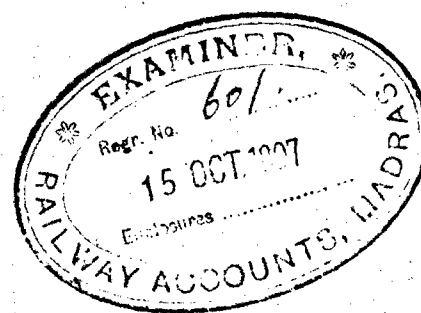


OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS.

Madras, 15th October 1897.

No. 3224.

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 1017, dated 13th October 1897, forwarded to the Examiner of Railway Accounts for favour of remarks.

gbr

17/10/97

J. H. H. H.

for E. R.

EXAMINER'S REPLY.

The schedules may now be accepted by E. R. if he approves.

The Agent's contention in para 2 of his letter is correct, my remarks referred only to the Revenue expenditure of which the Mayavaram Muttupet Railway has borne a share.

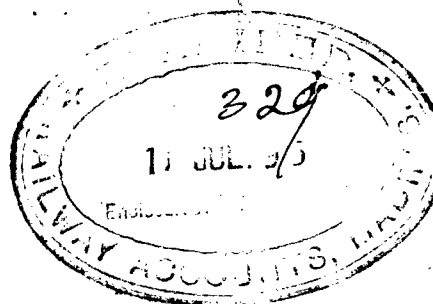
The Revenue outlay charged with to the South Indian Railway has accordingly been included vide Schedule "Formation" "Permanent Way" etc.

Copies of the Schedules should be forwarded to the Govt. of India in

SERIAL

No. 50

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 10th July 1895.



No. 2205

OFFICE NOTE.

Letter from the Agent, ^{Government of India} Railway, No. 323 RT
dated 1st July 1895, forwarded to the Examiner of Railway
Accounts, for ^{favor of} remarks.

[Signature]

for E.R.

EXAMINER'S REPLY.

As the draft agreement was prepared
by the South Indian Railway Company,
the Agent should be asked to revise the
contract in the light of Government of
India remarks.

2. Agent should also be asked to state
what proposals the Company would suggest
in regard to the matter dealt with in paras
5 and 6 of the Government of India letter.

3. Will you please return the case
for

for Major Wallers perusal after action has been taken as proposed.

12.7.95
 E.M.
 Agents
 J. S. R. 12/7

I cannot find the words defined in the principal contract in the Agreement for working the Muller branch of the Villupuram & Aramavaram S.R. which is for the purpose of goods receipts and means such include when the station is closed all receipts for coaching & goods traffic & for telegraphs all sums received as well as all other receipts usually treated as railway revenue.

(2) The Amendment Underwriting means The S.I.R. and the State R. taken as a whole the intention being that the two R. under the terms of the contract should be worked as if they constituted but a single railway.

para 3. This is very to define "Expenses" in the limits of para: perhaps the best way is to define Cap and Rev. as laid down in Section 10 of the Railway Act 1825 page 11 of Part 1 of the Manual.

We may forward India's letter to S.I.R. and when revised agreement is sent I will forward to Tanjore Local Board.

J.S.R.
 This may be done but I do not think the alteration will be material and will not affect the T. L. B.

Railway Department.

Madras, 25th July 1895.

To A

SERIAL
No. 27

No. 2397 Reply No. , dated

Permit

Sir,

In reply to correspondence dated 11th of 7.9.95 I have the honor to forward copy of a letter received from the Govt. of India together with a copy of the Agreement and to request that the latter may be modified as desired by the Govt. of India.

Reminders. June 2

No. 2397: 39.95

W.M. 4/9
 issued 5/9

with L.S.C. of agreement.

J.S.R. 24/7

26

No. 837

South Indian Railway Co., Ltd.

AGENTS' OFFICE,

TRICHINOPOLY, 12th September

1895



From

^{Ag}
THE AGENT,

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

In reply to your letter No. 2397 of the 25th July last regarding the draft agreement for working the Mayavaram Moulipet Railway, I have the honor to inform you that the matter has been referred to the Board of Directors and I shall advise you of the result on receipt of an answer to my reference.

I have the honor to be

Sir

Your most obedient servant

Dannikogau

Acting Agent

MBS

await further
communication

M. 27/10

3949
1000/15995

SERIAL

No. 59

No. 323 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Traffic.

To THE Joint Secretary to the
Govt. of Madras, P.W. Deptt.,
Railway Branch.
Simla, 18th October 1895.

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

G. S. S. S. S.
off: Asstt. Secretary.
D/6/10/95

P. W. D. No. 323 R.T., dated 1st July 1895.

Communicating certain
remarks for the revision of
the draft agreement for
the working of the Mayavaram
Muttupet railway by the
South Indian railway, and
requesting its re-submission
for the approval of the
Government of India.

say it's under ref. with
the B of D 11/11/95

No. 246 P. W. D. - 6-4-91. - 2,000.

From

THE AGENT,

SOUTH INDIAN RAILWAY,

Tamil Nadu.

To

THE CONSULTING ENGINEER FOR

RAILWAYS,

Madras.

Dated

Received

No.

ENCLOSURE.

P. W. CURRENT No. 8142

Recd: 22.10.95

No. 716 R 40

B/.

Government of Madras,
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE Secy to the Govt of India

P. W. Deptt
Simla

25th October 1895.

SIR,

With reference to
your letter no 323 R.T.
of 1st July 1895 and
subsequent reminders
of 18th October 1895, I am
directed to state that
your remarks on the
draft agreement for
working the Mayavaram
Mutpet Railway
have been referred
by the agent S. J. Ry.
to his Board of Directors
whose reply is awaited

Documents accou?
hib

No. 971

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

TRICHINOPOLY, 28th October 1895

SERIAL
No. 41

From

Acting
THE AGENT,

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

Adverting to correspondence ending with your letter N^o 2397 of the 25th ult^{mo}, regarding the draft of the agreement for working the Mayavaram Mutpet Railway, I have the honor to point out that the inquiry made in my letter N^o 719 of the 13th July 1894 as to whether the agreement shall be executed in England or in India still remains unanswered and to request a reply.

C 5992

27th Oct

It seems probable from the wording of the indenture, in the S. & S. Co. & not the Govt. of India is maintained, that the agreement shall be executed in England. Shall we till that is made definite?

I have the honor to be
Sir
Your most obedient servant
Dandhagur
Acting Agent

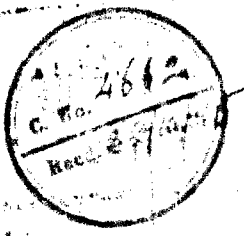
must be submitted to Govt. of India

MADRAS, 2nd November 1895

To

SERIAL
No. <u>42</u>

Agent, S. I. R.



No. 3487 Reply No. 637, dated 21.7.96

Boat

SIR,

*in reply to your letter
No. 971 d. 20/10/95
I have the h. to say that
the agreement will have
be resubmitted to India
when returned from your
Board of Directors. The
Gov. of India will then
decide whether it should
be executed here or in England
Please expedite
re-submission
Yr
2/11*

Reminders.

Subject.

28 8

*Replied in No 3487.
2/11/95*

Received

No.

To

THE COASTING FARMERS

From

THE AGENT,

SOUTH INDIAN RAILWAY.

Trichy.

Extract from Board's letter to A. No. 158 of 25/10/72
Working agreement Mayavaram - Madras - Ly.

SERIAL
No. 43

The draft of this Agreement, returned with
the Acting Agent's letter to 443, is referred to you
for report.

Information is required, as stated
in Board's letter to 132, 22nd June 1894, whether
it is intended that the Agreement is to be executed
in England or in India.

South Indian Railway Company, Limited.

AGENT'S OFFICE,

No. 461.

Trichinopoly, 24th December, 1895.

SERIAL

No. 44

SIR,

I have to acknowledge the receipt today of your letter No. 161 dated 6th December, 1895, together with the papers therein referred to.

MAYAVARAM-MUTUPET RAILWAY WORKING AGREEMENT.

The Government of India in its letter No. 323 R. T., dated 1st July, 1895, desired that the draft agreement for the working, by this Company, of the Mayavaram-Mutupet Railway might be amplified by the inclusion of definitions of "Gross Receipts," "Undertaking," and "Capital Expenditure," also that some reference to the general principles of allocation between Capital and Revenue should be made. The Government of India further considered that the proposed clause 9 was not clearly worded, and that in it provision should be made for payments to the Government Telegraph Department on account of rent and maintenance chargeable against the joint revenue, and for the telegraph equipment of the line being supplied by the Telegraph Department and not by the Company. Finally the Government of India considered that unless the expenditure incurred at Tiruvallur and Mayavaram stations for the sole use of the Mayavaram-Mutupet Railway was considerable, and the South Indian Railway were unwilling to forego the charge for interest, no such charge should be made to the Mayavaram-Mutupet Railway. In the event of this proposal not being accepted it was suggested (1) that the Mayavaram-Mutupet Railway should refund the capital expended (2) or that the interest charge should be based directly on that expenditure.

There is no objection to the acceptance of the Government of India's proposal for the inclusion of the definitions above referred to, and the following are suggested for insertion as clause 2:—

Throughout this Agreement unless otherwise stated, or unless there is something repugnant in the context, the following terms to have the meanings set against each of them respectively, viz:—

"The Company" means the South Indian Railway Company Limited.

"The Undertaking" means the South Indian Railway purchased by the Secretary of State and includes any other railways or parts of railways handed over to, or left in possession of, the Company on the 1st January, 1891, or which may be handed over to, or left in possession of, the Company after the aforesaid date, in accordance with the provisions of the principal contract entered into on the 24th November, 1890, between the Secretary of State and the Company.

"Gross Receipts" mean and include, when not otherwise stated, all receipts from Coaching and Goods Traffic, and from Telegraphs, and all sundry receipts usually treated as railway revenue.

"Capital Expenditure" means and includes the cost of new works, plant and machinery, and of substantial improvements of, and additions to, old works,

29 5/8

permanent way, plant and machinery, including the cost of any temporary new work, the construction of which is requisite for the construction of a work properly chargeable to Capital—provided nevertheless that any item of expenditure properly chargeable to Capital in accordance with this principle shall, from time to time, if not exceeding Rs. 1,000 be classed as a "Minor Work" and be charged to Revenue within a maximum amount in each half-year of Rs. 15 per open mile of railway — and provided that if at any time the old rails and fastenings originally laid be replaced by new rails and fastenings, the difference in cost between such old and new material shall be borne by Capital—and provided also that no portion of the salaries or allowances of any of the Company's supervising staff, although for the time being employed partly or wholly in directing or superintending work chargeable to Capital, shall, except with the express sanction of the Secretary of State, be charged to Capital, and that no expenses connected with the engagement from England, or with the passage from, or to, England of any person in the Company's service shall be charged to Capital unless such person shall have been specially engaged to carry out work chargeable to Capital and actually employed upon such work.

"Revenue Expenditure" is the same percentage of the gross receipts of the Mayavaram-Mutupet Railway as the Company expend, in accordance with its rules in force from time to time, on working and maintaining the whole of the undertaking, including lines which the Company work and maintain from time to time, with the addition of the cost of any extraordinary casualty that may arise as provided for in clause 3 of this Agreement, and a payment for the use of the Company's rolling stock of a sum of 5 per cent upon the gross receipts of the Mayavaram-Mutupet Railway for each half-year.

It will be noticed that a definition has been formulated to explain the meaning of the term "The Company". This appears desirable as the expression is of frequent occurrence throughout the contract. I would suggest that the above definitions of Capital and Revenue be retained in the same clause as the other definitions instead of being included in clause 7 of the draft Agreement. The matter is not of importance, and it is unlikely that the Government of India will object to this small variation from its instructions.

As regards the requirements of the Government of India in respect to telegraphs, it is to be observed that only the wires outside the station offices have been provided by the Telegraph Department. The signalling apparatus and the station connections were supplied by this Company and charged off to the Capital Account of the Mayavaram-Mutupet Railway, it being considered advisable that the telegraph instruments on the worked line should be exactly the same as those of the undertaking. While deprecating any change being now made the following clause would meet the requirements of the Government of India, if the Board desire to alter the present arrangement:—

The Secretary of State may from time to time establish and work such electric telegraphs and telegraphic appliances as he shall think fit on any part or parts of the Mayavaram-Mutupet Railway, and shall, from time to time, allow the Company to have the exclusive use of such electric telegraphs and telegraphic appliances as he shall consider proper to be used by the Company for the purpose of safely or efficiently working the said railway or parts thereof. The Secretary of State shall maintain and keep in good repair, and in good working condition the

electric telegraphs and telegraphic appliances of which the Company shall for the time being be allowed to have the use. The Company shall pay, on behalf of the Telegraph Department of Her Majesty's Indian Government into such Government Treasury in India as may be appointed by the Secretary of State, such charges as may be fixed by the Secretary of State for the rent, maintenance and inspection of the electric telegraphs and telegraphic appliances of which the Company has been allowed the exclusive use, provided that such charges are not to be in excess of similar charges for the time being in force in the case of State Railway Telegraphs.

In respect to the interest charges on joint stations arrangements and works provided for the exclusive use of the Mayavaram-Mutupet Railway, I do not think that this Company should forego either of these charges. Not knowing the conditions under which the Wardha Coal State Railway Agreement was framed, I am unable to report in what way it can be accepted as a reasonable precedent for settling the charges at joint stations, but I observe that where interest is charged by the Great Indian Peninsula Railway it is levied at 5, and not $4\frac{1}{2}$, per cent as is proposed in the draft Agreement under discussion. If the outlay at Wardha station for traffic purposes and traffic dwellings was small it might have been advisable to forego the interest charges on such outlay, as being more than counterbalanced by the extra traffic brought to the parent line, but conditions of this nature cannot be considered as obtaining in connection with the Mayavaram-Mutupet Railway, where it is not improbable that the section between Mayavaram and Tiruvallur, which short-circuits that portion of the undertaking lying between these points, actually results in loss of revenue to the Company.

Leaving out of the question for the present the expenditure on works solely required for the Mayavaram-Mutupet Railway, several joint works such as over bridges, island platforms, more extensive watering arrangements, &c., would not have been provided but for the construction of the new line, and it hardly seems fair that their cost should be borne entirely by the Capital of the undertaking, thus decreasing the Company's share in the division of surplus profits. There really seems no more reason why Capital expenditure should be incurred by the undertaking on behalf of the Mayavaram-Mutupet Railway at Mayavaram or Tiruvallur than at any other station on the worked line. It has always been understood that the Company should derive some return for the Capital expended at the joint stations, as is instanced by para 4 of the endorsement of the Consulting Engineer for Railways in G. O., 2840 R., of 24th November, 1892, copy sent with my letter No. 178 of the 28th December, 1892.

As regards works provided for the exclusive use of the Mayavaram-Mutupet Railway, as the outlay is considerable, being about Rs. 72,575 the Government of India will doubtless agree to interest charges being levied. It will be simpler to adopt this course than to allow the Mayavaram-Mutupet Railway to refund the Capital outlay, as it avoids a divided ownership of the joint stations.

The following statement shews the total expenditure on (1) the recent additions used exclusively by the South Indian Railway, (2) new works constructed solely for the Mayavaram-Mutupet Railway, and of alterations to original works in consequence of the admission of that line into the stations, (3) original and new works now jointly used. The details working up to the totals given, together with a letter from the Chief Engineer on the subject, have been placed in the post packet.

30 5/6

Station.	EXPENDITURE ON.		
	Recent additions for S. I. Ry. sole use.	New works and alterations for M. M. Ry. only.	Original and new works jointly used.
	Rs.	Rs.	Rs.
Tiruvallur ...	20,870	36,348	59,836
Mayavaram ...	6,324	36,228	87,919
Total ...	27,194	72,576	1,47,755

The Chief Auditor points out that clause 6 of the draft Agreement is incorrect and suggests that the portion beginning— "The Secretary of State shall as soon as the accounts &c." be eliminated and the following substituted:—

The Revenue expenditure shall be adjusted in the monthly Accounts in accordance with the results of each month's working, and a final adjustment made at the end of each half-year to bring it into accord with the results of that half-year's working.

I shall be glad to receive the orders of the Board on the points raised in connection with this Agreement.

MAXIMUM SPEED.

Now that the main line is practically relaid with the new 50 lbs. permanent way, and some of the mail trains are fitted with the continuous automatic brake, I think the time has come when the maximum speed of 25 miles an hour should be raised. Under the "General Rules for working open lines of Railway in India" the speed limits fixed for the metro gauge are— for passenger trains forty miles an hour, and for mixed trains twenty-five miles an hour. I therefore propose that the maximum speed for our mail trains should be raised to thirty-five miles an hour, the present limit of 25 miles an hour being retained for all other descriptions of trains. I would explain that it is not intended to time the running of the mail trains at the increased speed, but only to make use of the new limit where grades, loads, and rolling stock, permit of its adoption. At present drivers are, if they adhere to rules, unable to take a proper advantage of down gradients and the result is a needless loss of energy with the disadvantage of slower running and increased wear and tear of brake gear. As a matter of fact the 25 miles an hour limit is more honored in the breach than in the observance, and I am desirous that a restriction so frequently infringed should be replaced by one that can be properly enforced. I may mention that the Locomotive Superintendent does not agree with me, and considers that a speed beyond what we run at present, viz., 25 to 30 miles an hour should not be exceeded. As in a question of this kind the opinion of the Locomotive Superintendent must carry great weight, I should not have pressed the matter had it not been so important to the economical working of this railway. I put up in the post packet, copies of the correspondence which has passed between the Locomotive Superintendent, the Chief Engineer, and myself on the subject, and request the orders of the Board.

South Indian Railway

Extract from letter from the Managing Director, to the Agent
dated London 10 April 1896, No: 169

Mayavaram-Mutupet Agreement.

With your letter No: 461, 24 December 1895, you forwarded draft Agreement for the working by this Company of the Mayavaram-Mutupet Railway, which had been submitted for approval to the Government of India, and you suggested certain amplifications and alterations to meet the criticisms which had been made on the Draft by that Government.

The Board have considered your suggestions and have given them their general approval subject to the following remarks.

In the "interpretation of terms" clause it might be desirable to state that unless there is something repugnant in the subject or context, the terms generally where used shall have the same meanings, respectively, as in the Contract ~~made~~ between the Secretary of State in Council of India and the South Indian Railway Company Limited, dated 24 November 1890.

If apart from this general interpretation, it is thought necessary especially to define the expression "the Company" it might be well also to insert a definition of the term

"Secretary of State" although both are apparently sufficiently defined in the Preamble that the Indenture is made between the Secretary of State in Council (hereinafter called the "Secretary of State") of the one part and the South Indian Railway Company Limited (hereinafter called the "Company")

12 R P

of the other part .

Clause 7 of the Agreement should be worded so as to introduce " Capital Expenditure " as there is a definition of the meaning of these words although they do not occur in the Draft Agreement as it now stands.

The words "Revenue Expenditure" of which it is proposed to add a definition do not occur in the Draft Agreement. They might be introduced in Clause 5 .

With regard to the telegraph equipment of the Line the Board do not desire that the present arrangement should be altered, under which the telegraph instruments are supplied by the Company, with the view that they shall be of identical pattern with those in use on the Undertaking . Under the State Railway Telegraph Rules it is not obligatory on the Company to obtain the Instruments from the Government Telegraph Department, and from the correspondence which took place in 1892, it will be seen that the Company came under these Rules with this express object in view .

The Directors are not disposed to forego the charge for interest on the cost of Joint Station arrangements and of works provided for the exclusive use of the Mayavaram-Mutupet Railway. In the latter case they think that it will be preferable that the interest should be charged on the Capital cost of the additional station accommodation provided, which amounts to the comparatively considerable sum of Rs: 72576, rather than as alternatively suggested by the Government of India that the Mayavaram-Mutupet Line

7268

should refund the expenditure in question which would introduce the element of divided ownership of the Joint Stations which is to be deprecated.

With regard to the rate of interest, which is not of material moment, the Directors while noting your suggestion that 5 per cent should be charged think that the rate named in the Draft Agreement- $4\frac{1}{2}$ per cent will be sufficient.

Clause 6 should be amended as suggested by the Chief Auditor in order to bring the procedure into accord with actual ~~practice~~ *practice*.

The Draft Agreement as finally revised should be settled by the Legal Advisors of the Company in Madras, and should then be resubmitted for the approval of the Government of India, a copy being at the same time forwarded to the Board.

Agents' Office

21 July 96

True extract

M. de Mesme
for Agent

120 P

3 To ERs CN 3144 6
637 21.7.96
From A

All communication
should be addressed to
the Secretary.

No. 253 R.T.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

SERIAL
No. 15

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

Simla, the 16th April 1906.

Sir,

With reference to the correspondence ending with
your letter No. 716 R., dated the 25th October 1905, regard-
ing the draft agreement for working the Mayavaram-Mutupet
railway by the South Indian Railway Company, I am directed
to enquire how the matter now stands.

I have the honour to be,

Sir,

Your most obedient servant,

H. B. Ramalingam
Captain, R.E.,
Assistant Secretary.

Documents accompanying :-
Nil.

*R. ... only A ...
62. ...
inform ...
...
... A ...*

S.C.B.

3827

Form No. 7.

MADRAS,

29th April 1896.

To

SERIAL

No. 46

Agent, S. I. R.

Ans: 22.4.96

No. 1352 Reply No. 363, dated 1.5.96

SIR,

Reminders.

With reference to
correspondence ending
with my letter No. 3687 of
27 November 1895, I have
the honor to ~~inform you~~
~~the matter stands as it requires the if~~
~~you will be so good~~
ask your Board
to expedite their orders
on the draft agreement
for working the Nagayam
Multiple Railway -
the matter has now been
standing over for a long time

Subject.

27/4

No. 363

South Indian Railway Co., Ltd.

AGENT'S OFFICE.

SERIAL

No. 17

TRICHINOPOLY, 1st May 1896.

From

THE AGENT,

SOUTH INDIAN RAILWAY,

To

Offg:
THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

In reply to your letter No. 1352 dated 29th April 1896, I have the honor to inform you that by last mail I received the orders of my Board on the Working Agreement for the Mayavaram-Mutupet Railway. In accordance with these instructions the Agreement has been sent to Messrs Barclay, Morgan and Co., Solicitors Madras to be drawn up, and on receipt from that firm it shall be forwarded to you.

I have the honor to be

Sir

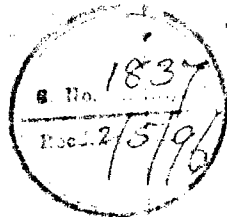
Your most obedient servant

A.D. G. Shetty.

Capt. R.E.,

Agent.

MS



B. FORM No. 12.

No.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Smia

April 1896.

SIR,

With reference
to your letter No. 258RT.
of 16 April 1896, I am
directed to inform you
that the draft agreement
for working the Maun-
karn. & Muttup Railway
is still under the con-
sideration of the Board
of Directors J. & Railway
& that the type has been
asked to write to his
Board to expedite their
views on the subject.

*amnt AS 2/5/96
C
7/6*

From

THE AGENT,

SOUTH INDIAN RAILWAY.

Tondiarpet.

To

THE CONSULTING ENGINEER FOR

RAILWAYS,

Madras.

Dated
Received

No.

ENCLOSURES.

No. 422.R

Government of Madras,

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

THE Secy to the Govt of India

P. W. Deptt

Simla

Coty. - 5th May 1896.

SIR,

With reference to
your letter No. 258 R. T.
dated 16th April 1896,
I am directed to inform
you that the agent
S. I. Railway has received
the order of his Board
on the working agreement
for the Mayanarum
Muttupet Railway
which he has forwarded
to Messrs Barclay
Morgan & Co Solicitors
Madras, in view to its
being drawn up in
accordance with
the Board's instructions
on receipt of the
document from the
agent

agent it will be dealt
with & forwarded
for the approval of
the Government of India.

Documents accom^d

Nil.

All communications
should be addressed
to the Secretary.

SERIAL
No. 19

No. 538 R.T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

Railway Traffic.

To

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

Simla, the 14th July 1896.

Sir,

With reference to your letter No. 422 R, dated the 5th
May 1896, I am directed to enquire when the draft Agreement
for working the Mayavaram Mutupet railway by the South
Indian Railway Company may be expected.

I have the honour to be,

Sir,

Your most obedient servant,

W. Bonham Carter

Captain R.E.

Assistant Secretary.

Documents accompanying.

Nil.

B.B. Bose.

Carried over 20070

RECEIVED I.O. 6494

Recd: 20.7.96

PHC C No 6494

SERIAL

No. 50

No 2180
21-7-96

Copy from

Agent S. J. R. for favor
of an early reply.

AM 21/7

per ER

20-7-96

Despatched on 21-7-96

At
20/7

No. 637

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

SERIAL

No. 01

TRICHINOPOLY, 21st July 1896.

From

THE AGENT,

SOUTH INDIAN RAILWAY,

To

Offg.
THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

With reference to your letter No 3487 of 2nd November 1895, and in compliance with the instructions conveyed in letter No 169 dated 10 April 1896 from the Managing Director, I have the honor to re-submit for the approval of the Government of India the Draft Agreement for working the Mayavaram-Mutupet Railway revised in accordance with the orders of the Board.

2. It will be noticed that the Board do not desire that the present arrangement should be altered under which the telegraph instruments are supplied by the Company, and are also not disposed to forego the charge for interest on the cost of joint station arrangements and of works provided for the exclusive use of the Mayavaram-Mutupet Railway. The Board prefer that interest should be charged on the Capital Cost of works for the sole use of the Mayavaram-Mutupet Railway instead of the expenditure in question being refunded to the South Indian Railway.

3. As the Board appear to have accepted the principles of Circular XIV Railway dated 13 August 1889 in respect to the division of joint charges, the draft agreement now submitted has been framed in accordance with these principles. I would, however point out that this procedure involves the registration of Cross, local and interchanged traffic, a work of considerable labour for the past years, and extra work for the future which might be easily avoided if some empirical method

S/P

Carried over

3144

23/7/93

2

of arriving at the Mayavaram-Moutupet Railway share of interest charges on joint works could be arrived at. I am prepared to recommend to the Board that of the total charges at both junctions $\frac{1}{5}$ be deducted in consideration of the South Indian Railway through traffic, $\frac{1}{10}$ be charged to the Mayavaram-Moutupet Railway for its through traffic at Tiruvallur, and that of the balance the Mayavaram-Moutupet Railway be debited with $\frac{1}{3}$.

4. Schedules are herewith forwarded giving particulars of the amounts expended on new works and alterations for the Mayavaram-Moutupet Railway only, and on original and new works jointly used. I also send copies of the correspondence which has passed between the Board and myself on the subject of this agreement.

I have the honor to be

Sir

Your most obedient servant

A. S. S. S. S.

Capt. R. E.

Agent

Enclosures 3 By Bookpost
M. S.

ENCLOSURE

No.

Dated
Received

189

From
THE AGENT,
SOUTH INDIAN RAILWAY,
Tiruchivally.
To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

South Indian Railway Engineer Department

Statement showing the actual expenditure incurred in the original construction of, and later additions to, Tiruvallur station, up to end of September 1883.

Item No	Description	Expenditure proportionately chargeable to			
		South Indian Railway	Mayavaram Moutupet Railway	Joint Works	Total.
<u>Enlarging Station Arrangements.</u>					
1.	Land	"	1,593	"	1,593
2.	Earthwork	1,634	1,660	"	3,294
3.	Extending existing 1-5 ft culvert	1,475	3,318	"	4,793
4.	Fencing	"	242	"	242
5.	Road Crossings	"	"	980	980
6.	Ballasting	1,472	1,820	"	3,292
7.	Permanent Way	5,678	6,145	"	11,823
8.	3 rd Class Waiting shed	"	"	2,043	2,043
9.	Urinals at West end of Island platform	"	"	477	477
10.	— do — East — do — do —	"	"	513	513
11.	Covered Way	"	"	8,814	8,814
12.	Over Bridge	"	"	4,276	4,276
13.	Approaches	533	"	"	533
14.	Island platform	"	"	6,461	6,461
15.	Permanent Way Inspector's bungalow	}	3,849	"	3,849
16.	book house				
17.	Latrine				
18.	Water tank	"	"	3,266	3,266
Carried over		10,792	18,627	26,830	56,249

Carried over

Sl. No.	Description	Expenditure proportionately chargeable to			
		South Indian Railway	Mayavaram Municipal Railway	Point North's	Total. Rs.
	Prompt forward	10,792	18,627	26,830	56,249. 79
35	Closing the existing Loco. Well and resinking another well			508	508 7.
36	10 feet in diameter	"	"	167	167 1.
37	Erect shade over pump	"	"		
	Demolishing existing ashpit and water column and rebuilding the same at West end	2085	"	"	2085
	Do - Do - East end	2085	"	"	2085.
	New ashpit and drain on Mayavaram Municipal Railway siding opposite Main line ashpit at West end	"	1,958	"	1,958
	Do - Do - East end	"	1,959	"	1,959
	42 feet Engine Lumbale	"	5,075	"	5,075
6	Tank Machinery	"	"	9,058	9,058
27	Home and distant signals	"	957	5	1,480
28	Points and Crossings	5,675	4,699		10,374
29	Goods loading bank	"	"	23	42
30	Guard and Drivers' quarters	"	386	"	386
31	Stop block	"	"	72	72
32	Station and Office furniture	"	"	82	8
33	Station Master's bungalow and latrine	"	"	1215	12
	Steel pale fence between Northern Compound wall and goods approach road	233	"	"	
	Carried over	20,870	33,661	38,87	

Serial No	Description	Expenditure proportionately chargeable to			
		South Indian Railway	Madras Railway	Joint Works	Total.
	Brought forward	20,870	33,661	38,878	93,409
35	Store room and Office to the Permanent Way Inspector	"	2,687	"	2,687.
36	Altering station house	"	"	286	286.
37	Expenditure incurred in original construction of, and later additions to, Tiruvallur Junction station up to 30th June 1889	"	"	20,672	20,672.
	Total Rs	20,870	36,348	59,550	117,054.

Chief Engineer's Office
Trichinopoly 19th December 1885

(s) W. H. Spalding
for Chief Engineer

True copy

Cooper & Co
Chief Clerk
21-7-86.

W. S.

4 ERSEN 3.44 1896
 637 21-2-96
 FROM A

South Indian Railway
 Engineer Department

Statement showing the actual expenditure incurred in the original construction of and later additions to Mayavaram Station up to end of September 1895

S. No.	Description	Expenditure proportionately chargeable to			
		South Indian Railway	Mayavaram Station	Joint Works	Total
	<u>Enlarging Station arrangements</u>				
1	Land	"	3054	150	3204
2	Earthwork	164	823	165	1152
3	Fencing	"	"	139	139
4	Road Crossings	"	"	1270	1270
5	Ballast	616	455	70	1141
6	Permanent way	1295	5366	875	7536
7	Demolishing existing animals and rebuilding the same at north end of Island Platform	"	"	1193	1193
8	Do Do at south end	"	"	485	485
9	Island platform	"	"	8128	8128
10	Covered way	"	"	3529	3529
11	Over Bridge	"	"	5238	5238
12	Drivers Quarters				
13	Quarters for Native Drivers, East Indian Cleaners and Guards	"	13481	"	13481
14	do for Native Cleaners				
	Carried over	2075	23179	21242	46496

Item No.	Description	Expenditure pro- portionately charge- able to			
		South Indian Rail- way	Kaya- valam Mutu- pet Railway	Joint works	Total
	Brought over	2075	23179	21242	46496
15	Approach to Staff Quarters	"	692	"	692
16	Closing the existing Loco. well and providing another well	"	"	1959	1959
17	Sun shade over pump	"	"	209	209
18	Providing one stop cock and lengthening existing discharge drain of North Ashpit	}	"	1053	1053
19	Diminishing existing ashpit, water column & rebuilding the same at South end				
20	One new ashpit and water column near Engine Shed				
21	Coal stage	"	"	233	233
22	Removing and erecting Engine Turn table	"	4,680	"	4,680
23	Engine Shed	"	"	19,499	19,499
24	Tank Machinery	"	"	8067	8067
25	Home and distant Signals	277	534	"	811
26	Points and Crossings	3972	5628	"	9,600
27	Station and Office furniture	"	"	131	131
28	Station Masters Bungalow	"	"	10	10
29	Permanent Way Inspectors Bungalow	"	"	8	8
30	Revenue portion of the expendi- ture debitable to this sanction not posted under the subheads of estimate	"	"	2171	2171
	Carried over	6324	34713	56190	97227

Item No.	Description	Expenditure proportionately chargeable to			
		South Indian Railway	Madras Railway	Joint Works	Total
	Brought over	6324	34713	56190	97227
31	Steam pump and shed in lieu of double force pump and shed removed at Mayavaram	"	"	2779	2779
32	Converting Permanent way Inspector's office and stores into running quarters at Mayavaram	"	1515	"	1515
33	Expenditure incurred in original construction of and later additions to Mayavaram Station up to 30-6-89	"	"	21697	21697
34	Additional latrine accommodation for Native men and women at Mayavaram	"	"	620	620
35	Extending fuel stage Mayavaram	"	"	164	164
36	Constructing store room and office Mayavaram	"	"	1568	1568
37	Constructing Permanent way Inspector's bungalow and outhouses at Mayavaram	"	"	4364	4364
38	Sinking a 6 feet well at Mayavaram	"	"	210	210
39	Providing furniture for the Officer's first house at Mayavaram	"	"	327	327
Total Rs		6324	36228	87919	130471

Chief Engineer's office,
Tremont 19th Decr 1895

(sd) L. H. Spalding
For Chief Engineer

True copy
Choppreddy
Chief Clerk
21-7-96

- 5
637 3144 21.7.96
From A

No. 649

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

TRICHINOPOLY, 23rd July 1896

SERIAL
No. 22

From

THE AGENT,

SOUTH INDIAN RAILWAY,

To

Offg.
THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

In continuation of my letter No. 637 dated 21st instant I have the honor to inform you that I have reason to believe that the Board of Directors would prefer the method of calculating Joint Charges indicated in the Draft Agreement for working the Mayavaram-Mutupet Railway to be adopted in preference to the alternative method suggested in my previous letter. The reason for this preference is I believe based on the fear that the suggestion of alterations at this late period may result in further delay which it is desirable to avoid.

I have the honor to be

Sir

Your most obedient servant

A. S. Shetty

Capt. R. E.,
Agent

649

3144

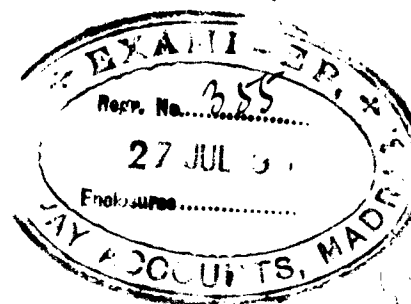
SERIAL
No. 53

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 24th July 1896.

No. 2197

OFFICE NOTE.



Letter from the Agent, South Indian Railway, No. 6375649
dated 21st July 1896, forwarded to the Examiner of Railway
Accounts, for further of remarks.

for E. R.

EXAMINER'S REPLY.

(1) The draft Working Agreement for the M. M. Ry.
requires sanction of the Govt of India under Section
50 of the Indian Railway Act.

(2) Definitions of "Gross Receipts", "The Undertaking",
"Capital expenditure" & "Revenue expenditure" have been
added to the Agreement as agreed under paras 2 & 3
of Govt of India No 323 R.T. of 17.95, and appear to be
sufficiently full & clear.

(3) For the clause given in Board's No 169 of 10.5.96
Clause 9 of the Agreement has been drafted so as to provide
for the equipment of telegraph offices being supplied by the Co.
at the expense of the S. G. S., instead of by the Govt. telegraph Dept.
as suggested in para 4 of Govt No 323 R.T. of 17.95

5.8

From

THE AGENT,

SOUTH INDIAN RAILWAY,

Tamilnadu.

To

THE CONSULTING ENGINEER FOR

RAILWAYS,

Madras.

Dated

189

Received

No.

ENCLOSURE

3159

24/7/96

as 119

(4) In para 6 of their letter No 323 RT of 17.95 the Govt of India considered that the M.M.Ry might be charged with interest on the Capital cost of works used solely by that line, and with nothing more.

(5) Clause 12 of the Working Agreement has however been drawn to provide for the M.M.Ry not only being charged with interest on the Capital cost of works in the sole use of that line, but also with a proportionate share of interest on the Capital cost of works in joint use by both lines.

(6) It does not appear probable that the Govt of India will be willing to accept the latter condition, and even if the principle of charging the M.M.Ry with a share of interest on the cost of joint works is accepted, the method of division proposed in the Agreement does not seem fair.

In the first instance the proportion of interest ($\frac{1}{5}$) deducted on account of S.R. through traffic seems too small considering the shortness of the M.M. Branch and the relative importance of a volume of the traffic on the Main line compared with the total branch line traffic, and in the next place the through traffic of the M.M.Ry at Tiruvananthapuram has been taken as equivalent to one half the combined through traffic of the Main line at Mangalore & the Kozhikode Branch at Tiruvananthapuram. The exact figures of traffic are not available but considering that the M.M.Ry in 1895-96 earned Rs 80 a mile a week against the Rs 16 of the S.R. the above proportion seems very unfair.

(7) If the Schedules attached to the Working Agreement purport to give the Capital cost of works at the Mangalore and Tiruvananthapuram Junctions in sole use by the S.R., in sole use by the M.M.R. and in joint use by both lines, for the purposes of Clause 12, they appear to have been drawn out

on a wrong basis.

(8) In the first place the Schedules apparently contain Revenue expenditure while Clause 12 refers only to Capital outlay. It would also not be fair to charge the M.M.Ry for interest on any Revenue maintenance or New Revenue Works outlay of which that line had already borne its share as a working expense.

(9) In the second place expenditure on Capital works required to admit the M.M.Ry to the joint Stations does not appear to be the same thing as expenditure on Capital works in sole use by the M.M.Ry. Thus at Mangalore Station at which the M.M.Ry has but one line as against two of the S.R. it is impossible to believe that the former line should have works in sole use costing 6 times more than the works in sole use by the S.R.

(10) In the Schedules while certain works are shown as provided for the sole use of the M.M.Ry, corresponding works in sole use by the S.R. are included in joint works.

(11) For instance at Tiruvananthapuram Junction under Item 4 Instant Signals while the M.M.Ry is shown as in sole use of Signals costing Rs 957, the S.R. is shown as having no signals in sole use, the cost of all other signalling arrangements being shown as incurred on joint account. The same thing occurs more or less in respect to land, earthwork, bridges, permanent way points & crossing as at both Stations.

(12) Until however the principle of charging the M.M.Ry with a share of interest on joint works has first been accepted by the Govt of India, it seems unnecessary to deal with the details of the Schedules. These can be

settled afterwards without delaying the submission
of the Working Agreement for sanction.

Wallace

CR 4/8

As for instance the proportions of $\frac{1}{5}$ and $\frac{1}{10}$
at which the deductions from rental on account
of the through traffic of the S.R. & W.M.R.
respective have been fixed; but would it be
known whether the Govt. of India is willing to
accept the principle of charging the W.M.R. with
any share of interest on fixed loans it seems unnecessary
to deal with the method of division proposed in the Agreement.

I suggest the above modification of the draft

W.S.

CR 4/9

MSK 19

SERIAL

No.

Extract from Mr's letter to Board No 492
27/7/96.

Mayavaram. Muttupet Ry. Working Agreement

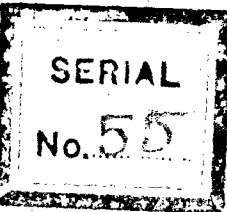
With reference to the Concluding portion of the paragraph on this Subject in your letter No 169 dated 10th April 96 I send in the packet a copy of the draft Agreement as finally revised and submitted to Govt for approval, together with copies of my letters to the Consulting Engineer for Railways to the Government of Madras forwarding the Agreement.

On receipt of the orders hereon, you will be advised of the same.

10/11/96

Public Works (1896) Department.

CURRENT No. 7846



Order

From

The Govt. of India

No. 668 R.T.

Dated 25. 8. 96.

Received 2. 9. 96

Enclosures

Spare copies

SUBJECT.

Agreement for working
the M. M. Ry.

Enquiring when
the draft — by the
S. S. Ry. Co. may be
expected.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Dis.

No. 668 R.T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

Railway Traffic.

To

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

Simla, the 25th August 1896.

Sir,

I am directed to invite your attention to Government of India No.538 R.T.,dated the 14th July 1896,enquiring when the draft agreement for working the Mayavaram Mutupet railway by the South Indian Railway Company may be expected,and to request that the reply may be expedited.

I have the honour to be,

Sir,

Your most obedient servant,

W. B. Bondman Carter

Captain, R.E.,

Assistant Secretary.

Documents accompanying :-

Nil.

No. 830

South Indian Railway Co., Ltd.

AGENT'S OFFICE.

TRICHINOPOLY, 10th September 1896.

SERIAL
No. 50

From

THE AGENT,

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

I have the honor to inform you that the Mayavaram-Mutpet Railway does not pay any additional contribution from surplus profits to the Provident Fund of the South Indian Railway, and in the draft Agreement now under your consideration no provision has been made for such contribution. As the Mayavaram-Mutpet Railway may be considered as a surplus earning line, and as the amounts credited to individual members of the Provident Institution vary inversely to the number of members, the charge seems a perfectly fair one. If you agree with me I shall be obliged if you will kindly make the necessary addition to the Mayavaram-Mutpet Railway Working Agreement.

Print
The letter to India has been approved.
It is apparently making this proposal which are authority before we can
the agreement and the clause in
boards sanction which will
take time. Would you
advise keeping such
on letter to India for this or
sending it on in continuation
2. I don't think any fresh clause
necessary if it will go
on with it. 14/9

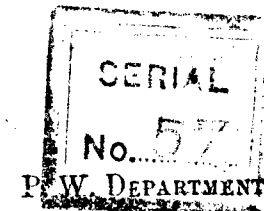
I have the honor to be
Sir

Your most obedient servant
A.B.G. Shetty
Capt. R.B.
Agent



[Form No. 5.]
[300-26-4-94.]

GOVERNMENT OF INDIA.



RAILWAY BRANCH.

OFFICE NOTE.

No.

EXAMINER, GUARANTEED RAILWAY ACCOUNTS' OFFICE,

Madras,

189 .

To

E. R.

The question raised by Agent is one in which the Board is not directly interested: if Government is disposed to allow any contribution from the net earnings of the M. M. Ry to the S. I. Ry. Provident Fund, in addition to that already charged to working expenses, the Board is not likely to object. I would, therefore, advise keeping back the letter to India till this question is settled with the Agent.

2. The Agent states that the M. M. Ry "may be considered as a surplus earning line"; a reference to N^o XVII of the half yearly accounts will show that hitherto the half year ending 30th June 1895 is the only one in which the net earnings have been sufficient to

Dated
Received

No.

189

To

THE CONSULTING ENGINEER FOR

RAILWAYS,

Madras.

From

THE AGENT,

SOUTH INDIAN RAILWAY.

T. V. S. S. S.

to cover interest at 4% on the capital outlay. In that half year the net earnings were Rs 48,367/- and under the S. I. Ry. Provident Fund rules the total contribution admissible would be Rs 484; of this Rs ~~325~~³²⁰ is included in working expenses, and the balance, Rs ~~163~~¹⁶⁴ would, under Agents' proposal, be an additional contribution payable from net earnings.

3. If Government accepts the Agents' view, to which I see no objection, a clause will have to be added to the agreement; it would be inserted between the present clauses 6 and 7 and might run as under:—

"For every half year in which there shall be an excess of net earnings of the M. M. Ry. over the interest on Capital outlay at the rate from time to time in force, a contribution of $\frac{1}{2}$ per cent of the net earnings of the Mayavaram Muttupet Railway for such half year shall, as soon as such net earnings have been ascertained, be paid to the South Indian Ry. Provident Institution out of such excess, so far as the amount of such excess shall admit of the same;

provided that in no case shall the aggregate of such contribution and of the Mayavaram Muttupet Ry. proportion of the contribution included in working expenses for any half year exceed one percent of the net earnings of the M. M. Ry. for that half year; nor shall the aggregate contributions to the Provident Institution from all sources for any half year exceed the aggregate of the obligatory subscriptions made during such half year.

J. G. Weaver

copy
L.M. 19/4

C. R.
✓

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Shula

Coty, Tue 29th Sept 1896.

SIR,

His Excellency the Governor

*Draft Agreement
Extract A's letter to Board 2613/24-22-55
" Board's letter to A 1697/10.4.96
A's letter of 21/10/1896 with 2 state-
ments*

348

with ref to your letter No.

*323 RT. and subsequent re-
minis relating to the draft
agreement as between the State
and the S.I.R. for working the M.M.R.
I am directed to forward for the order of the
govt. of India copies of the correspondence noted in the
margin*

*(2) It will be seen that definitions
of the words "Undertaking" from Receipt
"Capital Expenditure" "Rev. Exp."
have been added as requested in
paras 2 & 3 of the letter quoted
above.*

*(3) Clause 9 is not in accordance
with the wishes expressed in para
3 of Govt. of India letter No. 323 RT:
it has been drafted in ac-
cordance with the wishes of the
S.I.R. on the lines laid down by the S.I.R.*

*(4) Para 12 is not in accordance
with the wishes expressed in para
6 of Govt. of India letter. It will
be seen it has been drawn to pro-
vide for the M.M.R. & being
charged not only with interest on the*

*A.E. R/149
149.*

cap. cost of works in the sole use of that line but also with a proportionate share of interest on the cap. cost of works in joint use of both lines.

(37) Even if the principle is admitted of charging the M.M.R. with a share of interest on the cost of joint works the method of division proposed in the Draft Agreement does not seem an equitable one: as for instance the proportion of $\frac{1}{5}$ deducted and $\frac{1}{10}$ added to the deduction from rental on account of the traffic of the S.I.R. through traffic is too small. When the relative volume of traffic on the main line is compared with the local branch line traffic: but until the principle of charging the M.M.R. with a share of interest on joint works is accepted it is unnecessary to ^{deal with the} ~~fix~~ details of the Schedules which accompany the agreement.

from rental on account of the through traffic of the S.I.R. and M.M.R. respectively has been fixed: but until it is known whether the Govt. of India is willing to accept the principle of charging the M.M.R. with any share of interest on joint works it seems unnecessary to deal with the method of division proposed in the agreement.

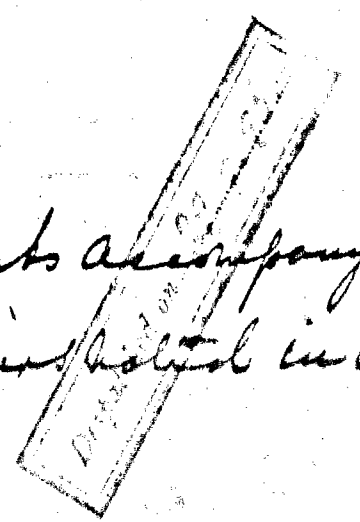
W.H. 5/9

24/11 1896

C.R.

24/11/96

Documents accompanying:
Papers related in the margin



2531

No. 835 dated 2.10.96

To works
Simla

By
Prin

Sir,

with ref. to correspondence ending with my letter No. 830 R. of 29th Sept. I am directed to forward a further communication for the Agent S.I.R. No. 830 d. 10/9/96 proposing ~~another~~ the addition of another clause to the M.M. agreement.

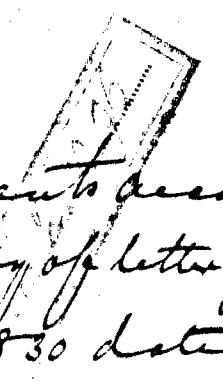
2. I aim to say that there appears to be no objection to the clause contemplated which might, it is suggested, run as follows.

"For every... half year"

W.H. 22/9

35-8

Documents accompanying:
Copy of letter from the Agent S.I.R. No. 830 dated 10th Sept 1896



At
His Majesty's office
22/9/96

5th Octo 1896

To

SERIAL
No. 60

Agent, S. I. R.

No. 3154, Reply No. 1179, dated 10/12/96

Sir,

I have the honour
to request that you
will kindly furnish me
with another copy of the
draft agreement for work
the Mayavaram New
Railway of your letter
to Board No. 461 of 24th
December 1895, as submitted
with your letter No. 637
of 21st July 1896.

Reminders.

No. 3154 of 10.12.96

2/10/96

MM-12
issued 14/12/96

2/10

Despatched on 5/10/96

Bf
No. 835. D. dated 2.10.96

URGENT.

No. 1179

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

SERIAL

No. 67

TRICHINOPOLY, 18th December 1896.

From

THE AGENT,

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

I much regret that, owing to an oversight, the request made in your letter No 3154 dated the 5th October last has not been complied with, and have the honor to forward herewith two spare copies of the draft Agreement for working the Mayavaram Madupet Railway.

I have the honor to be,

Sir,

Your most obedient Servant

W. Le Mesurier
for Agent

2 Enclosures
herewith

12

THIS INDENTURE, made the

189 , Between the Secretary of State in Council of India of the one part, and the South Indian Railway Company Limited of the other part, Whereas under the provision contained in clause ten of an Indenture dated the 24th day of November 1890 and made between the Secretary of State in Council of India of the one part and The South Indian Railway Company Limited of the other part the Secretary of State in Council of India has called upon the said Company to work the line of Railway between Mayavaram and Mutupet Now this Indenture witnesseth and it is hereby agreed and declared as follows :—

Definition clause.

1. In this agreement, unless there is something repugnant thereto in the subject or context, the following words and expressions shall have the following meanings.

The Secretary of State.

"The Secretary of State" means the Secretary of State in Council of India.

The Company.

"The Company" means the South Indian Railway Company, Limited.

The Mayavaram Mutupet Railway.

"The Mayavaram Mutupet Railway" means the line of Railway extending from Mayavaram on the South Indian Railway to Mutupet.

The Undertaking.

"The Undertaking" means the South Indian Railway, purchased by the Secretary of State, and includes any other Railways or parts of Railways handed over to or left in the possession of the Company on the 1st day of January 1891, or which may have been or may be handed over to or left in the possession of the Company after the aforesaid date, in accordance with the provisions contained in the herein before mentioned contract dated the 24th day of November 1890, and made between the Secretary of State of the one part and the Company of the other part.

Gross Receipts.

"Gross receipts" means and includes all receipts from Coaching and Merchandize traffic, and from the carriage of mails, and the use of the telegraphs, and all other sums received in respect of rents and tolls on bridges, and from all other sources the receipts from which are generally treated as revenue on the Indian Railways.

Capital Expenditure

"Capital Expenditure" means and includes the cost of New Works, plant and machinery, and of substantial improvements of and additions to old works permanent way plant and machinery including the cost of any temporary New Work the construction of which is requisite for the construction of a work properly chargeable to Capital. Provided nevertheless that any item of expenditure properly chargeable to Capital in accordance with this principle shall from time to time, if not exceeding Rs. 1,000, be classed as a "Minor Work" and be charged to Revenue expenditure within a maximum amount in each half year of Rs. 15 per open mile of Railway, and provided that if at any time the old rails and fastenings originally laid be replaced by new rails and fastenings the difference in cost between such old and new material shall be borne by Capital, and provided also that no portion of the salaries or allowances of any of the Company's permanent supervising or other administrative Staff although

5549
17/12/96

From
THE AGENT,
SOUTH INDIAN RAILWAY,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Received
No.
189

ENCLOSURE

7. The Company shall execute such new works as are chargeable to Capital Expenditure in accordance with the provisions contained in clause 1 hereof and as may from time to time be necessary, after having first obtained the sanction of the Secretary of State for so doing and the cost of all such works shall be borne by the Secretary of State in accordance with the last mentioned provisions as to Capital Expenditure.

Police.

8. The Secretary of State shall provide and maintain such a Police force as the Company with the approval of the Secretary of State, shall from time to time require. The cost of providing and maintaining this force shall be defrayed in the following manner; that is to say, three-tenths shall be borne by the Secretary of State and the remaining seven-tenths shall be included in working expenses.

Telegraphs.

9. The Company shall arrange with the Secretary of State or otherwise for the supply and maintenance of the requisite telegraphs, and the costs of the supply of such telegraphs shall be borne by the Secretary of State, and all payments on account of the rental and maintenance thereof shall be chargeable to working expenses; and the necessary equipment of the telegraph offices at Stations together with any additions thereto which may from time to time be found necessary shall be provided, furnished and equipped by the Company at the expense of the Secretary of State.

Land

10. The Secretary of State shall provide free of cost for the Company any land that may at any time be required for the purposes of the Mayavaram Mutupet Railway.

Books, records and
periodical returns.

11. The Company shall record and keep in proper books full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Mayavaram Mutupet Railway or the business thereof, or any of the matters, or things, included or referred to in this agreement, so as at all times to exhibit fully and truly the state of its affairs in relation thereto in the same manner as prescribed in the aforesaid contract of the 24th day of November 1900, and made between the Secretary of State and the Company.

The Company shall for the above purposes maintain a separate journal and ledger, and shall also furnish all the returns required by Government including the following, viz:—

Weekly—

- (a). Approximate statements of traffic.
- (b). Audited statements of traffic.

Monthly—

- (c). Capital Accounts.
- (d). Return of grants, receipts and expenditure.

Half-yearly—

- (e). Capital and revenue accounts for the half-year.

Yearly—

- (f). Six months estimates.
- (g). Revised and budget estimates, capital.
- (h). Revised and budget estimates, revenue.
- (i). Finance accounts, capital and revenue.

Interest on Compa-
ny's Capital outlay
at joint stations.

12. The Mayavaram Mutupet Railway shall be debited with an annual rental or charge of $4\frac{1}{2}$ percent per annum upon the total amount of all capital outlay expended by the Company upon buildings, sidings, permanent way, and other works solely used by the said Mayavaram Mutupet Railway at the joint stations at Mayavaram and Tiruvallur.

There shall also be an annual rental or charge of $4\frac{1}{2}$ percent per annum upon the total amount of all capital outlay expended by the Company upon buildings, sidings, permanent way, and other works jointly used by the Company and the Mayavaram Mutupet Railway at the aforesaid joint stations at Mayavaram and Tiruvallur; and the same shall be distributed and debited as follows:— viz $\frac{1}{5}$ th of the said rental or charge shall be excluded in consideration of the through traffic of the Company and $\frac{1}{10}$ th shall be debited to the Mayavaram Mutupet Railway in consideration of the through traffic of the Mayavaram Mutupet Railway at Tiruvallur, and of the remainder of the said rental or charge there shall be debited to the Mayavaram Mutupet Railway a share proportional to the weight which its traffic (cross, local and interchanged) bears to the total weight of traffic (cross, local and interchanged) of the said joint stations.

Arbitration.

13. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case not herein specially provided for any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents or any section or thing herein contained, or the construction hereof, or any matter connected with these presents or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to two arbitrators, one to be appointed by each party, pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof.

Termination of this
Contract.

14. This contract shall remain in force until either party gives to the other twelve months previous notice of their intention to terminate the same such notice to expire on the 31st day of December in any year.

In witness whereof

being two members of the Council of India have hereunto set their hands and seals and the South Indian Railway Company Limited have caused their common seal to be affixed the day and year first above written.

226 CN 5549-136
1179 18-12-55

MESSES. CRAWFORD BORDEN
BAYLEY AND DUNLOP
SOLICITORS, BOMBAY.

AGREEMENT AS TO WORKING
THE MAYAVARAM MUTUPET
RAILWAY.

Draft.

THE SOUTH INDIAN RAILWAY
COMPANY LIMITED.

AND

THE SECRETARY OF STATE
IN COUNCIL OF INDIA

1896.

THIS INDENTURE, made the _____ day of _____ 189 _____, Between the Secretary of State in Council of India of the one part, and the South Indian Railway Company Limited of the other part, Whereas under the provision contained in clause ten of an Indenture dated the 24th day of November 1890 and made between the Secretary of State in Council of India of the one part and The South Indian Railway Company Limited of the other part the Secretary of State in Council of India has called upon the said Company to work the line of Railway between Mayavaram and Mutupet Now this Indenture witnesseth and it is hereby agreed and declared as follows :—

1. In this agreement, unless there is something repugnant thereto in the subject or context, the following words and expressions shall have the following meanings.
- Definition clause.
- The Secretary of State. "The Secretary of State" means the Secretary of State in Council of India.
- The Company. "The Company" means the South Indian Railway Company, Limited.
- The Mayavaram Mutupet Railway. "The Mayavaram Mutupet Railway" means the line of Railway extending from Mayavaram on the South Indian Railway to Mutupet.
- The Undertaking. "The Undertaking" means the South Indian Railway, purchased by the Secretary of State, and includes any other Railways or parts of Railways handed over to or left in the possession of the Company on the 1st day of January 1891, or which may have been or may be handed over to or left in the possession of the Company after the aforesaid date, in accordance with the provisions contained in the herein before mentioned contract dated the 24th day of November 1890, and made between the Secretary of State of the one part and the Company of the other part.
- Gross Receipts. "Gross receipts" means and includes all receipts from Coaching and Merchandize traffic, and from the carriage of mails, and the use of the telegraphs, and all other sums received in respect of rents and tolls on bridges, and from all other sources the receipts from which are generally treated as revenue on the Indian Railways.
- Capital Expenditure. "Capital Expenditure" means and includes the cost of New Works, plant and machinery, and of substantial improvements of and additions to old works permanent way plant and machinery including the cost of any temporary New Work the construction of which is requisite for the construction of a work properly chargeable to Capital. Provided nevertheless that any item of expenditure properly chargeable to Capital in accordance with this principle shall from time to time, if not exceeding Rs. 1,000, be classed as a "Minor Work" and be charged to Revenue expenditure within a maximum amount in each half year of Rs. 15 per open mile of Railway, and provided that if at any time the old rails and fastenings originally laid be replaced by new rails and fastenings the difference in cost between such old and new material shall be borne by Capital, and provided also that no portion of the salaries or allowances of any of the Company's permanent supervising or other administrative Staff although

employed for the time being partly or wholly in directing or superintending work chargeable to Capital shall, except with the express sanction of the Secretary of State, be charged to Capital, and that no expenses connected with the engagement or passage from or to England of any person in the Service of the Company shall be charged to Capital unless such person shall have been specially engaged to carry out work chargeable to Capital, and been actually employed upon such work.

Revenue Expenditure.

"Revenue Expenditure" means and includes the same percentage of the gross receipts of the Mayavaram Mutupet Railway as that of the gross receipts of the undertaking which the Company shall expend in accordance with its rules in force from time to time on working and maintaining the whole of the undertaking, including any lines which the Company work and maintain from time to time with the addition of the costs of making good any damage affecting the said Mayavaram Mutupet Railway due to any extraordinary casualty, or otherwise as provided for in clause 2 of this agreement, and also a payment for the use of the Company's rolling stock of a sum of 5 per cent upon the gross receipts of the Mayavaram Mutupet Railway for each half-year as provided for in clause 3 hereof, and with the addition also of all sums to be charged or debited to the Mayavaram Mutupet Railway on account of the Capital expenditure by the Company at the joint stations as provided for in clause 12 hereof.

Working Expenses.

"Working Expenses" means and includes the expenses incurred by the Secretary of State, or by the Company with the sanction of the Secretary of State in or about or in connection with the management, maintenance, and working of the undertaking and Railways worked and maintained by the Company, with the exception of the costs of making good any damage affecting the Mayavaram Mutupet Railway due to any extraordinary casualty, or otherwise as provided for in clause 2 hereof, and also the payment for the use of the Company's Rolling stock as provided for in clause 3 hereof, and excluding also all sums to be charged or debited to the Mayavaram Mutupet Railway on account of the Capital expenditure by the Company at the joint stations as provided for in clause 12 hereof.

Through Traffic South Indian Railway.

"South Indian Railway through traffic" means all traffic of the South Indian Railway between places on the South Indian Railway on either side of Mayavaram or Tiruvallur and therefore only passing through one of those Stations.

Through Traffic Mayavaram Mutupet Railway.

"Mayavaram Mutupet Railway through traffic" means all traffic of the Mayavaram Mutupet Railway between places on the Mayavaram Mutupet Railway on either side of Tiruvallur and therefore only passing through that Station.

Cross Traffic.

"Cross Traffic" means all traffic passing over the Mayavaram Mutupet Railway but not originating or terminating on that line.

Interchanged Traffic

"Interchanged traffic" as regards Mayavaram Junction, means all traffic booked or invoiced between Stations other than Mayavaram on the South Indian Railway and other than Mayavaram on the Mayavaram Mutupet Railway, and as regards Tiruvallur, all traffic booked or invoiced between Stations other than Tiruvallur on the South Indian Railway and other than Tiruvallur on the Mayavaram Mutupet Railway.

Local Traffic, South Indian Railway.

"South Indian Railway local traffic" means all traffic booked or invoiced between Mayavaram or Tiruvallur and any station on the South Indian Railway.

Local Traffic, Mayavaram Mutupet Railway.

"Mayavaram Mutupet Railway local traffic" means all traffic booked or invoiced between Mayavaram or Tiruvallur and any Station on the Mayavaram Mutupet Railway.

Maintenance.

2. On and from the 2nd April 1894, the date on which the Mayavaram Mutupet Railway was opened by the Company for public traffic, the Company shall be deemed to have maintained and shall maintain such Railway in good repair and in good working order and condition—Provided always that the costs and expenses of such maintenance shall be borne by the Company so far only as such maintenance shall have been or be necessary to make good damage caused by the ordinary wear and tear incident to the use and working of the said Railway and the works in connection with the same by the Company, and the conveyance of traffic thereon by the Company and not further or otherwise, and the Company shall not bear nor be put to any cost or expense, for or in respect of any repair, restoration, renewal or replacement necessary to make good any damage that may have occurred to the said Railway and works or any portion thereof, which may have been or be due to extraordinary casualty affecting the said Railway and works, or to any cause other than the ordinary wear and tear of a Railway incident to the use and working thereof and the conveyance of traffic thereon, and to the occurrence of which the Company shall not have in any way contributed by any act, neglect or default of their own.

Rolling Stock.

3. The Company further undertake to provide sufficient rolling stock for the movement of traffic over the Mayavaram Mutupet Railway for a payment of a sum of 5 per cent upon the gross receipts of the Mayavaram Mutupet Railway for each half-year.

Rates and Fares.

4. The Company shall charge such rates and fares for the carriage of passengers and goods over any portion of the Mayavaram Mutupet Railway as shall from time to time be agreed upon between the Company and the Secretary of State such rates and fares not being greater than the maximum rates and fares, nor less than the minimum rates and fares, for the time being respectively in force on the undertaking.

Revenue Accounts.

5. The Company shall keep, in rupee currency, a distinct and separate account of the gross receipts derived from the working of the Mayavaram Mutupet Railway—Such account shall be made up half-yearly to the 30th day of June, and the 31st day of December in each year, and shall be regularly submitted by the Company to the Secretary of State who may audit the same and correct any error which may be discovered therein. The Company shall also within three calendar months after each of the said half-yearly days, render to the Secretary of State a summary of the said account for the half-year ending on such half-yearly day.

Payment of gross receipts into Treasury.

6. The said gross receipts shall, at such times and in such manner as the Secretary of State may from time to time direct, be paid without deduction into any such Treasury of the Government of India as the Secretary of State may approve. The Revenue expenditure shall be adjusted on the monthly accounts of the Mayavaram Mutupet Railway in accordance with the results of each month's working and a final adjustment made at the end of each half-year to bring it into accord with the result of that half-year's working.

Company to execute
new Capital works

4

7. The Company shall execute such new works as are chargeable to Capital Expenditure in accordance with the provisions contained in clause 1 hereof and as may from time to time be necessary, after having first obtained the sanction of the Secretary of State for so doing and the cost of all such works shall be borne by the Secretary of State in accordance with the last mentioned provisions as to Capital Expenditure.

Police.

8. The Secretary of State shall provide and maintain such a Police force as the Company with the approval of the Secretary of State, shall from time to time require. The cost of providing and maintaining this force shall be defrayed in the following manner; that is to say, three-tenths shall be borne by the Secretary of State and the remaining seven-tenths shall be included in working expenses.

Telegraphs.

9. The Company shall arrange with the Secretary of State or otherwise for the supply and maintenance of the requisite telegraphs, and the costs of the supply of such telegraphs shall be borne by the Secretary of State, and all payments on account of the rental and maintenance thereof shall be chargeable to working expenses; and the necessary equipment of the telegraph offices at Stations together with any additions thereto which may from time to time be found necessary shall be provided, furnished and equipped by the Company at the expense of the Secretary of State.

Land

10. The Secretary of State shall provide free of cost for the Company any land that may at any time be required for the purposes of the Mayavaram Mutupet Railway.

Books, records and
periodical returns.

11. The Company shall record and keep in proper books full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Mayavaram Mutupet Railway or the business thereof, or any of the matters, or things, included or referred to in this agreement, so as at all times to exhibit fully and truly the state of its affairs in relation thereto in the same manner as prescribed in the aforesaid contract of the 24th day of November 1890, and made between the Secretary of State and the Company.

The Company shall for the above purposes maintain a separate journal and ledger, and shall also furnish all the returns required by Government including the following, viz:—

Weekly—

- (a). Approximate statements of traffic.
- (b). Audited statements of traffic

Monthly—

- (c). Capital Accounts.
- (d). Return of grants, receipts and expenditure.

Half-yearly—

- (e). Capital and revenue accounts for the half-year.

Yearly—

- (f). Six months estimates.
- (g). Revised and budget estimates, capital.
- (h). Revised and budget estimates, revenue.
- (i). Finance accounts, capital and revenue.

Interest on Compa-
ny's Capital outlay
at joint stations.

12. The Mayavaram Mutupet Railway shall be debited with an annual rental or charge of $4\frac{1}{2}$ percent per annum upon the total amount of all capital outlay expended by the Company upon buildings, sidings, permanent way, and other works solely used by the said Mayavaram Mutupet Railway at the joint stations at Mayavaram and Tiruvallur.

There shall also be an annual rental or charge of $4\frac{1}{2}$ percent per annum upon the total amount of all capital outlay expended by the Company upon buildings, sidings, permanent way, and other works jointly used by the Company and the Mayavaram Mutupet Railway at the aforesaid joint stations at Mayavaram and Tiruvallur; and the same shall be distributed and debited as follows:— viz $\frac{1}{10}$ th of the said rental or charge shall be excluded in consideration of the through traffic of the Company and $\frac{1}{10}$ th shall be debited to the Mayavaram Mutupet Railway in consideration of the through traffic of the Mayavaram Mutupet Railway at Tiruvallur, and of the remainder of the said rental or charge there shall be debited to the Mayavaram Mutupet Railway a share proportional to the weight which its traffic (cross, local and interchanged) bears to the total weight of traffic (cross, local and interchanged) of the said joint stations.

Arbitration.

13. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case not herein specially provided for any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents or any section or thing herein contained, or the construction hereof, or any matter connected with these presents or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to two arbitrators, one to be appointed by each party, pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof.

Termination of this
Contract.

14. This contract shall remain in force until either party gives to the other twelve months previous notice of their intention to terminate the same such notice to expire on the 31st day of December in any year.

In witness whereof

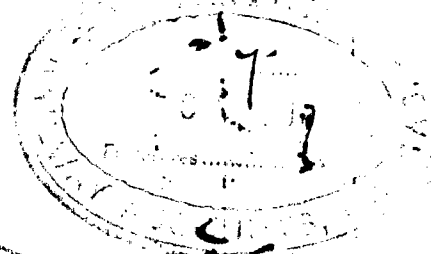
being two members of the Council of India have hereunto set their hands and seals and the South Indian Railway Company Limited have caused their common seal to be affixed the day and year first above written.

SERIAL
No. 63

Public Works (189) Department.

CURRENT No. 66

Order



No 13 dated 5-1-97

C.R.

11/1/97

E.R.

Please see note attached.

No 134 of 11-1-97

Copy with
copy of C.R. note
to A. 11/97

Despatched on 11/1/97

Reminder

134 of 23-3-97
issued 23/3/97

From

The Govt of India
S. W. D.

No. 983 RT

Dated 29th Decr '96

Received 4.1.97

Enclosures

Spare copies

SUBJECT.

Agreement for working
the M. M. Ry.

Passing orders on the
draft — between the
Secretary of State and
the S. S. Ry. Co.

THE SECRETARY OF STATE
IN COUNCIL OF INDIA

AND

THE SOUTH INDIAN RAILWAY
COMPANY LIMITED.

Draft.

AGREEMENT AS TO WORKING
THE MAYAVARAM METROPOLITAN
RAILWAY.

MESSE. CRAWFORD BURDER
BAYLEY AND DUNLOP
SOLICITORS, BOMBAY.

1896.

[illegible][illegible]

Print

No. 1

Railway Traffic.

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

I am directed to acknowledge the receipt of your
-----x
No.830 R.,dated 29th September 1895.: letters marginally
No.835 R.,dated 2nd October 1895. : noted forwarding copy
-----x
of correspondence with the Agent, South Indian Railway Com-
pany, together with the draft of an agreement between the
Secretary of State and the South Indian Railway Company for
working the Mayavaram Mutupet Railway, revised in accordance
with the instructions contained in Government of India
letter No.323 R.T.,dated the 1st July 1895,except in regard
to the provisions of clauses 9 and 12 which have been
drafted on the lines laid down by the Board.

2. In reply I am to state, as regards clause 9, that the Government of India accept the views of the Board that the present arrangement under which the telegraph equipment on the line is supplied by the Company should not be disturbed, but with reference to the charge for interest, provided in clause 12, on the capital outlay incurred by the South Indian Railway in providing accommodation at the joint stations of Mayavaram and Tiruvallur, I am to say that as

the Board are not disposed to forego the charge for a share of the interest on the cost of joint station arrangements and are not prepared to accept a refund of the capital cost of the works provided for the exclusive use of the Mayavaram Mutupet Railway, the Government of India do not wish to press the matter further for the present and desire that the agreement may now be completed locally in accordance with the Board's proposals.

3 I am to say, however, that the terms proposed by the South Indian Railway Company appear to be less liberal than the Government of India had anticipated that the Board of Directors would think suitable to the circumstances of a branch which brings a very considerable traffic to the parent Railway, and I am to request that this may be communicated to the Company's Agent.

4 As regards the additional clause suggested in your letter No. 835 R., dated 2nd October 1906 providing for a contribution to the South Indian Railway Provident Institution out of the surplus profits of the Mayavaram Mutupet Railway, I am to state that the Government of India consider it preferable that this matter should be arranged for outside the agreement as the terms on which the South Indian Railway agreed to work the line did not provide for any such contribution being made, and there seems no necessity for a stipulation to this effect being embodied in the agreement.

5 I am to request that with the permission of His Excellency the Governor-in-Council, the Consulting Engineer for Railways, Madras, may be directed to confer with the Agent, South Indian Railway Company and to complete the

draft

draft agreement.

I have the honour to be,

Sir,

Your most obedient servant,

J. A. Anderson

Under-Secretary.

Documents accompanying. *Heu*

Nil.

B.L.

370

E. R.

SERIAL

No. 64

The Agent should be made acquainted with the views of the Govt of India expressed in para 3 of their letter.

2. If no further alteration of the present clause 12 of the agreement is agreed to, the Agent might be asked to furnish Schedules of the Capital cost of works at Mayavaram & Tiruvalur Junctions which are (1) Solely used by the Mayavaram Mutupet Railway, (2) Solely used by the South Indian Railway, and (3) jointly used by the C^o and the Mayavaram Mutupet Railway, so that these schedules may be printed and attached to the agreement on its final completion.

3. As regards contribution towards The Provident Institutions the Agent should be asked what the views of the Board are on the subject before any action is taken.

W. Allen

C. R.

7.1.97.

9.1

Extract from S.J.R. letter to Bd. No. 517 dated 20-1-1907

2

RENEWAL OF LOCOMOTIVES.

With reference to the paragraphs under this heading in my letter No. 489, and your letter No. 177, I send in the packet a copy of the estimate which has been submitted to Government for the first set of five locomotive engines (without tenders) to be obtained in replacement of a similar number of engines which are practically worn out, and shall be glad if the sanction of the Board can be accorded to the proposed expenditure of Rs. 1,10,665.

The engines to be obtained will be of the same type of the "F" class engines now on the line, but with axles and cranks of stronger design.

WINTER'S PATENT BLOCK AND AUTOMATIC TICKET ISSUING SYSTEM.

Installation on the Mayavaram to Tanjore section. I regret an error has been made in the paragraph under this heading in my letter No. 516 inasmuch as the increase is Rs. 1,970, making the total of the revised estimate, Rs. 11,539, to which amount the sanction of the Board is required.

MAYAVARAM—MUTUPET RAILWAY, WORKING AGREEMENT.

With reference to the Draft Agreement and copies of correspondence forwarded with my letter No. 492, I forward in the packet a copy of a letter from the Government of India passing orders on this subject, from which you will see that the wishes of the Board as regards telegraph equipment, clause 9, have been acceded to; and that in respect to the claim for interest charges on the Capital cost of joint station arrangements, the provisions of clause 12 of the Draft Agreement have been accepted for the present. It will be observed that no reference has been made to the empirical method of calculating these charges as suggested in my letter No. 687 dated 21st July, 1896, to the Consulting Engineer for Railways, a copy of which was forwarded to you with my letter No. 492 dated 27th July, 1896. This is probably in consequence of my having informed the Consulting Engineer that in order to avoid delay, I thought the Board would prefer the adoption of the method detailed in the Draft Agreement.

As regards the proposal to obtain a contribution from the surplus profits of the Mayavaram-Mutupet Railway towards the funds of the South Indian Railway Provident Institution, I shall be glad to know whether the Board approve of the suggestion. The correspondence in connection with this matter is sent herewith

In regard to the remarks of the Government of India as to the terms being less liberal than anticipated, I have instructed the Chief Auditor to prepare statements for a half-year showing the:—

- (1) increased receipts produced on the South Indian Railway Undertaking from traffic originating or terminating on the Mayavaram-Mutupet Railway.
- (2) reduced receipts due to traffic which would otherwise be sent via Tanjore following the Tiruvallur-Mayavaram route.

and

38 5/4

on receipt of the statistics, they will be forwarded for the information of the Board.

LIST OF DOCUMENTS FORWARDED.

Printed copy of the Agent's letter to the Board, No. 516, (6 copies).

Approximate Traffic Return, for the 9 days ended 9th January, 1897, S. I. Ry. (4 copies.)

Do. do. do. M. M. Ry. (4 copies).

Traffic Manager's Report, explaining the principal fluctuations in the Goods traffic, for week ending 26th December, 1896.

Do. Statement of foreign traffic passed through Junction stations, for week ending 26th December, 1896, (2 copies).

Copy of letter No. 178 dated 15th January, 1897, from the Consulting Engineer for Railways, regarding the proposed Mutupet - Avadayarcovil extension of the Mayavaram-Mutupet Railway joining up with the proposed Madura-Pamben Railway.

Estimate No. 19/96 for Rs. 1,10,665 for five "F" class Locomotive Engines.

Copies of letters Nos:—

A. 1645 of 8th September, 1896, from the Chief Auditor to the Agent.

830 of 10th September, 1896, from the Agent to the Consulting Engineer for Railways,

regarding the Mayavaram-Mutupet Railway paying contributions to the South Indian Railway Provident Fund.

GOVERNMENT PAPERS.

Government of India.

Circular No. 11, Railway, 14th December, 1896, ordering the addition of class "explosives" to Schedules of Maximum and Minimum goods rates in connection with the carriage by railway of dangerous goods and explosives.

Copy of letter No. 983 R. T., 29th December, 1896, with:—

- (1) copy of a Note dated 7th January, 1897, by the Examiner, Railway Accounts, Madras, and
- (2) copy of endorsement No. 134 of the 11th January, 1897, by the Consulting Engineer for Railways, Madras,

on the subject of the draft Working Agreement of the Mayavaram-Mutupet Railway.

South Indian Railway.

(K. K.)
5

Extract from the Managing Director's Letter No. 185, dated London, the 26th February 1897.

Subject.

Mayavaram-Mutupet Working Agreement and South Indian Railway Provident Fund.

Extract:— In reply to your No. 517, the Board do not consider it desirable that the Mayavaram-Mutupet Railway should be asked to pay any additional contribution to the South Indian Provident Fund, no provision for such contribution having been made in the terms agreed upon for working that line. On any revision, however, of the Working Agreement or in case of new agreements for working other lines, the matter may be again brought forward for consideration.

With regard to the point raised in the correspondence accompanying your letter that altho' the Provident Fund received for the half-year to 31st December 1895, of the net earnings of the S.I.R., the actual amount charged to that Railway was less by Rs. 379, the difference being the Mayavaram-Mutupet and Pondicherry Railways' proportions of the Rs. 12,344, debited in special and miscellaneous expenditure, abstract C, the Board do not think the matter of sufficient importance to disturb the practice hitherto followed.

AGENT'S OFFICE,
TRICHINOPOLY,
31st March 1897.

(True Extract)

Accompaniment to the Agent's letter No. 350
of 30-3-1897.

Chief Clerk, Agent's Office.

1. 1460:1897
350 30.3.97
A

SERIAL

NO. 66

Extract from Board's letter to the Agent South
Indian Railway, N° 185, dated 25th February 1897.

Mayavaram-Mutapet working agreement
and South Indian Railway Provident Fund.

In reply to your N° 517, the Board do not
consider it desirable that the Mayavaram-Mutapet
Railway should be asked to pay any additional
contribution to the South Indian Provident Fund,
no provision for such contribution having been
made in the terms agreed upon for working that
line. On any provision, however, of the working
agreement, or in case of new agreements for
working other lines, the matter may be again
brought forward for consideration.

With regard to the point raised in the corres-
pondence accompanying your letter that —
"although the Provident Fund received for the
"half-year to 31st December 1895, 1% of the net
"earnings of the S. I. R., the actual amount charged
"to that railway was less by Rs 379, the difference
"being, the Mayavaram-Mutapet and Pandicherry
"Railways' proportions of the Rs 12,314 debited in
"Special and miscellaneous expenditure, abstract
"C," the Board do not think the matter of sufficient
importance to disturb the practice hitherto followed.

79/11
27/11

SERIAL
No. 67

No. 983 R. T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

To
THE Joint Secretary to the
Govt of Madras, P. W. Dept: Ry. Branch
Calcutta, the 17th March 1897.

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

W. M. S. S. S. S.
Capt R.
Asst. Secy. to Govt.
24
24

MM 23/3
Issued 23/3/97.

P. W. D. No. 983 R. T., dated 29th Dec. 1896.
Agreement with the South Indian
Railway Company for the
working of the Nagarcum
Mutafet railway.

Public works (1897) Department

Current No. 2979

Recd. 22.3.97

No. 350

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

TRICHINOPOLY, 30th March 1897

From

THE AGENT.

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

In reply to your letter N^o 134 dated 23rd of March 1897, I have the honor to inform you that as will be seen from the accompanying extract from the Managing Director's letter N^o 185 dated 26th of February 1897, the Board do not consider it desirable that the Mayavaram Mutpet Railway should be asked at present to pay any additional contribution to the South Indian Railway Provident Fund. The Draft Agreement forwarded with my letter N^o 637, dated 21st July 1896 can therefore be completed locally, the only alterations necessary being references in Clause 12 to the Schedules required by the Examiner of Railway Accounts, Madras, in his note dated 7th of January 1897 to be appended to the Agreement and the adoption of the final Clause for the signature of yourself and myself.

To meet these requirements, I should suggest the following paragraphs:—

(a) After first para of Clause 12. "Schedule of such works and the capital outlay, expended thereon up to 1897 shall be attached to this Indenture. Any further capital

capital expenditure which may from time to time be incurred on works used solely for the Mayavaram Mutpet Railway shall be added to the Schedule at the termination of the calendar half year in which such expenditure has been incurred, and the amount so added shall be included in the total capital expenditure on which rental is to be paid by the said Mayavaram Mutpet Railway."

(b) After second paragraph of Clause 12. "A Schedule of such works and the capital outlay expended therein up to 1897 shall be attached to this Indenture. Any further capital which may from time to time be incurred on works jointly used by the Company and the Mayavaram Mutpet Railway shall be added to the Schedule at the termination of the calendar half year in which such expenditure has been incurred and the amount so added shall be included in the total capital expenditure on which rental is to be distributed and debited in the manner above prescribed."

(c) In place of the last Clause of the Draft Agreement. "In witness whereof Francis B. Spring Esquire, Acting Consulting Engineer for Railways, Madras, and Captain A. D. G. Shelley, Royal Engineers, Agent in India of the South Indian Railway Company, Limited, have hereunto set their hands and seals the date and year to above written."

The Schedules referred to in the above note by the Examiner of Railway Accounts, Madras, are under preparation, and I hope shortly to be able to send them for your acceptance.

1460
1/4/97

1 Enclos.

Res

I have the honor to be
Sir

Your most obedient servant
R. D. M. M. M.
Agent

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

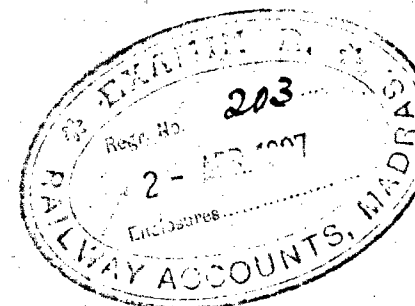
SERIAL

No.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 1st April

1897.



No. 1210.

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 350, dated 30th March 1897, forwarded to the Examiner of Railway Accounts, for favour of remarks.

C. M. M. 1/4/97
for E. R.

EXAMINER'S REPLY.

The proposed additions to clause 12 do not seem to be necessary. It will be sufficient if Schedules of works are printed and attached to the contract. a note to the following effect being made at foot of the Schedules.

"Includes expenditure up to '97.
"Any further Capital outlay on buildings or works on which interest is chargeable will be added to this dist. half yearly as incurred. Otherwise the agreement may be finally approved. The Govt. of India should be advised

FROM
THE AGENT,
SOUTH INDIAN RAILWAY,
Tiruchopoly
TO
THE CONSULTING ENGINEER IN
RAILWAYS,
Madras.
Dated
Received
1897
No.
ENCLOSURE

advised with reference to para 4 of this letter No 983 R.I. dated 29th December last that the Board do not wish any charge made against the Mayavaram Municipal Railway for additional contribution to the Provident Institution.

Madras }
5.4.97

Waller

C.R.

EM

CR. has proposed this to avoid complicating the claim, unnecessary and Capt. Shelly has agreed to it. so we may now write & suggest CR's amendment. As regard the last clause India's instructions are that EM is to confer with Shelly & complete the draft agreement. whether this means that they are to sign it or not I don't feel certain but I suppose we may assume that is meant & get it cleared off.

JM
7/4/97

JH
9/4/97

Form No. 10.

Department.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 13th April 1897.
No. 1349

To

Agent S. C. R.

No. 1349 Reply No. , dated

SIR.

With reference to your letter No 350, dt 30.3.97. I have the honor to forward herewith copy of a note, by CR., and to request that after the proposals therein have been carried out, the draft agreement may be finally struck off & copies two signed copies sent to me for signature and transmission to the Govt of India.

Reminders.

13/4/97

10/3/97

43 P

10/3/97

Agent's letter to Board No 527 of 31.3.97 S.I.R.

SERIAL

No. 24

2

MAYAVARAM-MUTUPET RAILWAY—WORKING AGREEMENT.

In continuation of the paragraph on this subject in my letter No. 517 dated 20th January, 1897, I forward a copy of letter No. A/683 dated 27th March, 1897, from the Chief Auditor furnishing the promised statistics for the half-year ended 31st December, 1896. I instructed Mr. Simpson when compiling this information to assume that all traffic to or from stations on the Mayavaram-Mutupet Railway was additional traffic which would not have come to the parent line but for the existence of the worked railway. This of course results in the derived traffic from the Mayavaram-Mutupet Railway being shewn at a decidedly higher figure than has in reality been realized, for both Mayavaram and Tiruvallur stations must have largely tapped traffic within say a ten mile radius, before the opening of worked line. Even with this liberal concession the contention of the Government of India that the Mayavaram-Mutupet Railway brings a very considerable traffic to the parent line is not substantiated. The South Indian Railway during the second half of 1896 derived traffic to the value of Rs. 87,447 from the Mayavaram-Mutupet Railway, and in consequence of the Mayavaram-Tiruvallur chord lost to the extent of Rs. 71,800, the gain in gross earning being only Rs. 15,647. During the last half-year our working expenses were 53.23 per cent of the gross earning, so that the net earnings derived from the worked branch amounted to Rs. 7,318. For the half-year ended 31st December, 1896, the Mayavaram-Mutupet Railway paid Rs. 66,953 to the parent line on account of working expenses. This sum, which works out to Rs. 47 per mile per week, is obviously below actuals, but to what extent I am unable to say, as the accounts of the two lines are not kept sufficiently distinct to admit of the actual working expenses of the Mayavaram-Mutupet Railway being determined. I think however an approximation based on train mileage would not be seriously inaccurate, and on this method of calculation the actuals for the branch line during the last half-year work out to Rs. 85,168 or Rs. 60 per mile per week. On this assumption the financial result to the South Indian Railway of working the Mayavaram-Mutupet Railway for the last half of 1896 would therefore be a net loss of about Rs. 11,000. In these calculations the payment made to us on account of rolling stock has been neglected, as it is not more than sufficient to cover the interest charges on the Capital value of the stock employed on the branch line. The reduction of our fixed charges by the share paid by the Mayavaram-Mutupet Railway has also been neglected, as it is considered to be more than compensated for by the South Indian Railway bearing the whole of the interest charges of the Capital outlay on Store and Workshop buildings, Machinery and Suspence balances. I am aware that the estimated loss in working the Mayavaram-Mutupet Railway must be considered as very approximate, but it must be, I think, conceded that this line is not a source of profit to the Undertaking. This view is supported by the statement herewith forwarded showing that in a few cases where actuals can be ascertained, they are less than the amounts received from the worked line. I have called attention to the unremunerative character of the Mayavaram-Mutupet Railway so far as the parent line is concerned, not with a view to the modification of the Working Agreement, but with the object of disproving the contention of the Government of India that the branch line is being ungenerously treated.

44 37

SOUTH INDIAN RAILWAY COMPANY, LIMITED.

No. 527.

AGENT'S OFFICE,

Trichinopoly, 31st March, 1897.

SIR,

Since writing my last letter, No. 526, I have not received any communication from you. The next incoming English mail is expected here tomorrow.

NEW WORKS.

The sanction of Government has been accorded to the following work:—

Substitution of a 30 feet span bridge for the 10 feet span bridge at mile 1¹/₃ destroyed by the floods of July, 1896, Rs. 13,440, chargeable in the proportions of Rs. 10,513 to Capital, and Rs. 2,927 to Revenue.

This is the work referred to in your letter No. 184, vide also the statement accompanying my letter No. 516.

STAFF.

Appointment of an Assistant General Storekeeper. Referring to the paragraph on this subject in your letter No. 183 of the 22nd January last, I have to inform you that the sanction of Government has been accorded to the creation of the post of Assistant General Storekeeper on this Railway, and that I will advise you further as to how it is proposed to fill the appointment.

Driver W. Neil. This driver has, under date of the 16th March, 1897, given notice of his intention to resign the Company's service on the 15th June, 1897, and asks that by the terms of his covenant dated 10th December, 1891, (vide your letter No. 45) he may be furnished with a passage back to England.

I have accepted Driver Neil's resignation, and will arrange to secure a second class passage for him.

Assistant Traffic Manager. In continuation of the paragraph in my letter No. 525 dated 17th March, 1897, regarding the appointment of an Assistant Traffic Manager to fill the vacancy caused by the resignation of Mr. J. W. Nice, I forward a copy of letter No. 97 M, 1897 dated 27th March, 1897, from the Traffic Manager. Mr. Stenson, after a personal interview with Mr. Frank Parker, does not consider him suitable for the post, and recommends the appointment of Mr. S. J. Mercer, who is still anxious to join the Company's service. I agree with Mr. Stenson that of the three candidates mentioned in my letter No. 524 dated 10th March, 1897, Mr. Mercer is decidedly the best, and recommend that, if the Board are unable to obtain a better qualified man in England, his engagement in India may be sanctioned by wire. I forwarded unofficially on October 20th, 1896, various papers connected with Mr. Mercer which, I trust, will be sufficient to enable the Board to arrive at a decision in the matter. I have applied to the Consulting Engineer for Railways for sanction to the engagement of an Officer in England to regularize matters in the event of the Board deciding to make the appointment at home, and I now forward the formal sanction communicated to me in his letter No. 1079 dated 20th March, 1897.

Public Works. (1897) Department. Current. No. 4153.

No. 983 R.

SERIAL No. 72

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Traffic

TO THE Joint Secretary to the Govt of Madras, Public Works Dept., Hyderabad.

Simla, the 27th April 1897.

Received. 27-4-97.

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

Caution

Mountamfader

Cap 88

Asst. Secretary.

26

Flag F

SM

in to A. m. 1344 of 13th April 1897. is the draft agreement in form India having for up to the 983 R. 1897.

7M 30/4/97

P. W. D. No. 983 R, dated 29th Dec. 1896.

- 983 R - 17th March 1897.

Agreement for the working of the Mayavaram Mutpet Railway by the agency of the South Indian Railway Company.

L
Please say if we
may forward the original
printed draft agreement
forwarded by A with printed
letter to his Board & ask
A to send no duplicate
copies -

Also kindly say whether
the statements (Flaps
R & S) are ~~also~~ also
to be forwarded. -

(1) } yes
(2) } ~~yes~~ ^{yes} ~~is~~ attached to A's letter
Hf

Hf -
259

TELEGRAM

URGENT
ORDINARY
DEFERRED

FROM

E.R.

TO

SERIAL

No.

A

N. H. C.

Copy 1349 of this month
instant. Is the draft agreement
in Pers. India pressing for reply
to its 983 R.T. of 29 December 96.

30/4

30/4/97

Code
Class.

INDIAN TELEGRAPHS

Monthly
Number.

To

(Office)

From

(Office)

Words.

Day.

Hour.

Minute.

Official
Instructions.

To

(Person)

From

(Person)

SERIAL

No. 74

Officiating Consulting
Engineer for Rps
Cotacamund

Agent
J. S. S.

32 Word form.

June 11 D. Traff. Agreement for
from

inform India 1/1
2/5/57

3/5

Recd. from

L.N.

Sent to

L.N.

Hrs.

Mts. by

At

Hrs.

Mts. by

Telegraph Master

P-No. 490 T-18 196-1800000

COTACAMUND 2-5-57

4/5

*Extract from Agent's letter to Board, Santos Indran
Railway No. 530 of 21st April, 1897*

SERIAL

NO. 75

MAYAVARAM-MUTUPET RAILWAY—WORKING AGREEMENT.

2/2
In continuation of the paragraph on this subject in my letter No. 527, dated 31st March, 1897, I have placed in the packet copies of the correspondence which has passed between the Consulting Engineer for Railways and myself relative to the completion of the Mayavaram-Mutupet Railway Working Agreement. The final Agreement, a rough copy of which is forwarded by this mail, corresponds with the draft Agreement sent to you with my letter No. 492, dated 27th July, 1896, except as regards the final clause which is modified to admit of signature in India as desired by the Government of India in its letter No. 983 R. T. dated 29th December, 1896. The schedules of the different classes of Capital outlay referred to in clause 12 of the Agreement, and which at the request of the Examiner of Railway Accounts, Madras, will be appended, are under preparation, and on acceptance by the Government Officers will be added to the Agreement as desired.

I understand that the Board approve of the Working Agreement as now submitted, and to its completion in India by myself on behalf of the Company. I shall, however, be glad to receive formal authority by wire to my taking action in conformity with these assumptions.

458 p

Schedule A.

Statement showing the expenditure incurred in the original construction of and of further additions and alterations to Souravalli Junction.

Particulars	Solely used by the Mayavaram Mutpet Railway.			Solely used by the South Indian Railway.			Jointly used by the South Indian Ry and the Mayavaram Mutpet Ry.			Total		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Enlarging Station Arrangements												
Land	1452	13	.	.	.	.	.	.	.	1452	13	.
Formation	-	-	-	-	-	-	3716	7	5	3716	7	5
Bridge work	3317	9	1	1475	3	1	-	-	-	4792	12	2
Road Crossings	-	-	-	-	-	-	1787	6	3	1787	6	3
Ballast	1820	8	0	1473	7	-	-	-	-	3293	15	-
Permanent Way	7658	13	3	6382	5	9	-	-	-	14041	3	0
Waiting Shed	-	-	-	-	-	-	1328	5	8	1328	5	8
Urinals at East end	.	.	.	.	.	.	533	3	3	533	3	3
Urinals at West end	-	-	.	-	-	.	457	.	6	457	-	6
Island platform	.	.	.	.	.	.	4788	9	.	4788	9	.
Covered way	.	.	.	.	.	.	11312	9	7	11312	9	7
Overbridge	.	.	.	.	.	.	4275	13	9	4275	13	9
Approaches	.	.	.	.	.	.	532	14	7	532	14	7
Permanent way Inspector's Bungalow out-houses, &c.	3841	14	4	.	.	.	.	.	.	3841	14	4
Water Tank	.	.	.	.	.	.	4826	10	2	4826	10	2
Closing existing well and raising a new well 20 feet diameter	.	.	.	-	-	-	5462	11	9	5462	11	9
Sunshade	.	.	.	.	.	.	231	7	5	231	7	5
Demolishing existing ash pits and water Columns and rebuilding the same at east end and West end providing new Ash pits and water Columns at East and West end	-	-	-	-	-	-	6076	13	.	6076	13	.
42 ft Turntable	9189	6	7	-	-	-	-	-	-	9189	6	7
Lank Machinery	934	9	4	-	-	-	2822	11	5	2822	11	5
Home and Distant Signals	4911	15	2	6139	14	11	519	3	5	1453	12	9
Points and Crossings carried over	33	7	8	9	15470	14	9	48671	15	2	97,270	1

Particulars	Solely used by the Mayavaram Mutupet Railway			Solely used by the South Indian Railway			Jointly used by the South Indian Railway and the Mayavaram Mutupet Railway			Total		
	Rs	A	P	Rs	A	P	Rs	A	P	Rs	A	P
Brought forward.	33127	8	9	15470	14	9	48671	15	2	97270	6	8
Station and Office Furniture	-	-	-	-	-	-	82	3	2	82	3	2
Other works.												
Station Master's bungalow												
Latrine	2	-	-	-	-	-	1215	-	-	1215	-	-
Palisade fence between northern												
compound wall and goods approach	-	-	-	260	2	11	-	-	-	260	2	11
Store Room and office for the												
Superintendent May Inspector	2321	1	7	-	-	-	-	-	-	2321	1	7
Watering Station House							165	9	3	165	9	3
Expenditure incurred in												
original construction and												
additions to Tiruvallur							20672	-	-	20672	-	-
station up to 30 th June 1889												
Total	35448	10	4	15731	1	8	70806	11	7	121986	7	7

Note Includes expenditure up to 31st March 1897. Any further Capital outlay on buildings or works on which interest is chargeable will be added to this list half yearly as incurred.

The Indian Ry
Genl's Office,
Trichinopoly,
3rd June 1897

A. D. G. M. S. S.

Captain R. R.
Agent.

M. S. D.

2576-101
595 4697
1001 A

Schedule B.

Statement showing the expenditure incurred in
the original construction of and further additions
and alterations to Mayavaram Junction station.

Particulars	Solely used by the Mayavaram Mutpet Railway			Solely used by the South Indian Railway			Jointly used by the South Indian Railway and the Mayavaram Mutpet Ry			Total		
	Rs	As	P	Rs	As	P	Rs	As	P	Rs	As	P
Arguing Station arrangement.	812	8	9	-	-	-	-	-	-	812	8	9
and												
mation	834	2	-	165	11	-	166	11	-	1,166	8	-
and Crossings	-	-	-	-	-	-	1,459	1	7	1,459	1	7
Illustr	455	2	-	616	4	6	70	-	8	1,141	7	2
Permanent Way	5,566	4	-	1,345	2	10	898	1	5	7,809	8	3
Station House	-	-	-	-	-	-	1,849	10	6	1,849	10	6
Demolishing existing Urinals and building the same at North end	-	-	-	-	-	-	1,192	14	6	1,192	14	6
Demolishing existing Urinals and building the same at South end	-	-	-	-	-	-	486	1	7	486	1	7
Land platform	-	-	-	-	-	-	8,128	4	6	8,128	4	6
Covered way	-	-	-	-	-	-	3,525	5	8	3,525	5	8
Overbridge	-	-	-	-	-	-	5,238	1	5	5,238	1	5
Approaches to Staff Quarters	691	9	3	-	-	-	-	-	-	691	9	3
Quarters for Native Drivers, East												
Man and Native Cleaners	13,746	11	5	-	-	-	-	-	-	13,746	11	5
Shed and Locomotive Office	-	-	-	-	-	-	19,498	-	2	19,498	-	2
and Distant Signals	579	5	4	231	11	9	-	-	-	811	1	1
Trade	-	-	-	-	-	-	236	5	3	236	5	3
Setting one stop cock and lengthening												
ing discharge drain of North Ash												
Demolishing existing toilet water												
Setting the same at							2,661	8	6	2,661	8	6

Particulars	Solely used by the Mayavaram Municipality Railway			Solely used by the South Indian Railway			Jointly used by the South Indian Railway and the Mayavaram Municipality Ry			Total		
	Rs			Rs			Rs			Rs		
	Rs	As	P	Rs	As	P	Rs	As	P	Rs	As	P
Brought forward	22,685	10	9	2,358	14	1	45,410	2	9	70,454	11	7
Sunk machinery	-	-	-	-	-	-	8,066	11	2	8,066	11	2
Coal stage	-	-	-	-	-	-	232	14	11	232	14	11
Pinks and crossings	6,017	5	-	3,610	6	3	-	-	-	9,627	11	3
Closing existing well and resinking a new well.	-	-	-	-	-	-	1,960	-	9	1,960	-	9
Removing and erecting Engine	2,816	10	10	-	-	-	-	-	-	2,816	10	10
Installments.	-	-	-	-	-	-	-	-	-	-	-	-
Station and Office furniture	-	-	-	-	-	-	143	7	1	143	7	1
Other works.	-	-	-	-	-	-	-	-	-	-	-	-
Steam pump and shed in lieu of double force pump.	-	-	-	-	-	-	2,803	3	1	2,803	3	1
Converting Permanent Way Inspector's Office and stores into Running Quarters.	1,540	8	9	-	-	-	-	-	-	1,540	8	9
Expenditure incurred in original construction of and ^{further} additions to Mayavaram station up to 30 th June 1889	-	-	-	-	-	-	21,697	-	-	21,697	-	-
Additional latrine accommodation for Native men and women.	-	-	-	-	-	-	620	-	-	620	-	-
Erecting fuel stage.	-	-	-	-	-	-	164	-	-	164	-	-
Store room and office for Permanent Way Inspector.	-	-	-	-	-	-	1,568	-	-	1,568	-	-

Particulars	Solely used by the Mayavaram Mutpet Railway			Solely used by the South Indian Railway			Jointly used by the South Indian Railway and the Mayavaram Mutpet Ry.			Total		
	Rs	As	P	Rs	As	P	Rs	As	P	Rs	As	P
Brought forward	33,060	3	4	5,469	4	4	87,239	7	9	126,268	15	5
Providing furniture for the Officers' rest house.	-	-	-	-	-	-	173	3	2	173	3	2
Total	33,060	3	4	5,469	4	4	87,412	10	11	126,442	2	7

Note.— Includes expenditure up to 31st March 1897. Any further
Capital outlay on buildings or works ^{on which interest is charged} will be added to
this list half yearly as incurred.

South Indian Ry
Agent's Office
Trichinopoly
3rd June 1897

A. B. G. Miller.

Captain R. G.
Agent

Government of Madras,

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT,

Srinika

Ootacamund 6th May 1897.

SIR,

With reference to
your letter no 983 R. T.
of 29th December 1896,
and reminders of 14th
March and 22nd April 1897,
I am directed to inform
you that the Draft
agreement for working
the Mayavaram Municipal
Railway is now in Press
& will be submitted
to the Govt of India
shortly.

Documents accom^d

rib

No. 574

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

Trichinopoly, 10th May 1897.

SERIAL

No. 77

From

THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

*See 80 from
Capt. 5-97*
I have the honor to inform you that the agreement for the working the Mayavaram Mutpet Railway is still in the press. The first proofs were returned corrected some days ago and I expect the final proofs any day. I would however point out that until I receive the Board's formal sanction to my signing the agreement I cannot do so. I have requested in my letter to the Managing Director, N° 530 dated 21st April 1897, for this sanction to be communicated by wire, and it will probably be received this week.

I have the honor to be

Sir

Your most obedient servant

A. B. G. Shelley

Capt. R.R.

Agent

Hold *9/11*
a copy is sent to India T. of 28/4/97 I think we may as well wait for the agreement which must come soon

8th 7/11

13/5/97

No. 595

South Indian Railway Co., Ltd. 78

AGENT'S OFFICE,

Trichinopoly, 4th June 1897.

From

THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

Referring to the correspondence ending with my telegram of the 1st May 1897 to Coimbatore I have the honor to inform you that I expect to send you in the course of a day or two signed copies of the Mayavaram-Mirkupet Railway working Agreement as asked for in your letter No. 1319 of the 13th April 1897. Meanwhile I beg to submit for acceptance the accompanying Schedules, A and B, of expenditure incurred in connection with the enlarging of the Tiruvallur and Mayavaram Junction Stations.

I have the honor to be
Sir,

Your most Obedient Servant

A. B. J. Jellie,
Capt. R. E.
Agent.

2 Enclosures. *MS*

Should be C.C. first: a note should

be added at foot of schedule with C.C.'s note serial. *MS*

MS

MS

MS 10/6/97

From

THE AGENT,

SOUTH INDIAN RAILWAY,

Trichinopoly

To

THE CONSULTING ENGINEER FOR

RAILWAYS,

MADRAS.

Dated

Received

No

ENCLOSURE

C. No. 2506
Recd. 5/6/97

No. 742

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

Trichinopoly, 19th July 1897.

From

THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

SERIAL
No. 85

Sir,

Per

I have the honor to invite attention to my letters Nos. 595 and 612 dated the 4th and 10th June 1897 respectively, regarding the Agreement for working the Mayavaram-Mutput Railway and shall be glad to receive the completed Agreement and accepted Schedules of expenditure.

I have the honor to be
Sir

Your most obedient servant
A. G. M. M. M.
Capt. R. E.
Agent

W. S.

48

From
THE AGENT
SOUTH INDIAN RAILWAY
Trichinopoly

To
THE CONSULTING ENGINEER
FOR RAILWAYS
MADRAS

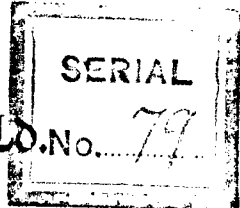
Received
1
1897

No
ENCLOSURE



No. 612

South Indian Railway Co., LD. No. 79
AGENT'S OFFICE,
Trichinopoly, 10th June 1897.



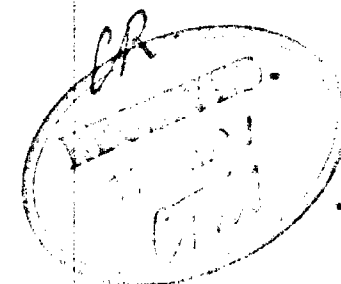
From
THE AGENT,
SOUTH INDIAN RAILWAY,
To
THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

With reference to the correspondence ending with my letter No. 595 dated 4th June 1897, I have the honor to forward four copies of the Mayavaram - Moutupet Railway Working Agreement duly stamped and completed so far as this Company is concerned. Will you kindly fill in the date in the first two lines and complete the Agreement in respect to the signature of yourself and witness. I shall be obliged by two copies being then returned to me.

I do not think it is necessary to register the Agreement but if you hold an opposite opinion, will you kindly depute an officer to represent yourself and to appear with me before the Registering Officer in Madras.

I have the honor to be
Sir
Your most obedient servant
A. D. G. Shetty
Captain R. C.
Agent.



4 Enclosures.
By R. D. S. }
RDS

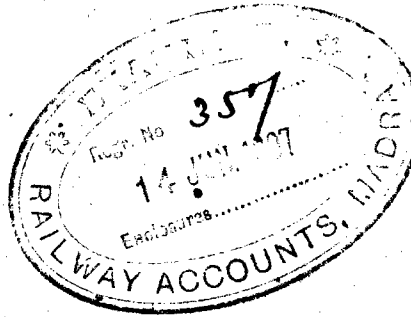
From
THE AGENT,
SOUTH INDIAN RAILWAY,
Trichinopoly.
To
THE CONSULTING ENGINEER AND
RAILWAYS,
MADRAS.
Dated
Received
No.

574
197

Form No. 21.
500-7-97.

SERIAL
No. 80

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 14 June 1897.



No. 1973

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 612
dated 10 June 1897, forwarded to the Examiner of Railway
Accounts for remarks.

[Signature]
for E. R.

EXAMINER'S REPLY.

[Handwritten text:] In the previous papers are at only, I am unable to say
if the Agreement is in accordance with orders. I
should be made, and if no error are found
the Agreement may be signed by E.R.
I would suggest that the Agent's Selection be asked before
it is necessary to have the document registered.

[Handwritten notes:] Found by 4 of agreement
to find balance for office
on question raised in
para 2 of A's letter
15.6.97
Dr. J. J. J. J.
17/6/97
28.6.97
7/11/97
28.6.97
W. Waller
C2 15/6/97

From
THE AGENT,
SOUTH INDIAN RAILWAY,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

ENCLOSURE.

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

Rm.

SERIAL
No. 81...

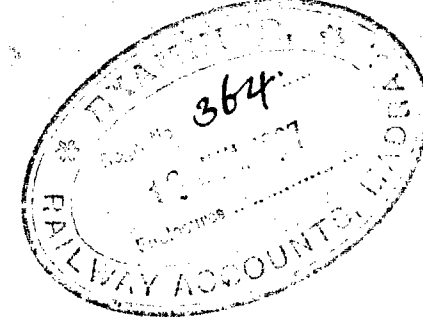
OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 15th June

1897.

No. 1990.

OFFICE NOTE.



Letter from the Agent, South Indian Railway, No. 595
dated 4th June 1897, forwarded to the Examiner of Railway
Accounts, for favour of remarks.

CMH 15/6

for E. R.

EXAMINER'S REPLY.

Please see paras 8 to 12 of my note on
E R's Office Note No. 2197 dated 24th July, 96.
(Serial No. 53) which apply to the Schedules
now submitted.

The Agent should be asked to eliminate
all Revenue expenditure, and it is for
E. R. to decide what proportion of the
expenditure against each item should
be entered under Columns 2, 3 + 4.

Please see pencil addition to the note
at

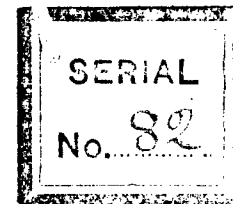
at foot of the Mayavaram Junction
Schedule.

Enclosed

G. P.

Form No. 10.

Railway Department.



OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 30 June 1897

To

Government Solicitor

No. 2170 Reply No. , dated

SIR.

Have the honor to
request you will be so good
as to let me know if
the accompanying Agreement
with the S.I. Co. for working
the M.M. Co. should be
registered.

CMS 29/6

To be kindly
Reminders. returned

Despatched on 30/6/97

29/6/97

No. 370

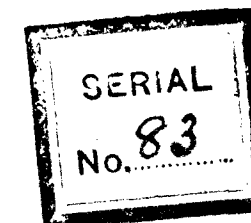
Madras 9th July 1897.

From,

Ernest Barclay

Government Solicitor

Madras.



To,

The Consulting Engineer for Railways

Madras.

Sir,

1. I beg to acknowledge receipt of your letter of 30th ultimo -- No. 2170 and to return the agreement between the Secretary of State for India in Council and The South Indian Railway Company Limited.
2. In my opinion, the Agreement does not require to be registered. It is merely an agreement that, as from 2nd April 1894, the Company shall be deemed to have maintained and shall maintain the Mayaveram Mutupet Railway in good repair and in good working order and condition upon the terms and conditions mentioned in the agreement. The Company is also to execute such new works as are chargeable to Capital - Expenditure and as may be necessary, after first having obtained the sanction of the Secretary of State for so doing and the Secretary of State is to provide, free of cost, for the Company any land that may at any time be required for the purposes of the Mayaveram Mutupet - Railway.
3. The Mayaveram Mutupet Railway is to be debited with an annual rental or charge of $4\frac{1}{2}\%$ upon the total amount of all capital outlay expended by the Company upon buildings, sidings, permanent way &c, solely used by the Mayaveram Mutupet Railway at Mayaveram and Tiruvallur and there is also to be an annual rental or charge of $4\frac{1}{2}\%$ on the total amount of capital outlay expended by the Company on buildings, sidings &c jointly used by the Company and the Railway at those stations, - such charge to be distributed and debited as mentioned in Clause 12 of the agreement.
4. There is nothing in the agreement which, in my opinion, purports or operates to create, declare, assign, limit or extinguish, in -



present or in future, any right, title or interest, vested or contingent, to or in immoveable property so as to render the same liable to registration. All the Company has to do with the land of the Railway and the buildings thereon is to maintain them in good repair and in good working order and condition but the Company takes no legal interest, vested or contingent, in the Railway under the agreement.

I have the honor to be

Sir

Your Obedient Servant

Ernest Barclay

Government Solicitor.

Form No. 7.

Coty *Tue 20 July 1897*
MADRAS

To

SERIAL
No. 84

Agent, S. I. R.

Print

No. *103* / *0* Reply No. , dated

SIR,

in ref to your letter No 595 d 4th Jun 1897 for working schedules & costs of expenditure incurred in connection with the junction on the N. M. M. than the L. C. request that any rev. expenditure therein contained may be eliminated as per schedule submitted

Reminders.

17/7
14/7/97

Despatched 20/7/97
Subject.

47

Form No. 10.

Railway Department.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 23 July 1897.

To The Agent. S.I.B.

SERIAL
No. 86

No. 2428 Reply No. , dated

Print

Reminders.

SIR,

In reply to your letter No. 742 dated the 19th July 97. I have the honour to send herewith, duly completed, two copies of the Madrasan Intersect Working Agreement. I need scarcely explain to you that the Govt. of India formal approval of the agreement is necessary under Art 50 of the Railway Act. This shall be sought for.

1. - My acceptance of the schedule of rates as I should have received from you

SA 864 in which the provision of clause 12 of the agreement and basis is delays pending a receipt of 1st copy from you by the 15th of August. I have signed the schedule of rates on my part of the 20th July 97. I have to

Despatched on 23/7/97

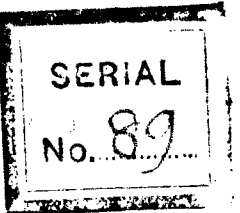
(enclos-2).

498

7/11

24/7/97

Extract from A's letter to Board No 544
dated 27.th July 1897.



Mayavaram - Mintupet Railway, working
Agreement.

Referring to the paragraph under this heading in your letter No 192 dated 4.th June, 1897, I send in the packet the Agreement executed on the 22nd July, 1897, and signed by myself and the Joint Secretary to the Government of Madras in the Public Works Department. Spare copies will follow when the formal acceptance of the Government of India is received.

The Schedules of Joint Station Works at Mayavaram and Tiruvallur Junctions referred to in Clause 12 of the Agreement, are under scrutiny, and when completed will be printed, and copies sent to be attached to the Agreement.

No. 860

South Indian Railway Co., Ltd.

AGENT'S OFFICE.

SERIAL

No. 90

TRICHINOPOLY, 24th August 1897.

From

THE AGENT,

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

In compliance with the request contained in your letter No. 103 dated 20th July 1897, I have the honor to forward the Schedules of the expenditure incurred at Tiruvalur and Mayavaram in connection with the Mayavaram - Mutpet Railway, the revenue portion of the outlay having been eliminated. At the same time I beg to point out that it is customary in the case of joint works to treat such revenue expenditure as Capital for the purpose of calculating joint Station Charges. This principle has the approval of the Government of India, vide para 1 of its Circular No. III Railway of 13th August 1897 and Clause VII (b) of the model Agreement, Enclosure No 2 thereto.

I have the honor to be
Sir

Your most obedient servant

J. G. Shreeve,
Capt R.R.

Agent

Enclosures by Rg parcel
A

SERIAL
No. 1

RAILWAY.

Government (1897) of Madras.
PUBLIC WORKS.

Print

Recd.

Enclosures

Regd.

1897.

Spare copies

G.O., No. 601 R., 27th August 1897.

AUGUST.

Agreement for working the Mayavaram-Mutupet Railway

Government of India letter approving and confirming the — entered into on behalf of the Secretary of State with the South Indian Railway Company, communicated to the Agent of that railway.

6. 3765

2. 2

Used
Received

Enclosure

No.

189

To

THE CHIEF ENGINEER FOR
RAILWAYS,
Madras.

THE AGENT,
SOUTH INDIAN RAILWAY.

From

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Simla, dated Ootacamund, the 24th July 1897, No. 498 R.

With reference to your letter No. 983 R.T., dated the 29th December 1896, I am directed to enclose, for favour of formal confirmation, a copy of the agreement which has been entered into on behalf of the Secretary of State with the South Indian Railway Company for working the Májavaram-Mutpet Railway.

For giving effect to the provision of clause 12 of the agreement, correspondence is proceeding between the Consulting Engineer, Madras, and the Railway Company's Agent in regard to the schedule of capital expenditure at Májavaram and Tiruvallur junctions. The result shall in due course be communicated to you.

ENCLOSURE.

THIS INDENTURE, made the twenty-second day of July 1897, between the Secretary of State in Council of India of the one part, and the South Indian Railway Company Limited of the other part, WHEREAS under the provision contained in clause 10 of an Indenture dated the 24th day of November 1890 and made between the Secretary of State in Council of India of the one part and the South Indian Railway Company Limited of the other part, the Secretary of State in Council of India has called upon the said Company to work the line of Railway between Májavaram and Mutpet. Now THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows :—

1. In this agreement, unless there is something repugnant thereto in the subject or context, the following words and expressions shall have the following meanings :—

"The Secretary of State" means the Secretary of State in Council of India.

"The Company" means the South Indian Railway Company Limited.

"The Májavaram-Mutpet Railway" means the line of Railway extending from Májavaram on the South Indian Railway to Mutpet.

"The undertaking" means the South Indian Railway, purchased by the Secretary of State, and includes any other Railways or parts of Railways handed over to or left in the possession of the Company on the 1st day of January 1891, or which may have been or may be handed over to or left in the possession of the Company after the aforesaid date, in accordance with the provisions contained in the hereinbefore mentioned contract dated the 24th day of November 1890, and made between the Secretary of State of the one part and the Company of the other part.

"Gross receipts" means and includes all receipts from Coaching and Merchandise traffic, and from the carriage of mails, and the use of the telegraphs, and all other sums received in respect of rents and tolls on bridges, and from all other sources the receipts from which are generally treated as revenue on Indian Railways.

Definition clause.

The Secretary of State.
The Company.

The Májavaram-Mutpet Railway.

The undertaking.

Gross receipts.

"Capital expenditure" means and includes the cost of New Works, plant and machinery, and of substantial improvements of, and additions to, old works, permanent way, plant and machinery, including the cost of any temporary New Work the construction of which is requisite for the construction of a work properly chargeable to Capital. Provided nevertheless that any item of expenditure properly chargeable to Capital in accordance with this principle shall from time to time, if not exceeding Rs. 1,000, be classed as a "Minor Work" and be charged to Revenue expenditure within a maximum amount in each half-year of Rs. 15 per open mile of Railway, and provided that if at any time the old rails and fastenings originally laid be replaced by new rails and fastenings the difference in cost between such old and new material shall be borne by Capital, and provided also that no portion of the salaries or allowances of any of the Company's permanent supervising or other administrative Staff although employed for the time being partly or wholly in directing or superintending work chargeable to Capital shall, except with the express sanction of the Secretary of State, be charged to Capital, and that no expenses connected with the engagement or passage from or to England of any person in the Service of the Company shall be charged to Capital unless such person shall have been specially engaged to carry out work chargeable to Capital, and been actually employed upon such work.

"Revenue expenditure" means and includes the same percentage of the gross receipts of the Májavaram-Mutpet Railway as that of the gross receipts of the undertaking which the Company shall expend in accordance with its rules in force from time to time on working and maintaining the whole of the undertaking, including any lines which the Company work and maintain from time to time with the addition of the costs of making good any damage affecting the said Májavaram-Mutpet Railway due to any extraordinary casualty, or otherwise as provided for in clause 2 of this agreement, and also the payment for the use of the Company's rolling-stock of a sum of 5 per cent. upon the gross receipts of the Májavaram-Mutpet Railway for each half-year as provided for in clause 3 hereof, and with the addition also of all sums to be charged or debited to the Májavaram-Mutpet Railway on account of the Capital expenditure by the Company at the joint stations as provided for in clause 12 hereof.

"Working expenses" means and includes the expenses incurred by the Secretary of State, or by the Company with the sanction of the Secretary of State in or about or in connection with the management, maintenance and working of the undertaking and Railways worked and maintained by the Company, with the exception of the costs of making good any damage affecting the Májavaram-Mutpet Railway due to any extraordinary casualty, or otherwise as provided for in clause 2 hereof, and also the payment for the use of the Company's rolling-stock as provided for in clause 3 hereof, and excluding also all sums to be charged or debited to the Májavaram-Mutpet Railway on account of the Capital expenditure by the Company at the joint stations as provided for in clause 12 hereof.

"South Indian Railway through traffic" means all traffic of the South Indian Railway between places on the South Indian Railway on either side of Májavaram or Tiruvallur and therefore only passing through one of those stations.

"Májavaram-Mutpet Railway through traffic" means all traffic of the Májavaram-Mutpet Railway between places on the Májavaram-Mutpet Railway on either side of Tiruvallur and therefore only passing through that station.

"Cross traffic" means all traffic passing over the Májavaram-Mutpet Railway but not originating or terminating on that line.

"Interchanged traffic" as regards Májavaram junction, means all traffic booked or invoiced between stations other than Májavaram on the South Indian Railway and other than Májavaram on the Májavaram-Mutpet Railway, and as regards Tiruvallur, all traffic booked or invoiced between stations other than Tiruvallur on the South Indian Railway and other than Tiruvallur on the Májavaram-Mutpet Railway.

"South Indian Railway local traffic" means all traffic booked or invoiced between Májavaram or Tiruvallur and any station on the South Indian Railway.

"Májavaram-Mutpet Railway local traffic" means all traffic booked or invoiced between Májavaram or Tiruvallur and any station on the Májavaram-Mutpet Railway.

2. On and from the 2nd April 1894, the date on which the Májavaram-Mutpet Railway was opened by the Company for public traffic, the Company shall be deemed to have maintained and shall maintain such Railway in good repair and in good working order and condition—Provided always that the costs and expenses of such maintenance shall be borne by the Company so far only as such maintenance shall have been or be necessary to make good damage caused by the ordinary wear and tear incident to the use and working of the said Railway and the works in connection with the same by the Company, and the conveyance of traffic thereon by the Company and not further or otherwise, and the Company shall not bear nor be put to any cost or expense for, or in respect of, any repair, restoration, renewal or replacement necessary to make good any damage that may have occurred to the said Railway and works or any portion thereof, which may have been or be due to extraordinary casualty affecting the said Railway and works, or to any cause other than the ordinary wear and tear of a Railway incident to the use and working thereof and the conveyance of traffic thereon, and to the occurrence of which the Company shall not have in any way contributed by any act, neglect or default of their own.

Capital expenditure.

Revenue expenditure.

Working expenses.

Through traffic, South Indian Railway.

Through traffic, Májavaram-Mutpet Railway.

Cross traffic.

Interchanged traffic.

Local traffic, South Indian Railway.

Local Traffic, Májavaram-Mutpet Railway.

Maintenance.

52 5/8

Rolling stock.

3. The Company further undertake to provide sufficient rolling stock for the movement of traffic over the Májavaram-Mutpet Railway in consideration of the payment of a sum of 6 per cent. upon the gross receipts of the Májavaram-Mutpet Railway for each half-year.

Rates and fares.

4. The Company shall charge such rates and fares for the carriage of passengers and goods over any portion of the Májavaram-Mutpet Railway as shall from time to time be agreed upon between the Company and the Secretary of State, such rates and fares not being greater than the maximum rates and fares, nor less than the minimum rates and fares, for the time being respectively in force on the undertaking.

Revenue accounts.

5. The Company shall keep, in rupee currency, a distinct and separate account of the gross receipts derived from the working of the Májavaram-Mutpet Railway—Such account shall be made up half-yearly to the 30th day of June, and the 31st day of December in each year, and shall be regularly submitted by the Company to the Secretary of State who may audit the same and correct any error which may be discovered therein. The Company shall also within three calendar months after each of the said half-yearly days, render to the Secretary of State a summary of the said account for the half-year ending on such half-yearly day.

Payment of gross receipts into treasury.

6. The said gross receipts shall, at such times and in such manner as the Secretary of State may from time to time direct, be paid without deduction into any such Treasury of the Government of India as the Secretary of State may approve. The Revenue expenditure shall be adjusted on the monthly accounts of the Májavaram-Mutpet Railway in accordance with the results of each month's working and a final adjustment made at the end of each half-year to bring it into accord with the result of that half-year's working.

Company to execute new capital works.

7. The Company shall execute such new works as are chargeable to Capital expenditure in accordance with the provisions contained in clause 1 hereof and as may from time to time be necessary, after having first obtained the sanction of the Secretary of State for so doing and the cost of all such works shall be borne by the Secretary of State in accordance with the last mentioned provisions as to Capital expenditure.

Police.

8. The Secretary of State shall provide and maintain such a Police force as the Company with the approval of the Secretary of State shall from time to time require. The cost of providing and maintaining this force shall be defrayed in the following manner; that is to say, three-tenths shall be borne by the Secretary of State and the remaining seven-tenths shall be included in working expenses.

Telegraphs.

9. The Company shall arrange with the Secretary of State or otherwise for the supply and maintenance of the requisite telegraphs, and the costs of the supply of such telegraphs shall be borne by the Secretary of State, and all payments on account of the rental and maintenance thereof shall be chargeable to working expenses; and the necessary equipment of the telegraph offices at stations together with any additions thereto which may from time to time be found necessary shall be provided, furnished and equipped by the Company at the expense of the Secretary of State.

Land.

10. The Secretary of State shall provide free of cost for the Company any land that may at any time be required for the purposes of the Májavaram-Mutpet Railway.

Books, records and periodical returns.

11. The Company shall record and keep in proper books full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Májavaram-Mutpet Railway or the business thereof, or any of the matters, or things, included or referred to in this agreement, so as at all times to exhibit fully and truly the state of its affairs in relation thereto in the same manner as prescribed in the aforesaid contract of the 24th day of November 1890, and made between the Secretary of State and the Company.

The Company shall for the above purposes maintain a separate journal and ledger, and shall also furnish all the returns required by Government including the following, viz:—

Weekly—

- (a) Approximate statements of traffic.
- (b) Audited statements of traffic.

Monthly—

- (c) Capital Accounts.
- (d) Return of grants, receipts and expenditure.

Half-yearly—

- (e) Capital and revenue accounts for the half-year.

Yearly—

- (f) Six months' estimates.
- (g) Revised and budget estimates, capital.
- (h) Revised and budget estimates, revenue.
- (i) Finance accounts, capital and revenue.

12. The Májavaram-Mutpet Railway shall be debited with an annual rental or charge of 4½ per cent. per annum upon the total amount of all capital outlay expended by the Company upon buildings, sidings, permanent way, and other works solely used by the said Májavaram-Mutpet Railway at the joint stations at Májavaram and Tiruvallur. Interest on Company's Capital outlay at joint stations.

There shall also be an annual rental or charge of 4½ per cent. per annum upon the total amount of all capital outlay expended by the Company upon buildings, sidings, permanent way, and other works jointly used by the Company and the Májavaram-Mutpet Railway at the aforesaid joint stations at Májavaram and Tiruvallur; and the same shall be distributed and debited as follows:—viz., one-fifth of the said rental or charge shall be treated as the proportion to be borne by the Company in consideration of the South Indian Railway through traffic and one-tenth shall be debited to the Májavaram-Mutpet Railway in consideration of the Májavaram-Mutpet Railway through traffic at Tiruvallur, and of the remainder of the said rental or charge there shall be debited to the Májavaram-Mutpet Railway a share proportional to the weight which its traffic (cross, local and interchanged) bears to the total weight of traffic (cross, local and interchanged) of the said joint stations and the residue shall be treated as the proportion to be borne by the Company in respect of its traffic other than through traffic.

13. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this contract, or if in any case not herein specially provided for any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents or any section or thing herein contained, or the construction hereof, or any matter connected with these presents or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to two arbitrators, one to be appointed by each party, pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof. Arbitration.

14. This contract shall remain in force until either party gives to the other twelve months' previous notice of their intention to terminate the same, such notice to expire on the 31st day of December in any year. Termination of contract.

In witness whereof Francis Joseph Edward Spring, acting for and on behalf of the Secretary of State in Council of India, and Archibald Douglas Graham Shelley, as agent in India for and on behalf of the South Indian Railway Company, Limited, have hereunto set their respective hands and seals the day and year first above written.

Signed, sealed and delivered by the abovenamed
Francis Joseph Edward Spring.

F. J. E. SPRING,
Offg. Joint Secy., P.W.D., Madras.

Signed, sealed and delivered by the abovenamed
Francis Joseph Edward Spring, acting for and
on behalf of the Secretary of State in Council
of India in the presence of Edmund Augustus
Waller.

Witness.

E. A. WALLER, *Major*
Exr., Guaranteed Ry. Accts., Madras.

Signed, sealed and delivered by the abovenamed
Archibald Douglas Graham Shelley.

A. D. G. SHELLEY, Capt., R.E.,
Agent, South Indian Railway Company, Ltd.

Signed, sealed and delivered by the abovenamed
Archibald Douglas Graham Shelley, acting for
and on behalf of the South Indian Railway
Company, Limited, in the presence of Herbert
Dent Johnston, Resident Engineer, South
Indian Railway.

Witness.

H. D. JOHNSTON.

From the Under Secretary to the Government of India, Public Works Department (Railway Traffic), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, the 17th August 1897, No. 643 R.T.

With reference to your letter No. 498 R., dated the 24th July 1897, forwarding a copy of the agreement entered into on behalf of the Secretary of State with the South Indian Railway Company for working the Májavaram-Mutpet Railway, I am directed to state that the Government of India are pleased to approve and confirm the said agreement, a copy of which will now be transmitted to the Secretary of State.

52

6

No. 601 R., 27TH AUGUST 1897.

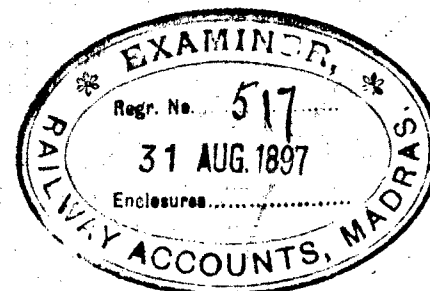
ORDER—No. 601 R., dated 27th August 1897.

Communicated to the Agent, South Indian Railway.

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.To the Agent South Indian Railway.
" Examiner, Guaranteed Railway Accounts.
" Local and Municipal Department.
" Financial Department.

Ed. S. J. Pereira.

500-26-6-97.
CONS. ENGR.'S No. 21.OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 30th August 1897.

No. 2798

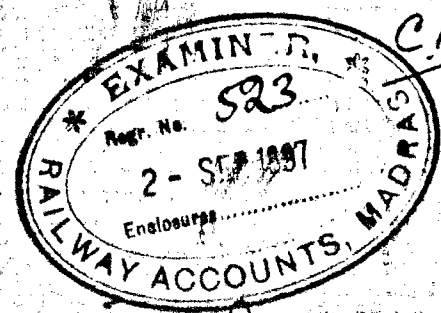
OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 860,
dated 24th August 1897, forwarded to the Examiner of Railway
Accounts for remarks.

F. J. E. Spring

for E. R.

EXAMINER'S REPLY.

I would like to see the previous papers before
writing on this caseHere with case
19/9/97
for E.R.

C.R. 11/9/97

6/9/97

The following points are noticed in checking the list
of Capital works:—
Management questions.
It is not understood how at this station the M. M. Co. (a line
in one direction) can have signals in reverse use to the value of

No 379. Since the S.D. (a through line) has no inclusion was
 made to the value of No 33, only a few more half the amount. Also
 for the same reason line 10 M.D. points a necessary inclusion was
 amount to No 6001 while those of the S.D. amount to No 3508 only 1/2
 any part of the cost of S.D. signals & points & crossings is included
 in the sum of No 2147 original cost of the Station. The amount should
 be removed from the grant use column & entered in the S.D. column.

It is for S.D. to decide whether the houses, jobs & other buildings
 No 13746 have been built, are employed exclusively in the M.M.D. also
 whether the bridge built is used solely for M.M.D. railway.

Terrestrial Junction

The S.D. Impulse Bangalore (No 3841) and Office (No 2321) are shown as
 in inclusion use of M.M.D. The S.D. Impulse for August 1997
 shows that the S.D. Impulse has change also of the Station.
 Nagapatnam Station of the S.D. The cost of these buildings should therefore
 be removed from the M.M.D. column to the grant use column.

While the M.M.D. is shown as in inclusion use of signals to the value
 of No 336, the S.D. is shown as having no signals stations in inclusion
 use. This can hardly be the case.

It is for S.D. to decide whether the Impulse Terrestrial (No 3961) is used
 exclusively for M.M.D.

Before remarks regarding Revenue works would apply in the case of Foreign
 lines having no share of Revenue expenditure, but in the case of the M.M.D.
 such, under the system of charging working expenses on gross revenue rate, have
 to pay share of Revenue expenditure & Revenue. These Revenue works, it would be
 manifestly improper to charge the line with interest on the cost of work which
 it had already paid for.

Unaltered
 22/9/97

*This will depend on whether
 for revision of working, the
 can do off
 must*

22/9/97

*512
 of 1/12/97 not nothing
 has been sent in
 pencil
 21/9/97*

Form No. 7.

MADRAS, 11 Sept 1897.

To

Agent, S. I. R.

SERIAL
No.

No. 2944 Reply No. 1017, dated 13/10/97

SIR,

With reference to your
 S No 28 letter No. 860 of 24 August 1897.
 Submitting schedules of the
 expenditure incurred at
 Tirumalpur and Mayamara
 in connection with the
 M. M. R. I have the honor
 to forward herewith copy
 of a note thereon by the
 Examiner of Railways - Revenue
 Accounts for such action
 as you may wish to offer.

Reminders.

*2944
 1/11/97*

*Enc see C.R. note
 re p. 6*

Despatched on 11/9/97

Subject.

56

11/9/97

South Indian Railway.

Copy of a letter, No. B/6747/2248, dated 11th October 1897.
from the Chief Engineer
to the Agent, South Indian Railway.

Your No 968/17/2169 of 6th October 1897.
Mayavaram-Muttupet Railway Working Agreement
Schedules of Joint Works.

On a further consideration of the remarks made by the Examiner of Railway Accounts I think it would be equitable to make certain alterations in the Schedule of Works at Mayavaram and Tiruvallur stations and I have pleasure to forward amended copies.

Mayavaram Junction
Signals.

Rs 811-1-1 represents the cost of a Distant Signal and the addition of an arm to the Home Signal. As these are exclusively used for the Mayavaram-Muttupet Railway, the whole of the expenditure should be charged to that Railway. The cost of the signals put up for S. I. Railway under the original sanction is Rs 1752-0-7 and this amount I have deducted from the sum of Rs 21,697 under "Joint Use" and transferred it to "Solely used by S. I. Ry."

Points and Crossings.

Rs 9,600-1-6, the value of the Points and Crossings.

AGENT'S OFFICE,
TRICHINOPOLY.
13 October 1897.

Accompaniment to the Agent's letter No. 1017

of 13 Oct 1897.

(True Copy)

M. Mesurier
for
Agent.

Copy continued.

38.P

I propose to deal with in the following manner.

Solely used by Mayavaram-Mutpet Railway	Rs 3840-0-0
Do. by South Indian Railway	" 2560-0-0
Joint use	" 3200-1-9
	<u>Rs 9600-1-9</u> l.

The points and crossings under the old sanction and included in the sum of Rs 21697/- is distributed as under:-

Solely used by S. I. Ry:	Rs 1,280
Joint use	" 5,120
	<u>Rs 6,400</u>

Tiruvallur Junction

P.W. Inspector's Bungalow

The Inspector being in charge of the Tiruvallur Megapattam section as well as the Mayavaram-Mutpet Railway was only a temporary arrangement to see how it worked. It has not proved a success and an Inspector is now confined to the Mayavaram-Mutpet Railway, another being placed in charge of the Megapattam-Tiruvallur section with his head quarters at Megapattam.

Signals.

The signals charged for at Rs 1453-12-9 consist of two Distant signals and a Home Semaphore. The former is exclusively used for the Mayavaram-Mutpet Railway and is debited to that account, the latter serves both Railways and is therefore

AGENT'S OFFICE,

TRICHINOPOLY.

13 October 1897.

(True Copy)

MacMearns

for Agent.

Accompaniment to the Agent's letter No. 1017

of 13 Oct 1897

Copy continued.

Print

4 S. P.

therefore a charge to joint use.

The cost of the distant signals on the old sanction amounting to Rs 750/- has been deducted from the sum of Rs 20,672/- under joint use and transferred to solely used by South Indian Railway. I have not dealt with the remarks of the Examiner regarding the Revenue Charges.

AGENT'S OFFICE,
TRICHINOPOLY.

13th October 1897.

Accompaniment to the Agent's letter No. 1017

of 13th Oct 1897.

(True Copy)

McMurrin

for
Agent.

3 4523 7
 1017 13.10.97
 A

Percentage
 expenditure
 from receipt.

Average
 for the year

H. S. 30 June 90 - 58.29 } $\frac{115.38}{2} = 57.69$
 " 31 Dec 90 - 57.09 }

H. S. 30 June 91 - 63.32 } $\frac{126.04}{2} = 63.02$
 " 31 Dec 91 - 62.61 }

H. S. 30 June 92 - 63.43 } $\frac{126.04}{2} = 63.02$
 " 31 Dec 92 - 62.61 }

H. S. 30 June 93 - 59.22 } $\frac{122.72}{2} = 61.3$
 " 31 Dec 93 - 63.50 }

495.14
 8

247.5
 4

Average = 61.89

alms Lee.
 12/10/99

South Indian Railway.
Engineers Department.

Schedule A.

Statement showing the expenditure incurred in the original construction
and later additions to Tiruvallur Junction.

Particulars	Totally used or re-constructed by the Madraset Railway			Totally used by the South Indian Railway			Jointly used by the South Indian Railway and the Madraset Railway			Total.		
	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.
Enlarging Station arrangements.	1452	13	.	.	.	.	.	.	.	1452	13	.
Land.	.	.	.	.	.	.	3716	7	5	3716	7	5
Formation.	3317	9	1	1475	3	1	.	.	.	4792	12	2
Bridgework.	.	.	.	.	.	.	1787	6	3	1787	6	3
Road crossings.	1820	8	.	1473	7	.	.	.	.	3293	16	.
Ballast.	7658	13	3	6382	5	9	.	.	.	14041	3	.
Permanent Way.	.	.	.	.	.	.	1328	5	8	1328	5	8
Waiting shed.	.	.	.	.	.	.	533	3	3	533	3	3
Trinals at East end.	.	.	.	.	.	.	457	.	6	457	.	6
Trinals at West end.	.	.	.	.	.	.	4788	9	.	4788	9	.
Island platform.	.	.	.	.	.	.	11312	9	7	11312	9	7
Covered Way.	.	.	.	.	.	.	4275	13	9	4275	13	9
Over bridge.	.	.	.	.	.	.	532	14	7	532	14	7
Approaches.	3841	14	4	.	.	.	.	.	.	3841	14	4
Permanent Way for sidings along out houses & co.	.	.	.	.	.	.	4826	10	2	4826	10	2
Water Tank.	.	.	.	.	.	.	.	.	.	.	.	.
Closing existing well & constructing new well 20 feet diameter.	.	.	.	.	.	.	5462	11	9	5462	11	9
Shade.	.	.	.	.	.	.	231	7	5	231	7	5
Demolishing existing ash pits & water columns and rebuilding the same at East and West end. Providing new ash pits and water columns at East and West end.	.	.	.	.	.	.	6076	13	.	6076	13	.
Carried over	18091	9	8	9330	15	10	45330	.	4	72752	9	10

Particulars.	Totally used or reconstructed by the Mysore Matheran Railway			Totally used by the South Indian Railway			Jointly used by the South Indian Railway and the Mysore Matheran Railway			Total.		
	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.
Brought forward -	18,091	9	8	9,330	15	10	4,533	4		72,752	9	10
42 ft Turntable	9,189	6	7	"	"	"	"	"	"	9,189	6	7
Tank Machinery	"	"	"	"	"	"	2,822	11	5	2,822	11	5
Home and Distant Signals	934	9	4	"	"	"	519	3	5	1,453	12	9
Paints and crossings	4,911	15	2	6,139	14	11	"	"	"	11,051	14	1
Station and office Furniture	"	"	"	"	"	"	82	3	2	82	3	2
<u>Other Works</u>												
Station wharves, Benglow and Labrine	"	"	"	"	"	"	12,15	"	"	12,15	"	"
Stock-pole fence between Northern Compound wall and goods approach	"	"	"	233	"	"	"	"	"	233	"	"
Store room and office for the Permanent Way Inspector	2,687	"	"	"	"	"	"	"	"	2,687	"	"
Altering station House	"	"	"	"	"	"	286	"	"	286	"	"
Expenditure incurred in original con- struction and later additions to Tiruvallur junction station up to 30 th June 1889	"	"	"	750	"	"	19,922	"	"	20,672	"	"
Total	35,814	8	9	16,453	14	9	70,177	2	4	122,445	9	10

Chief Engineer's Office
Trichinopoly 11th October 1897.

/s/ J. H. Leeser
for Agent.

/s/ H. H. Spalding
Chief Engineer.

South Indian Railway.
Engineers Department.

7 Schedule B.

Statement showing the expenditure incurred in the original construction of and later additions to Mayavaram Junction station.

Particulars	Totally and or reconstruction necessitated by the Madraset Railway			Totally and by the South Indian Railway			Jointly and by the South Indian Railway and the Madra- set Railway			Total.		
	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.
Enlarging Station arrangements.												
Land	812	8	9	"	"	"	"	"	"	812	8	9
Formation	823	15	1	163	10	7	164	10	4	1,152	4	"
{ Capital												
{ Revenue	10	2	11	2	"	5	2	"	5	14	4	"
Road crossings	"	"	"	"	"	"	1,459	1	7	1,459	1	7
Ballast	455	2	"	616	4	6	70	"	8	1,141	7	2
Permanent way	5,371	4	8	1,298	2	"	866	4	9	7,535	11	5
{ Capital												
{ Revenue	94	7	6	22	13	3	15	4	"	132	8	9
Station house	"	"	"	"	"	"	1,849	10	6	1,849	10	6
Demolishing existing urinals and rebuilding the same at North End	"	"	"	"	"	"	1,192	14	6	1,192	14	6
Demolishing existing urinals and rebuilding the same at South End	"	"	"	"	"	"	486	1	7	486	1	7
Island platform	"	"	"	"	"	"	8,128	4	6	8,128	4	6
Covered way	"	"	"	"	"	"	3,525	5	8	3,525	5	8
Overbridge	"	"	"	"	"	"	5,238	1	5	5,238	1	5
Approaches to Staff Quarters	691	9	3	"	"	"	"	"	"	691	9	3
Quarters for native Drivers, East Indian and native cleaners	13,746	11	5	"	"	"	"	"	"	13,746	11	5
Engine shed and Locomotive Office	"	"	"	"	"	"	19,498	"	2	19,498	"	2
Home and Distant signals	811	1	1	"	"	"	"	"	"	811	1	1
Tree shade	"	"	"	"	"	"	236	5	3	236	5	3
Carried over	22,816	14	8	2,102	14	9	42,732	1	7	67,651	15	"

Particulars	Solely used or reconstruction necessitated by the Maya- varan Matupit Railway			Solely used by the South Indian Railway			Jointly used by the South Indian & the Maya- varan Matupit Railway			Totals		
	Rs	to P.		Rs	to P.		Rs	to P.		Rs	to P.	
Enlarging Station arrangements. — <u>Contd.</u> Brought forward	22,816	14	8	2,102	14	9	42,732	1	7	67,651	15	0
Providing one stop cock and lengthening existing discharge drain of North Ashpit, demolishing existing Ashpit, water column and rebuilding the same at South end, pro- viding Ashpit and water column near Engine shed	"	"	"	"	"	"	2,661	8	6	2,661	8	6
Tank machinery	"	"	"	"	"	"	8,066	11	2	8,066	11	2
Coal stage	"	"	"	"	"	"	232	14	11	232	14	11
Paints and Crossings. — { Capital Revenue	3,840	"	"	2,560	"	"	3,200	1	9	9,600	1	9
	105	8	9	63	4	10	"	"	"	168	13	7
Closing existing well and resinking a new well	"	"	"	"	"	"	1,960	"	9	1,960	"	9
Removing and re-erecting Engine Turntable	6,455	2	10	"	"	"	"	"	"	6,455	2	10
Station and office furniture	"	"	"	"	"	"	143	7	1	143	7	1
<u>Other Works.</u>												
Steam pump and shed in lieu of double force-pump	"	"	"	"	"	"	2,779	"	"	2,779	"	"
Converting Permanent Way Inspectors Office and Stores into running quarters	1515	"	"	"	"	"	"	"	"	1515	"	"
Expenditure incurred in original con- struction of & later additions to Maya- varan Station up to 30 th June 1889	"	"	"	3,032	"	7	18,664	15	5	21,697	"	"
Carried over	34,732	10	8	7,758	4	2	80,440	13	2	122,931	11	7

Particulars	Totally used for construction necessitated by the Mysore and Matapet Railways.			Totally used by the South Indian Railway.			Jointly used by the South Indian Rail- way and the Mysore and Matapet Railways.			Total		
	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.
<u>Enlarging station arrangements. Contd.</u> <u>Other Works - Concluded.</u>												
Brought forward	34,732	10	3	7,758	4	2	80,440	13	2	122,931	11	7
Additional latrine accommodation												
formation new and renewed	"	"	"	"	"	"	620	"	"	620	"	"
Erecting fuel stage	"	"	"	"	"	"	164	"	"	164	"	"
Store room and office for Permanent Way Inspector	"	"	"	"	"	"	1,568	"	"	1,568	"	"
Permanent Way Inspector's Bungalow and out houses	"	"	"	"	"	"	4,364	"	"	4,364	"	"
Sinking a 6 feet well	"	"	"	"	"	"	210	"	"	210	"	"
Providing furniture for the officers rest house	"	"	"	"	"	"	327	"	"	327	"	"
Total	34,732	10	3	7,758	4	2	87,693	13	2	130,184	11	7

Chief Engineer's Office
Trichinopoly 13 October 1897.

1/2 J. H. de la Harpe
for Agent.

1/2 H. H. Spalding
Chief Engineer.

No. 1017

South Indian Railway Co., Ltd. No. 9

AGENT'S OFFICE,

Trichinopoly, 13th October 1897.

From

THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

With reference to your letter N^o 2944 dated 11th September 1897 forwarding a note by the Examiner of Railway Accounts on the Schedules of the expenditure incurred at Sivavallur and Mayavaram in connection with the Mayavaram Mutupet Railway, I have the honor to forward amended Schedules, and a copy of the Chief Engineer's letter on the subject.

2. With regard to the Examiner's remarks regarding Revenue works, I quite admit his argument in respect to works constructed after the Mayavaram Mutupet Railway was opened for traffic, but I maintain that the South Indian Railway is not being treated with consideration in respect to the revenue expenditure it had to incur for alterations necessitated by the branch line and to which the latter has not contributed at all in consequence of the expenditure having occurred before the opening of the line.

I have the honor to be
Sir

Your most obedient servant

M. S. Srinivasan

Agent

3 Enclosures
by book post M. S. S.

B. N^o 846 R of 25th October/97

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

10P READ the following

1. *Print* Letter from the Agents } H. no. 1017 of 13th Oct 1897
S. I. Railway —

The Government of
India will be addressed.

7/11
20/10/17

From
THE AGENT,
SOUTH INDIAN RAILWAY.
To
THE COMMISSIONER GENERAL FOR
RAILWAYS,
Madras.
Dated
Received
No.

No. 847 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Madras, 25 Oct 1897.

SIR,

in continuation of
of my letter N. 498 R d.
24/7/87 I am directed to
forward copies of schedules
marked A and B of
fixed capital expenditure
incurred at Tiruvallur
and Mayavaram ^{junction} stations
which have been agreed to
between the Consulting Engr.
and the Agent S. I. R. Co.
The schedules ^{which} have been
prepared with a view to
give effect to the provisions
of clause 12 of the Agree-
ment for working the
Mayavaram - Madurai R. as
forwarded for approval and
ratification. *9/11/97*

25/10/97
 Registered on

Flag L

Documents accompanying.
 2 Schedules A & B

Public Works (1897) Department.
Railway Branch
CURRENT No. 59.

From

The Govt of India

Order

No. 837 R

Dated 3rd November 1897

Received

Registered

} 10 - 11 - 97.

Enclosures

Spare copies

SUBJECT.

Tiruvallur + Mayasaram
Junction stations.

Confirming the
Schedules showing the
capital expenditure
incurred at the —

Copy to be sent to —

No.	Date.
1	1901
2	1902
3	1903
4	1904
5	1905
6	1906
7	1907
8	1908
9	1909
10	1910
11	1911
12	1912
13	1913
14	1914
15	1915
16	1916
17	1917
18	1918
19	1919
20	1920
21	1921
22	1922
23	1923
24	1924
25	1925
26	1926
27	1927
28	1928
29	1929
30	1930
31	1931
32	1932
33	1933
34	1934
35	1935
36	1936
37	1937
38	1938
39	1939
40	1940
41	1941
42	1942
43	1943
44	1944
45	1945
46	1946
47	1947
48	1948
49	1949
50	1950
51	1951
52	1952
53	1953
54	1954
55	1955
56	1956
57	1957
58	1958
59	1959
60	1960
61	1961
62	1962
63	1963
64	1964
65	1965
66	1966
67	1967
68	1968
69	1969
70	1970
71	1971
72	1972
73	1973
74	1974
75	1975
76	1976
77	1977
78	1978
79	1979
80	1980
81	1981
82	1982
83	1983
84	1984
85	1985
86	1986
87	1987
88	1988
89	1989
90	1990
91	1991
92	1992
93	1993
94	1994
95	1995
96	1996
97	1997
98	1998
99	1999
100	2000

[illegible]

No. 877 R.T.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.



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

Sir,

With reference to your letter No.847 R.,dated the 25th October 1937,I am directed to state that the Government of India are pleased to confirm the schedules therewith submitted,showing the capital expenditure that has been incurred at the Tiruvallur and Mayavaram Junction Stations.

Sir,

G. A. Anderson

Under Secretary.

Documents accompanying.

vi.

~~5/11/97~~

Ry: Branch

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Propo. of the Madras } H.R. No. 846-107 R 9/25 Oct 97
Govt. P. & Depto. - }

Read also

Letter from the Govt } H.R. No. 837 R 7/3 Nov 1897
of India P. & Depto. }

Communicated
to the Agent South Indian
Railway for information.

7/11/97

CMY

- To
- The Agent S. I. Ry
 - - - Ex. & Ry. Secy
 - - - Local & Mineral Dept
 - - - Finance Dept
 - - - Comptroller for Ry

2/12/97

Statement Showing the Expenditure incurred in the original Construction of & of
 for additions & alterations to Mayawaram Junc. Station.
 Original
 Capital account

Particulars	Solely expended by the M. S. R. Railway	Solely used by the S. P. Railway	Jointly used by the S. P. R. & M. S. R.	Mal.
Land	812 8 9			812 8 9
Formation	823 15 1	163 10 7	164 10 4	1152 4 6
Road Crossings			1407 13 7	1407 13 7
Ballast	455 2	616 4 6	70 8	1141 7 2
Permanent way	5371 4 8	298 2	866 4 9	7535 11 5
Station House			1849 10 6	1849 10 6
Doubling existing Animals & rebuilding the same at North end			1192 14 6	1192 14 6
Doubling existing Animals & rebuilding the same at South end			486 1 7	486 1 7
Island Platform			8128 4 6	8128 4 6
Covered way			3525 5 8	3525 5 8
Over Bridge			5238 1 5	5238 1 5
Approaches to Staff Quarters	691 9 3		691 9 3	691 9 3
Quarters for Native Drivers, East Indian & Native Clerks	13746 11 5		13746 11 5	13746 11 5
Engine shed & Loco. Office			19498 2	19498 2
Home & District Signals	579 5 4	231 11 9		811 1 1
Sunshade over pump			208 9 8	208 9 8
Providing one stop cock & leak draining existing			1714 8 6	1714 8 6
Discharge drain of North Ash pit, Doubling				
existing ash pit, water Column & rebuilding				
the same at South end, providing ash pit &				
water Column near Engine shed				
Jack Machinery			8066 11 2	8066 11 2
Coal stage			232 14 11	232 14 11
Doicks & Crossings	6001 2 2	178 15 7	9600 1 9	9600 1 9
Flooding the existing loco. well & resinsing			1959 5 9	1959 5 9
Procuring & erecting Engine turntable	1041 4 10		1041 4 10	1041 4 10
Wash			143 7 1	143 7 1
Latrine house			1472	1472
Other works				

Expenditure incurred in original Construction of & of	21697	21697	
for additions to Mayawaram Station up to 30.6.97	2506 3 1	2506 3 1	
Water pump & shed in lieu of double force pump	1568	1568	
Building P. Way Inspector's Office & Store in new running quarters	4364	4364	
Store room & Office for Permanent Way Inspector			
Permanent Way Inspector's bungalow & out house			
Total Rupees	30999 8 3	59	
	108 12 5	83395 15 10	120304 4 6

Chief Station Officer
 D. K. S. S. S.
 24th August 1897

Headquarters
 of Agent
 24.8.97

Station
 Chief Station Officer

Queda

Statement showing the Expenditure incurred in the original construction of & of further additions & alterations to Mayavaram Junction Station.

[illegible]

Chief Aristotlo's Office
Tuckahoe, Va.
24th August 1897

Wm. Mearns
for Agent
24. 8. 98
to Chief Agent for
Mail

24th August 1897

(Original)

Statement showing the Expenditure incurred in the or
for Mer additions & alterations to May pwanam June: 8th 1897
con.

Particulars	Solely used or necessitated by the M. R. Railway	Solely used by the S. P. Railway	Jointly used by the S. P. & M. R.	Slab
Maintenance Rep. & Renewals of P. way. Wages	200	3		
Lifting & Packing Permanent way				
Repairs Drains & cellars				
Earth work				
Road Crossings				
Repairs to Station				
Closing the existing loco. well & resinking				
Removing & re-erecting Engine Turn table	1775	6		
Jack House				
Shed over pump				
Other works				
Repairs of Station				
Steam pump & Shed in lieu of double force pump				
Repairs of Staff Quarters				
Converting P. way Inspectors Office & Closets into running Quarters	64			
Revenue New minor works				
App. Saline accommodation for Native men & women				
Erecting fuel stage				
Sinking a 6 ft well				
Providing furniture for the Officers rest house				
Total Repairs	2039	63		

Chief Architects Office
Trichinopoly
24th August 1897

M. S. Meenai
& Agent

J. H. Fowler
Chief Engineer

Lebanon, Concord

~~Chief Auditor Office
Richmond Va
24th ~~20~~ August 1897~~

W. H. Meunier & Co
for Agent

21
8.
24.

Real Estate - 1 m. ad

(3) 1897

Statement showing the expenditure incurred in the construction of & of further
for the
2nd & alterations to turnwall junction station
Revenue Account

Particulars.	Solely used by the M. M. Railway	Jointly used by the S. S. R. & M. M. R.	Total
Maintenance Revenue & Renewals of O way ways.			
Lifting and packing Permanent way		3716 7 5	1452 13 5
Repairs Driscollaneons.			3716 7 5
Road Crossings	75 3 1	1260 5 5	4792 12 2
Repairs to Stations	73 7		1260 5 5
Flowing existing well & redistricting a new one	14 8 3		3293 15
Sun shade			13773 5 6
Demolishing existing ash pits & water Columns & rebuilding the same at East & West ends, providing new ash pits & water Columns at East & West ends.		1328 5 8	1328 5 8
42 ft Turntable.		533 3 3	533 3 3
Other works		457 6	457 6
Revenue New Minor works		8 9	4788 9
Station Masters Bungalow		312 9 7	11312 9 7
Altering Station House.		4275 13 9	4275 13 9
Steel plate fence between northern Compound wall & goods approach.		32 14 7	532 14 7
Total Repairs.		4826 10 2	3841 14 4
		3045 8 11	4826 10 2
		202 7 9	3045 8 11
			202 7 9
		5825 9	5825 9
			8961 8 6
		2822 11 5	2822 11 5
		519 3 5	1453 12 9
			11051 14 1
		82 3 2	82 3 2
			2321 1 7
		20672	20672

Chief Auditor's Office }
Dindigul }
24th 20th August 1897 }
W. M. Mearns
for Agent

Total Repairs. 35220 12 3 15

Chief Auditor's Office }
Dindigul }
24th 20th August 1897 }
W. M. Mearns
for Agent