous or of a better class than on line N^o 1 with the exception, perhaps, of one house the owner of which is better able to make his complaints heard.

6th The length of line N^o 2 is about 500 feet less than that of N^o 1.

For these reasons I decided on alignment N^o 2 and I am convinced that it is the best for both the Railway and the Town. There will of course be opposition to any alignment passing through house property, but I believe that the alignment N^o 2 does as little damage to property as any other that can be selected. In any case the Engineering objections as regards levels on line N^o 1 are unanswerable and in order to explain this clearly to you I enclose also a longitudinal section of line N^o 2.

The main roads A and B on line N^o 1 are respectively 5.20 and 7.70 feet below their level

MB

level

level on line N^o 2 each having grades of about 1 in 50 and you will readily see the difficulty in passing such roads over the line at so much lower levels. It would entail long disfiguring embankments the slopes of which would damage property on each side of the roads. Even on line N^o 2 the road and drainage have to be slightly raised.

The drainage from ch. 20 to 26 must pass over the line at chain 26. This is rapidly collecting drainage from that portion of the Town lying near line N^o 1 which now finds an outlet on the East side of the Mission School compound and the sooner it is passed across the line the better.

There will be quite enough drainage to carry down to the low ground without dealing with that between chains 20 and 26.

I propose now to deal with the objections made by the Chairman of the Municipal Council to line N^o 2.

As I have stated above there is nothing to choose between the 2 lines N^o 1 and 2 with regard to house property except perhaps

perhaps that one house which I have mentioned. There is one well near the line N^o 2 (marked C. on the plan) but this can be preserved since it is about 15 feet clear of the centre line and such access can be given to it as will I think meet the Public wants. Even if this were not so we could sink another well in the neighbourhood.

I have already referred to the Mission property. The land will be less cut up by line N^o 2 than by N^o 1. I fail to see how any damage can arise to the School or Church for the soil is very hard gravel and the buildings are respectively 40 and 135 feet clear of the proposed Railway fence. I have had no complaints from those in charge of these buildings nor does it seem to make much difference to the School itself whether there is a cutting behind it or in front of it. Access between the School and the Church will not be less easy than at present since there will be the road bridge between them.

As regards the beauty and convenience of the town you will see from the section that the line must in any case be in cutting and that one bridge at the cross roads in

no. 2 for ... O.T.C. 1906

roads will be less unsightly than 2 bridges with
long raised approaches.

To avoid these approaches the
diff Railway cutting would have to be about 7
feet deeper than is now proposed and the
damage to property would be increased.
The drainage cannot be passed
on under the Railway as proposed by the
Chairman because syphon culverts will be
prone to choke up with refuse and sand.

I can only add that the line has
been laid out to the best of my ability
with a view to do as little damage and
to cause as little inconvenience to the Public
as possible. Inconvenience to individuals
must and will occur and it appears to
me that similar objections to some extent
against line No. 1, are now being urged
against line No. 2 and would be urged
against any line where those who are
inconvenienced for the public good can make
their objections heard.

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

J. E. R. A. L. L.

Engineer

Dr.

As the correspondence
read in this draft S.O. will be
printed in full, I propose to
commence the S.O. with the
words "The memorialists were
informed so" until the end of
your pencil draft.

If you print correspondence
in full: I will be sufficient to say that
the different proposals have been carefully
considered and that Govt. finally approve
of line No. 2 for the reasons set forth
in the letter No. 1268 of 25/6.

8577/97

Alignment No. 1 is also to be struck off.

67311
The Collector Jodarn Dist.
forwarding letter from Chairman
Munt. Council Rajahmundry with
removal from inhabitants praying
remuneration of S.O. (M.C.) No. 138R
of 4/2/87.

The circumstances leading up to
the issue of S.O. 138R are given
in the note below it -
Further arguments in favour of
line No. 3 (favour of the Municipality)
in preference to line No. 2 (sanctioned
in S.O. 138R) having been received
from the Chairman, and supported
by the Collector, the matter was
again referred to the Engineer-in-
chief.
His reply shows that the line pro-
posed by the Municipality is an
improvement on the existing railway
embankment - This will be readily
seen from the plan whereon
Mr. Walter the Engineer has shown its
true position and also that assumed
by the Municipality.
His letter further shows that the line
already approved of is more economical
(this 500 ft. shorter), will cause less
disfigurement to the town, and will
cause no more damage to private properties
than the line proposed by the Municipality.
There seems reason to think, as suggested
by Mr. Walter that the protest is
actually emanates from some interested
person who has sufficient local
influence to make his voice heard.
A S.O. is put up for approval
P.T.O. Jodarn

11/2/87
12/7/87
13/7/87
14/7/87
15/7/87

roads will be less insightfully than 2 bridges with
 long raised approaches
 To avoid
 Railway cutting was
 10 feet deeper than is
 the damage to property
 The drainage
 under the Railway
 the Chairman because
 is sure to choke up in
 I can only
 be seen laid out to
 way with a view to a
 to cause as little
 as possible. I have
 so must and will
 the me that similar
 to against line N^o 1
 against line N^o 2
 against any line and those who are
 a inconvenience for the public good can make
 their objections heard.

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

J. G. Watson
 Engineer in-Chief,
 Godavari Bridge

forwarding letter from Chairman
 Munt. Council Rajahmundry with
 memorial from inhabitants praying
 for remutation of S.O. (M.C.) N^o 138R
 of 4/3/87

The circumstances leading up to
 the issue of S.O. 138R are given
 in the note below it -
 Further arguments in favour of
 line N^o 3 (favoured by the Municipality)
 are preferred to line N^o 2 (Sanctioned
 in S.O. 138R) having been received
 from the Chairman, and supported
 by the Collector, the matter was
 again referred to the Engineer-in-
 Chief.

The reasons are given,
 but I think they are
 given briefly.

JG
 25/7/97

His reply shows that the line pro-
 posed by the Municipality is an
 impossible one inasmuch as it
 cannot meet the existing railway
 embankment - This will be readily
 seen from the Munt. plan whereon
 Mr. Walter the Engineer has shown its
 true position and also that assumed
 by the Municipality.
 His letter further shows that the line
 already approved of is more economical
 (its 500 ft. shorter), will cause less
 displacement to the town, and will
 cause no more damage to private property
 than the line proposed by the Municipality.
 There seems reason to think, as sug-
 gested by Mr. Walter that the protest
 actually emanates from some interested
 person who has sufficient local
 influence to make his voice heard.
 A.S.O. is put up for approval
 no. 2 for way

Alignment N^o 2 should be struck off.

100 N. 138R
 27.7.97
 100 N. 138R
 27.7.97
 100 N. 138R
 27.7.97

12.7.97

roads will be less unsightly than 2 bridges with
long raised approach

To avoid
Railway cutting was
foot deeper than is
damage to property
The drainage
under the Railway
the Chairman because
a suit to choke up an

I can only
be seen laid out to
with a view to a
to cause as little
as possible. I never
must and will a
me that similar
against line N^o 1
against line N^o 2
against any line where those who are
inconvenienced for the public good can make
their objections heard.

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

J. G. Walton

Engineer In-Chief,
Godown

P. W. Current nos
5805
6482

His Excellency the Governor
The Honble Sir H. K. Williams
The Honble Mr. Groce, C.S.

I agree that the decision al-
ready arrived at must be adhered
to, but I cannot see any need for
so very abrupt a go. - I think the
S.O. should set out pretty fully the
reasons why the wishes of the people
of the town cannot be acceded to

HJ
14/7/97

The reasons are given,
but I think they are
given briefly.

JS
15/7/97

Letter from Collector Goddard dist.
forwarding letter for Chairman
Munt. Council Rajahmundry with
memorial from inhabitants praying
for remission of S.O. (H.K.) N^o 138R
of 4/3/87

The circumstances leading up to
the issue of S.O. 138R are given
in the note below it -

Further arguments in favour of
line N^o 3 (favoured by the Municipality)
are preferred to line N^o 2 (Said to be
in S.O. 138R) having been received
from the Chairman, and supported
by the Collector, the matter was
again referred to the Engineer-in-
chief.

His reply shows that the line pro-
posed by the Municipality is an
impossible one inasmuch as it
cannot meet the existing railway
embankment - This will be readily
seen from the Munt. plan whereon
Mr. Walton the Encl. has shown its
true position and also that assumed
by the Municipality.

His letter further shows that the line
already approved of is more economical
(it is 500 ft. shorter), will cause less
disfigurement to the town, and will
cause no more damage to private property
than the line proposed by the Municipality.

There seems reason to think, as sug-
gested by Mr. Walton that the protest is
actually emanates from some interested
person who has sufficient local
influence to make his voice heard.
A S.O. is put up for approval
no: 2 for the Engineer-in-Chief.

Alignment N^o 2 should be struck off.

11/2/97
12/2/97
13/2/97
14/2/97

21/7/97

finally approving of alignment
No. 2.

17/5/97

(R.) Form No. 3.

No. 473 Dated 17/5/97
Railway DEPARTMENT

PROCEEDINGS OF THE MADRAS GOVERNMENT.

again
READ the following

Progs. of the Madras } H.E. no. 138 R of 4th March 1900
Govt. P. W. Dept. - }

Read also

Telegram from Bondada }
Kungayya. - } of 14 April 97

Endorsement from }
the Local & Muni. Dept. } - 661 of 11 June 1897

Letter to the Engineer }
in Chief Godavari Bridge } - 568 D of 18 June 1897

Letter from - do - - 1260 of 25 - do -

The Government
finally approves of alignment
No. 2.

To
The Local & Muni. Dept. }
with 1 plan }
- " Engr. in Ch. Godavari Bridge }
mundry have been carefully considered
& Govt. finally approves of alignment
No. 2 for the reasons set forth

A. 2.

in letter from the Engineer-in-
Chief Goddard Bridge No. 12607
15 June 1897 read above.

17/7/97

Sp. 473. Dec 17 1897