Public Works (1898) Department.

RAILWAY BRANCH.

G.O. No. 106-7 R

DATED 20th Jany 1898.

Includes
G.O. No. 907 Ry 22-10-96

Proof

110/4
30 copies
36 copies [illegible]

[Despatch Abstract.]

Negapatam - Nagore Extension

Ordered that the detailed estimate of the cost of construction of the ——— of the Negapatam Branch of the S. I. Ry. be forwarded to the Govt. of India for sanction.

Forwarding for sanction the detailed estimate of the cost of construction of the ——— of the Negapatam Branch of the S. I. Ry.

Indexed. 25/1/98

BACK PA S.

O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	907	Ry.	22-10-96				

FURTHER PAPERS.

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

RAILWAY.

Government {1898} of Madras.

PUBLIC WORKS.

Recd. } 1898. Enclosures
Regd. Spare copies

G.O., No. 106 R., 20th January 1898.

JANUARY.

Negapatam-Nagore Extension

Ordered that the detailed estimate of the cost of construction of the — of the Negapatam Branch of the South Indian Railway, be forwarded to the Government of India for sanction.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

Extract from the letter from the Agent, South Indian Railway, to the Managing Director, London, dated Trichinopoly, 23rd June 1896, No. 487.

Negapatam-Nagore Railway.

I am informed by the Consulting Engineer for Railways that the District Board of Tanjore has decided *not* to take any steps towards the advancement of the railway extension from Negapatam to Nagore, on the grounds that the interests to be served by this line are not sufficiently general to justify the application to it of a cess levied on the whole of the Tanjore district. Under these circumstances, the Consulting Engineer desires to know whether I consider the project one which it would be desirable for the South Indian Railway to construct for its own benefit, and if so, whether I am prepared to recommend its construction to the Board. In reply to this question, I have said that I am prepared to recommend the construction of the extension.

Towards the end of 1894 the Chief Engineer framed a rough estimate of the cost of making the Negapatam-Nagore extension. The length of the line worked out to 4·88 miles, and its cost to Rs. 2,33,156 exclusive of rolling-stock. In submitting the estimate, the Chief Engineer suggested an alternative alignment along the foreshore which would traverse much less valuable ground than the one he had estimated for. The Traffic Manager also reported on the carrying prospects of the extension and recommended it for favourable consideration, although, while admitting that it would tap an enormous passenger traffic, he did not consider it would materially increase our receipts. From personal enquiries I have instituted, I am inclined to think that the goods traffic which would be carried by the proposed extension has been very much under-estimated. The sea trade at Negapatam has yearly been carried out with increasing difficulty owing to the silting up of the backwater, and at the present time the opinion seems universal that Nagore offers the greater facilities for shipping. I therefore think that the bulk of the Negapatam sea traffic would be transferred to Nagore. Moreover, it can hardly be supposed that the unquestionably heavy passenger traffic which the line will carry, could exist without leading to the movement of goods in considerable quantity. The coaching receipts of the extension are certain to be unusually large, as the country between Negapatam and Nagore is densely populated, in fact the line would practically traverse one continuous town. An exceptionally heavy pilgrim traffic in connection with the celebrated Nagore temples will also be conveyed over the extension, so that, taking all circumstances into consideration, there appears to be every prospect of the line proving decidedly remunerative. Taking its cost at Rs. 2,50,000, and working expenses including the hire of rolling-stock at 60 per cent., earnings of Rs. 123 per mile per week would pay 5 per cent. on the capital. My predecessor, when submitting to the Board, with his letter No. 346, dated 7th August 1894, a memorial from the inhabitants of Nagore asking for their town to be placed in railway communication with Negapatam, remarked that if Government wished the South Indian Railway Company to construct and work the line, he believed the request would be granted. From this I gather that Mr. Betts had the same opinion as myself regarding the financial prospects of the extension.

Should the Board favourably entertain the proposal to take up the project, I will call on the Chief Engineer to prepare the required estimate, due consideration being given by him to the alignment along the foreshore. In conclusion, I would observe that the Nagore line is really an extension of the South Indian Railway undertaking and can scarcely be considered as coming within the definition of a feeder line. I therefore think that the extension, if made, should form a portion of the undertaking, and that the necessary capital should be raised under one of the methods provided for in the contract of 24th November 1890 with the Secretary of State. I have placed in the post packet copies of the correspondence which has passed between myself and the Consulting Engineer and also a tracing showing the proposed line, together with the estimate and reports by the Chief Engineer and Traffic Manager referred to above.

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 22nd October 1896, No. 907 R.

With reference to the Proceedings of this Government, No. 790 R., dated 16th September 1896 (a copy of which is attached), I am directed to forward, herewith, an estimate amounting to Rs. 1,350 for the survey of the proposed branch of the South Indian Railway from Negapatam to Nagore, a distance of about 5 miles, and to request the sanction of the Government of India to the cost of the survey being temporarily debited to the Revenue account of the South Indian Railway.

ENCLOSURES.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 1st October 1896, No. 907.

Referring to my letter, No. 776 of the 26th of August last, forwarding an extract from the Managing Director's letter, No. 176 of the 31st of July last, communicating the approval of the Board of Directors to the extension from Negapatam to Nagore, I have the honour to request sanction be accorded to the Capital account of this railway being debited with the necessary expenditure, estimated at Rs. 1,350, to be incurred in making the survey and preparing drawings and estimates.

An estimate, with details of the establishment required, is herewith forwarded.

NEGAPATAM-NAGORE RAILWAY.

ESTIMATE for Preliminary Expenses.

Particulars.	Amount.
	RS.
Survey	320
Plant	100
Establishment	930
	1,350

DETAILS of establishment to be employed in preparing working survey section and estimate.

Particulars.	Amount.
	RS.
1 Out-door Assistant on Rs. 200 for 5 weeks	250
1 „ „ „ 150 for 5 „	188
12 Lascars for two Assistants Rs. 12 × 7 = Rs. 84 × 5 weeks	105
1 Draftsman for two months at Rs. 40	80
2 Tracers for one month at Rs. 20	40
1 Clerk for one month at Rs. 20	20
Total	683

TRICHINOPOLY,
29th September 1896.

A. D. G. SHELLEY, Captain, R.E.,
Agent.

W. H. SPALDING,
Chief Engineer.

From the Officiating Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 4th November 1896, No. 1670 R.C.

I am directed to acknowledge the receipt of your letter, No. 907 R., dated 22nd October 1896, and in reply to communicate the sanction of the Government of India to the cost of the survey, estimated at Rs. 1,350, of the proposed branch line from Negapatam to Nagore being temporarily debited to the Revenue account of the South Indian Railway.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 31st December 1897, No. 1199.

Referring to G.O., No. 790 R. of 16th September 1896, your telegram No. 27 C., dated 4th June 1897, and to correspondence ending with my letter, No. 707 of the 10th July 1897, I have the honour to forward, herewith, ten printed copies of the project estimate, amounting to Rs. 2,60,723, for constructing the proposed line of railway from Negapatam to Nagore.

I also forward two sets of tracings of the working plans and sections of the line, together with a report from the Chief Engineer explaining certain items and drawing of buildings, &c.

The alignment shown on the plans is that which has been finally agreed upon.

ENCLOSURE.

From the Chief Engineer, South Indian Railway, to the Agent, South Indian Railway, dated 27th December 1897, No. C. 6210-1/2705.

Negapatam-Nagore Railway project estimate.

The estimate for the Negapatam-Nagore extension should not have been sent you without a covering letter which I intended to write explaining why a surface line with no waterways has totalled up to nearly 56,000 per mile.

The explanation is that the land for the first 1¼ mile is expected to be very expensive passing so close to the town of Negapatam and that the cost of the Nagore terminal station which includes a wharf siding has to be divided over a very short length of line.

The fencing of the line at the Negapatam wharf also contributes to the heavy mile expenditure.

The terminal station at Nagore is not expensively designed, the station building is small, but the terminus being transferred from Negapatam to Nagore, an engine-shed, and means for turning an engine are required. The existing turntable at Negapatam cannot be moved as it is necessary to the Locomotive Workshops. I have in place estimated for a triangle which can easily be constructed at Nagore. The goods-shed estimated for is but 50 feet long and the siding accommodation is by no means excessive; but as estimated, they, with the wharf lines, come to a total of 1·6 mile and this divided over the length of 4·7 miles, causes the high figure of 26,439 per mile.

In addition to the Nagore station, a passenger station (with no sidings) is provided for Velipoliam. It is anticipated that, when the Nagore extension is completed, the passenger traffic of the north part of Negapatam will all go to this station. I have also given a flag station consisting of a short platform and a ticket office for Kadambady.

The other items of the estimate are very moderate and require no explanation.

Note by the Consulting Engineer for Railways, Madras.

The preliminary estimate for the line submitted by the South Indian Railway was Rs. 2,33,156. The estimate now sent forward amounts to Rs. 2,50,985, the mileage rate being Rs. 53,743. The note by the Chief Engineer, South Indian Railway, forwarded with the plans and estimates satisfactorily explains the reason for this comparatively high mileage cost.

The designs for the different works are suitable, and the rates are moderate.

It is proposed in the Chief Engineer's note to erect an engine-shed at the terminus. This has, however, been omitted from the estimate: it is not required as engines can very well stable at Negapatam. I consider that a small saving may be made by omitting the triangle at Nagore. For a short line like this (which should be worked by a tank engine) with two intermediate stations, a speed of 15 miles an hour is sufficient and engines may very well be allowed to run chimney foremost, at least for the present, until traffic develops. This will give a saving of 0·3 mile of permanent-way = Rs. 8,000 (about).

A further saving can be effected by re-arranging and reducing the length of the sidings at Nagore, leaving the marshalling to be done, at any rate for the present, at Negapatam, where there is ample siding room available. Eight sets of points and crossings and about 0·80 mile of permanent-way can thus be omitted amounting to Rs. 14,000.

The total savings under these two heads will thus amount to Rs. 22,000. The estimate will be reduced to Rs. 2,28,983 (say 2,29,000) and the mileage cost to Rs. 49,032.

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

15th January 1898.

ORDER—No. 106 R., dated 20th January 1898.

The Government of India will be addressed.

[Here enter No. 107 R., dated 20th January 1898.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Agent, South Indian Railway.
„ Consulting Engineer for Railways.
„ Revenue Department.
„ Examiner, Guaranteed Railway Accounts.

Exd. T. K. Narayana Aiyangar.

No. 107 R., 20th January 1898.

PUBLIC WORKS DEPARTMENT.

Railway.

Letter—from

F. J. E. SPRING, Esq., c.i.e.,
Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

To

The SECRETARY to the GOVERNMENT of INDIA,
Public Works Department,
Calcutta.

Sir,

I am directed to forward, herewith, detailed estimates of the cost of construction of the Negapatam-Nagore extension (4·67 miles) of the Negapatam Branch of the South Indian Railway, together with notes by the Chief Engineer, South Indian Railway, and the Consulting Engineer for Railways, Madras, and in a separate parcel a set of tracings of the working plans and sections of the extension.

2. In my letter, No. 907 R., dated 22nd October 1896, sanction was requested to the expenditure of Rs. 1,350 on a survey of the proposed line, and this sanction was communicated with Government of India letter, No. 1670 R.C., dated 4th November 1896. In a subsequent letter, No. 332 R., dated 10th May 1897, a hope was expressed that the project, when forwarded, might be sanctioned.

3. The necessity for this short extension has been urged by the inhabitants of Nagore since 1894, and the Agent, South Indian Railway, recommended it for the favourable consideration of his Board of Directors, who in their letter, No. 176, dated 31st July 1896, expressed approval of its construction as part and parcel of their undertaking. Nagore is a suburb of Negapatam with a population of about 17,000. It stands on the banks of the Vellar river, which is better adapted for navigation than the creek on which the neighbouring port of Negapatam is situated. No estimates of traffic have been collected, but it will be seen from the letter, No. 487, dated 23rd June 1896 (copy attached for ready reference) from the Agent, South Indian Railway, to his Board, that the prospects of the line are excellent, and if the deterioration of the back-water at Negapatam continues, they are likely to improve still further.

4. The extension is estimated to cost Rs. 2,50,983, but the Consulting Engineer considers that this may be reduced, in the first instance at any rate, to Rs. 2,29,000 by making certain alterations at Nagore terminus; but in sending forward the Agent's project for sanction his figures have not been altered. It will be the care of this Government to see that unnecessary outlay is not incurred, and a more careful estimate can be obtained from the Agent later on if the proposed extension should be approved of.

5. I am directed to say that His Excellency the Governor in Council endorses the favourable anticipations of the success of the line which have been expressed by the Agent in his letter quoted above, and trusts that its construction as part of the South Indian Railway undertaking may be favourably considered.

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

FRANCIS J. E. SPRING,
Joint Secretary.

Fort St. George,
20th January 1898.

Exd. T. K. Narayana Aiyangar.

Extract from the letter from the Agent, South Indian Railway, to the Managing Director, London, dated Trichinopoly, 23rd June 1896, No. 487.

Negapatam-Nagore Railway.

I am informed by the Consulting Engineer for Railways that the District Board of Tanjore has decided *not* to take any steps towards the advancement of the railway extension from Negapatam to Nagore, on the grounds that the interests to be served by this line are not sufficiently general to justify the application to it of a cess levied on the whole of the Tanjore district. Under these circumstances, the Consulting Engineer desires to know whether I consider the project one which it would be desirable for the South Indian Railway to construct for its own benefit, and if so, whether I am prepared to recommend its construction to the Board. In reply to this question, I have said that I am prepared to recommend the construction of the extension.

Towards the end of 1894 the Chief Engineer framed a rough estimate of the cost of making the Negapatam-Nagore extension. The length of the line worked out to 4·88 miles, and its cost to Rs. 2,33,156 exclusive of rolling-stock. In submitting the estimate, the Chief Engineer suggested an alternative alignment along the foreshore which would traverse much less valuable ground than the one he had estimated for. The Traffic Manager also reported on the carrying prospects of the extension and recommended it for favourable consideration, although, while admitting that it would tap an enormous passenger traffic, he did not consider it would materially increase our receipts. From personal enquiries I have instituted, I am inclined to think that the goods traffic which would be carried by the proposed extension has been very much under-estimated. The sea trade at Negapatam has yearly been carried out with increasing difficulty owing to the silting up of the backwater, and at the present time the opinion seems universal that Nagore offers the greater facilities for shipping. I therefore think that the bulk of the Negapatam sea traffic would be transferred to Nagore. Moreover, it can hardly be supposed that the unquestionably heavy passenger traffic which the line will carry, could exist without leading to the movement of goods in considerable quantity. The coaching receipts of the extension are certain to be unusually large, as the country between Negapatam and Nagore is densely populated, in fact the line would practically traverse one continuous town. An exceptionally heavy pilgrim traffic in connection with the celebrated Nagore temples will also be conveyed over the extension, so that, taking all circumstances into consideration, there appears to be every prospect of the line proving decidedly remunerative. Taking its cost at Rs. 2,50,000, and working expenses including the hire of rolling-stock at 60 per cent., earnings of Rs. 123 per mile per week would pay 5 per cent. on the capital. My predecessor, when submitting to the Board, with his letter No. 346, dated 7th August 1894, a memorial from the inhabitants of Nagore asking for their town to be placed in railway communication with Negapatam, remarked that if Government wished the South Indian Railway Company to construct and work the line, he believed the request would be granted. From this I gather that Mr. Betts had the same opinion as myself regarding the financial prospects of the extension.

Should the Board favourably entertain the proposal to take up the project, I will call on the Chief Engineer to prepare the required estimate, due consideration being given by him to the alignment along the foreshore. In conclusion, I would observe that the Nagore line is really an extension of the South Indian Railway undertaking and can scarcely be considered as coming within the definition of a feeder line. I therefore think that the extension, if made, should form a portion of the undertaking, and that the necessary capital should be raised under one of the methods provided for in the contract of 24th November 1890 with the Secretary of State. I have placed in the post packet copies of the correspondence which has passed between myself and the Consulting Engineer and also a tracing showing the proposed line, together with the estimate and reports by the Chief Engineer and Traffic Manager referred to above.

RAILWAY.

Government (1898) of Madras
PUBLIC WORKS.

Recd. } 1898.
Regd. }

Enclosures

Spare copies

Letter, No. 107 R., 20th January 1898.

JANUARY.

Negapatam-Nagore Extension

Forwarding, for sanction, the detailed estimate of the cost of construction of the — of the Negapatam Branch of the South Indian Railway.

Print Extract

J 18

SERIAL No. 8

South Indian Railway Company, Limited.

AGENT'S OFFICE,

No. 487.

Trichinopoly, 23rd *June*, 1896.

SIR,

Since writing my last letter, No. 486, I have not received any communication from you, the next incoming English mail is expected here tomorrow.

I have to acknowledge the receipt on the 17th June, 1896, of your memorandum of documents forwarded by book post on the 29th May, 1896, together with the papers therein mentioned.

NEW WORKS.

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

Increasing the accommodation of the existing Kitchen attached to the Refreshment Room at Chingleput station, Rs. 1,278, chargeable in the proportions of Rs. 1,276 to Capital, and Rs. 2 to Revenue.

The existing Kitchen attached to the Refreshment Room at Chingleput being too small, and moreover not possessing any storage accommodation, it is considered desirable to add to it.

A.S.H.
12-7-96

NEGAPATAM—NAGORE RAILWAY.

Print

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Should the Board favourably entertain the proposal to take up the project, I will call on the Chief Engineer to prepare the required estimate, due consideration being given by him to the alignment along the foreshore. In conclusion I would observe that the Nagore line is really an extension of the South Indian Railway Undertaking and can scarcely be considered as coming within the definition of a feeder line. I therefore think that the extension, if made, should form a portion of the Undertaking, and that the necessary Capital should be raised under one of the methods provided for in the Contract of 24th November, 1890, with the Secretary of State. I have placed in the post packet copies of the correspondence which has passed between myself and the Consulting Engineer and also a tracing shewing the proposed line, together with the estimate and reports by the Chief Engineer and Traffic Manager referred to above.

STAFF.

Smith Shop Foreman. Adverting to the paragraph on this subject in my letter No. 484, I have to inform you that I have received the sanction of Government of a qualified Foreman to fill the vacancy caused by the resignation of Foreman W. Stevens, and I shall be glad if a suitable Foreman can be engaged and sent out so as to arrive in India at the end of August next.

Engineer Officer.—Referring to the concluding portion of the paragraph on this subject in my letter No. 484 of the 2nd June, 1896, I have to inform you that I have received the approval of Government to an Assistant Engineer being sent out from England, to fill the vacancy in Class D. of the Staff of Engineer Officers if a suitable man cannot be obtained in India.

As I do not think that a suitable man can be engaged in this country, I shall be glad if the Board can engage and send out an Engineer from England as soon as possible.

ESTABLISHMENT ROLLS.

I send in the packet six copies of the Establishment Rolls and Working Estimates for the twelve months ending 31st March, 1897.

TRAFFIC STAFF.

I send in the packet a memorandum regarding the *Superior* Staff of the Traffic Department.

TRAFFIC RECEIPTS.

Week ending 1st June, 1895, Rs. 1,87,175-0-1 miles 1,042, Per mile Rs. 180
Do. 30th May, 1896, „ 1,91,837-2-2 „ 1,042, „ „ 184

The passenger, and goods, earnings are shewn below :—

PASSENGER EARNINGS.

Week ending 1st June, 1895, Rs. 1,00,818 miles 1,042, Per mile Rs. 97
Do. 30th May, 1896, „ 1,10,025 „ 1,042, „ „ 106

The receipts of the 1896 period include Conjeeveram feast traffic, which feast occurred later in 1895.

GOODS EARNINGS.

Week ending 1st June, 1895, Rs. 73,329 miles 1,042, Per mile Rs. 70
Do. 30th May, 1896, „ 76,187 „ 1,042, „ „ 73

The details of Goods receipts are as under:—

		W. E. 1st June, 1895.		W. E. 30th May, 1896.
Animals, living	Rs.	—	Rs.	29
Coal and Coke (*carried for the Public and for Foreign Railways*)	„	10	„	128
Cotton, raw	„	3,718	„	2,409
Cotton, manufactured	„	3,787	„	3,651
Drugs and Chemicals	„	350	„	465
Dyes and Tans	„	1,339	„	1,897
Grain and Pulse	„	13,368	„	15,691
Hides and Skins	„	1,960	„	1,613
Horns	„	21	„	2
Jute	„	678	„	766
Lac	„	21	„	30
Leather, manufactured	„	17	„	9
Liquors	„	595	„	550
Metals	„	2,507	„	2,730
Oils	„	2,871	„	2,089
Oil-seeds	„	4,429	„	3,248
Opium	„	—	„	—
Paper and Paste board	„	379	„	413
Provisions	„	3,540	„	5,633
Railway Plant and Rolling Stock (*carried for the Public and for Foreign Railways*)	„	4	„	116

Salt	Rs.	5,049	Rs.	3,654
Saltpetre, &c.	„	130	„	78
Silk, raw	„	30	„	26
Silk Piece Goods	„	1	„	——
Spices	„	1,950	„	1,699
Stone and Lime	„	2,652	„	3,430
Stone for Madras Harbour Works	„	393	„	76
Sugar	„	6,905	„	9,396
Tea	„	153	„	64
Timber	„	2,808	„	2,306
Tobacco	„	1,041	„	1,262
Wool, raw	„	1	„	5
Wool, manufactured	„	125	„	215
All other articles of Merchandize	„	12,497	„	12,507

I have placed in the post packet, the Acting Traffic Manager's report explaining the principal fluctuations in the goods traffic, together with his statements of foreign traffic passed through the several Junction stations, for the above period.

LIST OF DOCUMENTS FORWARDED.

Printed copy of Agent's letter to the Board, No. 486, (6 copies).

Audited Traffic Return, w. e. 30th May, 1896, S. I. Ry. (4 copies).

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

Approximate Traffic Return, w. e. 13th June, 1896, S. I. Ry. (4 copies).

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

Ag. Traffic Manager's Statement of passenger bookings, on the South Indian Railway, for week ending 30th May, 1896.

Do. Report, explaining the principal fluctuations in the goods traffic, for week ending 30th May, 1896.

Do. Statement of foreign traffic passed through Junction stations, for week ending 30th May, 1896, (2 copies).

Establishment Rolls and Working Estimates for the twelve months ending 31st March, 1897, (6 copies).

Newman's Indian Bradshaw for June, 1896.

Papers on Indian Railway Provident Institutions, viz:—

(1). Copy of letter No. 3808 of 21st May, 1896, from the Agent and Chief Engineer of the Bengal and North Western Railway Company Limited.

(2). Copy of a letter No. 1254 of 11th May, 1896, to the Secretary, Bengal and North Western Railway, from the Agent and Chief Engineer of Bengal and North Western Railway.

(3). Printed copy of the Minutes of the Thirty-fourth General Meeting of Shareholders of the Darjeeling-Himalayan Railway Company Limited held at Calcutta on 6th April, 1896.

(4). Reprint of an article from the Indian Engineering of 28th December, 1895.

Copies of the undermentioned papers regarding the Negapatam-Nagore Railway, viz:—

(1). Letter No. D. 6210/2831 of 28th November, 1894, from the Chief Engineer.

(2). Letter No. W./6795/A. 1324 of 11th October, 1894, from the Traffic Manager.

(3). Rough estimate of the cost.

(4). Tracing No. $\frac{456}{94}$.

(5). Letter No. $\frac{57}{0}$ dated 9th June, 1896, from the Consulting Engineer for Railways to the Agent.

(6). Letter No. 515 of 15th June, 1896, from the Agent to the Consulting Engineer.

Report on the Superior Traffic Staff of the Railway, with copies of:—

Letter No. 1683/$\frac{2}{785}$ of 4th May, 1896, to the Acting Traffic Manager.

Letter of 5th May, 1896, from the Acting Traffic Manager.

Form of Report to be submitted by the Divisional Traffic Officers on inspecting a station.

GOVERNMENT PAPERS.

Government of India.

Circular No. 3 Railway, 22nd May, 1896, with enclosure, approving of the adoption of certain amended Rules for working open lines of Railway in British India, and postponing the date of introduction of these Rules to 1st August, 1896.

Government of Madras.

Proceedings No. 455 L., 10th March, 1896, reviewing the Tanjore District Board Budget for 1896-97.

I am,
Sir,
Your most obedient servant,
A. D. G. SHELLEY,
CAPTAIN, R. E.,
Agent.

H. W. NOTMAN ESQ.,
Managing Director,
LONDON.

Only T. Office

1896
Enclos. No. 4
No.
C. No. 8775

4/22 Oct /96

RAILWAY.

Government (1896) of Madras.

PUBLIC WORKS.

Recd.	1896.	Enclosures
Regd.		Spare copies

G.O., No. 790 R., 16th September 1896.

SEPTEMBER.

Negapatam-Nagore Railway

Authorizing the Agent, South Indian Railway, to carry out the necessary surveys in connection with the construction of the —; and directing that a notification authorizing Mr. W. H. Spalding, Chief Engineer, South Indian Railway, his assistants, servants and employés, to enter upon and survey lands and do all other necessary acts, be published in the Fort St. George and Tanjore District Gazettes.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 26th August 1896, No. 776.

Referring to your letter No. 57/O., dated the 9th of June last, and to my letter No. 515 of the 15th idem, I have the honour to forward an extract from the Managing Director's letter No. 176, dated the 31st ultimo, communicating the approval of the Board of Directors of this Company to the extension of this line from Negapatam to Nagore being undertaken as part of the undertaking, and, with reference to the Board's request for an estimate of the extension, to beg that, in order the necessary surveys may be made, the required notifications under sections 4 and 38 of the Land Acquisition Act. No. 1 of 1894, be published in the Fort St. George and Tanjore District Gazettes.

ENCLOSURE.

EXTRACT from the Managing Director's letter No. 176, dated London, the 31st July 1896.

Negapatam-Nagore Railway.

With reference to the paragraph under this head in your No. 487 of 23rd June, the Board approve of this short branch (4·88 miles) being constructed as part and parcel of the undertaking, and desire you to instruct the Chief Engineer to prepare an estimate of the cost. They also authorize you, in communication with the Government, to take such steps as may be necessary for the early commencement of the work.

ORDER—No. 790 R., dated 16th September 1896.

The Agent, South Indian Railway, is authorized to carry out the necessary surveys, and the following notification will be published in the Fort St. George and Tanjore District Gazettes :—

NOTIFICATION.

PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

Ootacamund, 15th September 1896.

No. 21.

Whereas it appears to the Government of Fort St. George that land in the Tanjore district is likely to be needed for a public purpose, viz., the construction of a railway from Negapatam to Nagore, notice is hereby given to all whom it may concern that in exercise of the power conferred by sections 4 and 38 of the Land Acquisition Act I of 1894, His Excellency the Governor in Council has authorized Mr. W. H. Spalding, Chief Engineer, South Indian Railway, his assistants, servants and employés, for the time being engaged on this undertaking, to enter upon and survey lands and do all other acts required for the proper execution of their work as provided or specified in the said sections.

(True Extract.)

(Signed) F. D. FOWLER,
Offg. Joint Secy. to Govt.,
Railway Branch.

To the Agent, South Indian Railway.
„ Revenue Department.
„ Collector of Tanjore.
„ Superintendent, Government Press.

Exd. T. K. Narayana Aiyangar.

---

6 S.P

Negapatam Nagore Railway

Copy

Estimate for preliminary Expenses

Particulars	Amount	Total
	Rs	Rs
Survey	320	
Plant	100	
Establishment	930	1350

Chf Engrs Office
Trichinopoly 29th
Sept 1896.

(Sd) W H Spalding
Chf Engr

(Sd) A D G Shelley Capt
R.E.
Agent

Negapatam Nagore Railway

Details of Establishment to be employed in preparing working Survey Section and Estimate

Particulars	Amount
	Rs
1 Out door Asst @ Rs 200 for 5 weeks	250 - -
1 Do " " 150 for 5 Do	188 - -
12 Lascars for two Assts. Rs 12 × 7 = Rs 84 × 5 weeks	105 - -
1 Draftsman for 2 Months at Rs 40/	80 - -
2 Tracers for one Month at Rs 20/-	40 - -
1 Clerk for one Month at Rs 20/-	20 - -
Total Rs	683 - -

Chief Engrs Office
Trichinopoly 29th
September 1896

(Sd) W. H. Spalding
Chf Engineer

(Sd) A. D. G. Shelley
Agent

Form No. 21.
500—5-3-96.

106.7R.

5

S-P

SERIAL
No. 14

URGENT.

No. 907

South Indian Railway Co., Ld.
AGENT'S OFFICE,

Print

TRICHINOPOLY, 1st October 1896.

From

THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

Referring to my letter No. 776 of the 26th of August last forwarding an extract from the Managing Director's letter No. 176 of the 31st of July last Communicating the approval of the Board of Directors to the extension from Negapatam to Nagore I have the honor to request sanction be accorded to the Capital Account of this Railway being debited with the necessary expenditure, estimated at Rs: 1350, to be incurred in making the survey and preparing drawings and Estimates.

An Estimate, with details of the Establishment required, is herewith forwarded.

I have the honor to be,
Sir,
Your Most Obedient Servant.

H. G. Shelley
Captn: R. E
Agent.

2 Enclosures.

M.G.S.

4278
2/10/96

Enclo/2

From
The Agent,
South Indian Railway,
Trichinopoly.
To
The Consulting Engineer for
Railways,
Madras.
Dated } 189
Received }
No.
Enclosure.

O.J. 664

Form No. 21.
500—5-3-96.

106.7R.

SERIAL
No. 15

Office of the Consulting Engineer for Railways,
Madras, 2nd October 1896.

EXAMINER, RAILWAY ACCOUNTS, MADRAS.
No. 514
5 - OCT. 96
Enclosures

No. 3125.

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 907 dated 1st October 1896, forwarded to the Examiner of Railway Accounts, for favour of remarks.

for E. R.

EXAMINER'S REPLY.

* Case herewith put up. Previous papers seen. no alteration in note is necessary. 9/x

NB
9/10

As previous* papers are not in the file I dont know any particulars of the case. If not already given, sanction of the Govt: of India will be necessary.

As in the case of surveys undertaken by the Madras Ry:, I think the Govt: of India will require the proposed outlay to be charged temporarily to Revenue.

By order
H. Butterfield
for Offg: E.R.
8.10.96.

9.10.

Await to Madras
13/10

put up with the
12/10

ER Please see AM's letter No. 8314/394 of 12-5-96 re Great [illegible] surveys. The previous papers are in madras. 12/10

O.J. 664

R. FORM No. 12.

Pamli

4 P

B/P

No. 907. R

SERIAL
No. 17

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

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

~~Ootys~~ Madras the 22d October 1896.

SIR,

With reference to the Progs. of this Govt. No. 790 R. of 16th September 1896, a copy of which is attach, I am directed to forward herewith an estimate amoun to Rs 1,350 for the survey of the proposed branch of the S. I. Ry from Negapatam to Nagore, a distance of about 5 mile and to request the sanction of the Government of India to the cost of the survey being temporarily debited to the Revenue account of the S. I. R

HH 20/10

Documents accompanying:- Copy of G.O. No 790. R dated 16/9/96 with the estimate referred to.

Despatched on 22.10.96

B/
No. 907 RC dated 22.10.96

Public Works (1896) Department.

CURRENT No. 10147

Print

SERIAL
182
No. 19

Order No 3558 of 11/11/96.

Copy forwarded to
A with reference to his letter
No 907 of 1st October 1896.
Copy forwarded to C.R.
for information.

for CR

Despatched on 11/11/96

From The Govt of India

No. 1670 RC

Dated 4. 11. 96
Received 10. 11. 96
Enclosures
Spare copies

SUBJECT.

Nagore. Negapatam Ry
Survey.

Sanctioning the cost
the — estimated at
Rs 1350 being temparari
debited to the revenue
account of the S. I. Ry.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

SERIAL
No. [illegible]

8 P

Print

All communications should be addressed to the Secretary.

No. 1670 R.C.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
Railway Construction.

To

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

Simla, the 4th November 1896.

Sir,

I am directed to acknowledge the receipt of your letter No. 907 R., dated 22nd October 1896, and in reply to communicate the sanction of the Government of India to the cost of the survey, estimated at Rs. 1350, of the proposed branch line from Negapatam to Nagore., being temporarily debited to the revenue account of the South Indian Railway.

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

G A Anderson
Offg: Under Secretary.

Documents accompanying:-
Nil.

R.L.

SOUTH INDIAN RAILWAY.

Print

Copy of a letter, No. C/6210.1 2705, dated 27 December 1897

from the Chief Engineer, S. I. Rly

to the Agent, South Indian Railway.

Negapatam Nagore Railway - Project Estimate.

The Estimate for the Negapatam Nagore Extension should not have been sent you without a Covering letter which I intended to write explaining why a surface line with no waterways has totalled up to nearly 56,000 per mile.

The explanation is that the land for the first 1¼ mile is expected to be very expensive passing so close to the Town of Negapatam and that the Cost of the Nagore Terminal Station which includes a wharf siding has to be divided over a very short length of line.

The fencing of the line at the Negapatam wharf also Contributes to the heavy mile expenditure.

The Terminal Station at Nagore is not expensively designed, the station building is small but the Terminus being transferred from Negapatam to Nagore, an Engine shed and means for turning an Engine are required. The existing Turntable at Negapatam cannot be moved as it is necessary to the Loco: Workshops. I have in place estimated for a triangle which can easily be constructed

The engine-shed is not in the Estimate
HP

SOUTH INDIAN RAILWAY.

Copy continued.

at Nagore. The goods shed estimated for is but 50 feet long and the siding accommodation is by no means excessive but as estimated they with the wharf lines, come to a total of 1.6 miles and this divided over the length of 4.7 miles Causes the high figure of 26439 per mile.

In addition to the Nagore station a passenger station (with no sidings) is provided for Velipoliam, it is anticipated that when the Nagore Extension is completed, the passenger traffic of the north part of Negapatam will all go to this Station. I have also given a flag Station Consisting of a short platform and a ticket Office for Kadambady.

The other items of the Estimate are very moderate and require no explanation.

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

True copy.
W. de Mesurier
for Agent.

Accompaniment to the Agent's letter

No. ______ of ______ 189

ENC. No. 1 TO E. R. C. No. 41 OF 1898
LETTER No. 1199 d/ 31. 12. 97
FROM ·A

No. 47

No. 1199

South Indian Railway Co., Ld.
AGENT'S OFFICE,
Trichinopoly, 31st December 1897.

Print

9 P

C. No. 41
Recd. 5.1.98

From

THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

S No 11

Referring to G. O. No 790 R of 16th September 1896, your telegram No 27 C. dated 4th June 1897, and to correspondence ending with my letter No 707 of the 10th July 1897, I have the honor to forward herewith ten × printed copies of the Project Estimate, amounting to Rs 2,60,723, for constructing the proposed Line of Railway from Negapatam to Nagore.

S No 32

S No 41

I also forward two sets of tracings of the Working Plans and Sections of the line together with a report from the Chief Engineer explaining certain items and drawing of buildings &c.

The alignment shewn on the Plans is that which has been finally agreed upon.

ER
CMM 5/1/98

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

W. Le Mesurier
for Agent

13 Enclosures, ~~by Railway parcel~~,
× 10 in a separate parcel.

PKL

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Dated
Received } 189

No.

Enclosure

Negapat

Note of the Consulting Engr for Railways Madras

1. The preliminary Estimate for the line submitted by the South Indian Ry. was R 2,33,156. The estimate now sent forward amounts to R 2,50,983, the mileage rate being R 53,743. The note of the Chief Engineer S.I.R. forwarded with the plans and estimates satisfactorily explains the reason for the comparatively high mileage cost.

The designs for the different works are suitable and the rates are moderate.

It is proposed in the Chief Engineer's note to erect an Engine-shed at the terminus. This has ~~been~~ however been omitted from the estimate ~~and~~: it is not required as engines can very well stable at Negapatam.

I consider that a small saving may be made by omitting the triangle at Nagore. For a short line like this (which should be worked by a ~~tender~~ tank engine) with two intermediate stations a speed of 15 miles an hour is sufficient and engines may t, at least for the present, until traffic develops. This will give a saving of 0.3 miles of p. way = ₨ 8000 about.

A further saving can be effected by rearranging and reducing the length of the sidings at Nagore, leaving the marshalling to be done, at any rate for the present, at Negapatam, where there is ample siding room available. Eight sets of points & crossings and about 0.80 miles of P. Way can thus be omitted amounting to ₨ 14,000.

The total savings under these two heads will thus amount to ₨ 22,000. The estimate will be reduced to ₨ 2,28,983 (say 2,29,000) and the mileage cost to ₨ 49,032.

10/1/98

R Form No. 12.

No.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
The Secy. to the Govt. of India,
P. W. Department.

189 .

Sir,

I am directed to forward ~~forward~~ herewith detailed estimates of the cost of construction of the Negapatam – Nagore extension (4.67 miles) of the Negapatam branch of the S. I. Ry. together with notes of the Chief Engineer S. I. R and the Consulting Engineer for Rys. Madras and, in a separate parcel, a set of tracings of the working plans and sections of the ~~line~~ extension.

In my letter No. 907 R d. 22/10/96 sanction was requested to the expenditure of ₨ 1350 on a survey of the proposed line, and ~~which~~ this sanction was communicated with Govt. of India letter No. 1670 Rc. d. 4/11/96. In a subsequent letter No. 332 R d. 10/5/97 a hope was expressed that the project when forwarded might be sanctioned

~~railway~~ for this short ~~length~~ extension ~~of line (4.67 miles)~~ has been urged by the inhabitants of Nagore since 1874, ~~The Tanjore~~ and the Agent S.I.Ry. ~~District Board being unwilling to devote any funds toward its construction, the South Indian~~ agent ~~Ry~~ recommended it for the favourable consideration of ~~the project to~~ his Board of Directors who ~~approved~~ of its construction as part and parcel of their undertaking.

in their letter No.. expressed approval

Nagore is a suburb of Negapatam with a population of about 17,000: it stands on the banks of the Vellar River, which is better adapted for navigation than the creek on which the neighbouring Port of Negapatam is situated. No estimates of traffic have been collected, but it will be seen from the letter No. 487 (copy attached for ready reference) from the Agent S.I.R. to his Board that the prospects of the line are excellent and if the deterioration of the back-water at Negapatam continues they are likely to improve still further.

The ~~line~~ extension is estimated to cost Rs 2,50,983; but the Consulting Engineer considers that this may be reduced, in the first instance at any rate, to Rs 2,29,000 ~~at a mileage cost of Rs 49,032~~ by making certain ~~red.~~ alterations at Nagore terminus

Agent's project for sanction. Board [illegible] been altered. It will be seen [illegible] of this [illegible] ~~to the proposed submitted by~~ [illegible] is not incurred, and a more careful estimate can be obtained ~~the Agent's recommended, any~~ from the Agent later on if the proposed extension should be approved of. ~~reductions that may be effected in construction will appear as savings on the estimate.~~

I am directed to say that H.E. the Governor in Council ~~shares the~~ endorses the favourable anticipations of the success of the line which have been expressed by the Agent in his letter quoted above and trusts that its construction as part of the S.I.Ry. undertaking may be favourably considered

HS 10/1/98

Typewrite this for circulation

11/1/98

I don't know where the file Board has gone

P. W. DEPARTMENT.
Ry: Bran

NEGAPATAM - NAGORE RAILWAY.

------:o:------

Note by the Consulting Engineer for
Railways, Madras.

The preliminary estimate for the line submitted by the South Indian Railway was Rs. 2,33,156. The estimate now sent forward amounts to Rs. 2,50,983, the mileage rate being Rs. 53,743. The note by the Chief Engineer, South Indian Railway, forwarded with the plans and estimates satisfactorily explains the reason for this comparatively high mileage cost.

Secy. R.K.H 17.1.98

The designs for the different works are suitable, and the rates are moderate.

It is proposed in the Chief Engineer's note to erect an engine-shed at the terminus. This has however been omitted from the estimate: it is not required as engines can very well stable at Negapatam. I consider that a small saving may be made by omitting the triangle at Nagore. For a short line like this (which should be worked by a tank engine) with two intermediate stations, a speed of 15 miles an hour is sufficient and engines may very well be allowed to run chimney foremost, at least for the present, until traffic develops. This will give a saving of 0.3 miles of Permanent Way=Rs. 8000 about.

A her saving can be effected by rearranging and reducing the length of the sidings at Nagore, leaving the marshalling to be done, at any rate for the present, at Negapatam, where there is ample siding room available. Eight sets of points and crossings and about 0.80 mile of Permanent Way can thus be omitted amounting to Rs. 14,000.

The total savings under these two heads will thus amount to Rs.22,000. The estimate will be reduced to Rs. 2,28,983 (say 2,29,000) and the mileage cost to Rs. 49,032.

FJS E.R.
F. J. E Spring
Cons. Engr. for Rys. Madras
15/1/98

Cons. g. k. l.

P. W. DEPARTMENT.
R. 1 Ry. Ry: Branch

Negapatam Nagore Ry.

Print

H. E. the Governor.

14 P

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

The Secy. to the Govt. of India
P. W. Department,
Calcutta.

Madras the 20th January 1898.

Sir,

I am directed to forward herewith detailed estimates of the cost of construction of the Negapatam-Nagore extension (4.67 miles) of the Negapatam Branch of the South Indian Railway, together with notes by the Chief Engineer, South Indian Railway, and the Consulting Engineer for Railways, Madras, and in a separate parcel, a set of tracings of the working plans and sections of the extension.

A.S.H.
17.1.98

Flag D

Flag Q

Flag M

2. - In my letter No. 907 R., dated 22nd October 1896, sanction was requested to the expenditure of Rs. 1350 on a survey of the proposed line, and

HE
15.1.98

R
18.1.98

this sanction was communicated with Government of India letter No. 1670 R. C., dated 4th November 1896. In a subsequent letter No. 332 R., dated 10th May 1897, a hope was expressed that the project when forwarded might be sanctioned.

Flag P

flag F

3.- The necessity for this short extension has been urged by the inhabitants of Nagore since 1894, and the Agent, South Indian Railway recommended it for the favourable consideration of his Board of Directors who in their letter No.176 d/. 31·7·96 expressed approval of its construction as part and parcel of their undertaking. Nagore is a suburb of Negapatam with a population of about 17,000. It stands on the banks of the Vellar River, which is better adapted for navigation than the creek on which the neighbouring Port of Negapatam is situated. No estimates of traffic have been collected, but it will be seen from the letter No.487 d. 23·6·96

flag C

flag R

P.W DEPARTMENT.

Ry: Branch

(copy attached for ready reference), from the Agent, South Indian Railway, to his Board, that the prospects of the line are excellent, and if the deterioration of the back-water at Negapatam continues they are likely to improve still further.

4.- The extension is estimated to cost Rs. 2,50,983, but the Consulting Engineer considers that this may be reduced, in the first instance at any rate, to Rs. 2,29,000 by making certain alterations at Nagore terminus, but in sending forward the Agent's project for sanction his figures have not been altered. It will be the care of this Government to see that unnecessary outlay is not incurred, and a more careful estimate can be obtained from the Agent later on if the proposed extension should be approved of.

5.- I am directed to say that His Excellency the Governor in Council endorses the favourable anticipations have been expressed by the Agent in his letter quoted above, and trusts that its construction as part of the South Indian Railway undertaking may be favourably considered.

F.J.S.

R.

15/1/98

Print

Documents accompanying:-

1 - Detailed Estimates (5 copies by packet & rem copies will follow)
2 - Note by the Chief Engr: S. I. Ry
3 - Note by the Cons: Engr for Rys
4 - A set of tracings of the plans & sections in separate packet
5 - Copy of A's letter to Bd. No. 487 of 23/6/97

P. W. DEPARTMENT.
Ry: Branch

No. 106. R dated 20/1/98

PROCEEDINGS OF THE MADRAS GOVERNMENT.

13 P

READ the following

Extract from Agent's letter to Board. Print } H.E. No. 487 of 23rd June 1896

Letter to the Govt: of India P. W. Deptt. ~~Print~~ with all papers as marked } — " — 907 R of 22nd Octr 1896.

Letter from the Govt. of India P. W. Deptt. Print } — " — " — 1670 R.C. of 4th Novr '96

Letter from the Agent S. I. Ry. ~~with the note by the Chief Engr S.I.Ry~~ } — 1499 of 31st Decr 1897

Print

Note by the Cons: Engr for Rys } H.E. No. 7 of 15th Jany: 1898

The Government of India will be addressed

F.J.S.

15/1/98

H.E. No. 107. R dated 20/1/98

To
The Agent S. I. Ry
— " — Cons: Engr for Rys
— " — Revenue Deptt.
— " — Exr Gnl Ry: Accts.
10/2/98

P. W. 40
1,000—14-10-97.

Dispt

SERIAL No. 2

Proposed line from
Nagore to Negapatam

His Excellency the Governor.
Hon W. Ellis.
Hon W. Grove.

The District Board of Tanjore have been making inquiries as to the cost of continuing the Mayavaram Muttupett line to ~~cover~~ the port of Adirampatnam —

The suggestion of the Agent S. I. Ry to address the Tanjore District Board should I think be acted on —

They may be inclined to help in the construction of this line in place of the extension Muttupet to Adirampatnam —

As the probable injury to Negapatam by the Karikal - Peralam line is an impending one I suggest the memorial be forwarded to the D. B. Tanjore for their consideration

10/8 94

Yes W.
10 Aug

14/8/94 JG
15/8

Forward to
D.B. Tanjore for
favourable consideration

17/8

Dist

Local Fund Department.

Tanjore District Board Office.

~~Camp.~~ 16th April 1896

Disposal No. No. 273/D. B.

SERIAL
No. 5

From

H. Moberly ESQUIRE,

PRESIDENT DISTRICT BOARD,

TANJORE.

To

HE ~~HONORABLE MR.~~ officiating Under
~~CHIEF~~ SECRETARY TO GOVERNMENT,
Public Works ~~LOCAL AND MUNICIPAL~~ DEPARTMENT,
Railway Branch
~~MADRAS.~~
Ootacamund.

Sir,

With reference to your letter No. 794 D/1 dated 30th March 1896 regarding the Construction of a Railway line from Nagore to Negapatam, I have the honor to submit herewith a copy of the district Board's resolution No. 2 dated 28th March 1896 on the subject from which it will be seen that

Distr

district Board is not prepared at present to investigate the line.

I have the honour to be
Sir
Your most obedient servt.

Kunjan Lal
For President

Ch

DESPATCHED
21 APR. 96

189~~6~~6.

Local Fund Department.

From

The President District Board,

TANJORE.

To

The ~~Chief~~ officiating Under Secretary to Government,

~~Local and Municipal~~ P. W. Department, Railway Branch

~~MADRAS.~~ Ootacamund

Dated 16th }
Despatched 21st } April 1896.
Received }

Disposal No. 273

ENCLOSURES. 1

SUBJECT.

Communicating Resolution No. 2 dated 28th March 1896 ~~informing~~ that the Board will not ~~undertake~~ investigate the Nagore Negapatam Railway line. At present.

His Excellency the Governor
Hon. Mr. Bliss
Hon. Mr. Grose.

Having conferred with Mr. Upcott, I think the condition suggested at A. in this Note, should be given.

A.SH
2.9.96

10/9/96

Only recd. by me on 10th

13/9/96

Extension of South Indian Ry Negapatam to Nagore

SERIAL No. 9

The Board of the S. I. Ry under the advice of their Agent Capt. Shelley propose to construct this extension of 4.88 miles estimated to cost 2,33,156 rupees—

Capt. Shelley believes it will earn 123/- per mile per week which will give 5% on capital of 2½ lacs with working expenses @ 60%

The Tanjore Dist. Board declined to take it up when the former Agent of the S. I. Ry suggested their aid being asked.

Any branch line or extension of the South Indian Ry (which is a State line) can be constructed in 2 ways—

α. The Secy of State may call on the S. I. Ry to construct & would then provide the money or authorise the Co. to raise it by issue of shares or debentures—

β. The Secy of State may call on the S. I. Ry to construct for another company—this was done in the case of the Mayavaram Mutupet line & the Peralam Karikal line in this case the money is provided by the outside Company who desire the line to be made.

Before sending this up to the Govt. of India the ~~support~~ sanction of the Madras Govt. to the detailed survey & issue of notifications empowering the engineers to enter land for that purpose, is desirable.

A

When the survey is completed the Govt. of India may be addressed with regard to the construction of the line and its cost & traffic prospects will be then fully discussed.

J. Kell 28/8 96

31.8.96 R. 3/9 10.9.96

SERIAL
No. 26

Public Works (1897) Department.

CURRENT No. 2212

From

The Revenue Department.

Order

No. 1063 mis.

Dated 23rd Fl: 1897.
Received 2. 3. 97
Registered
Enclosures
Spare copies

SUBJECT.

Referring for remarks memorial from the inhabitants of Nagore praying that the port of Nagore may be re-opened for foreign trade.

280

OS-70

AR

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

F 2,000—26-1-97.

REVENUE DEPARTMENT

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read

Read Endorsement of the Marine Department No.100 E,d/12th February 1897,transferring to the Revenue Department memorial from the inhabitants,merchants and shipowners of Nagore,d/27th January 1897.

Order thereon,No.1063 Mis.dated the 23rd February 1897.

Referred to the Marine Department and the Public Works Department (Railway Branch) for favour of remarks.

(True Extract.)

Under Secretary to Government.

To

The Marine Dept. with papers in original to be passed on to the next address.
" P.W.D. (Railway Branch.)
with Encls to be retd

2|Ks.

R. Form No. 11

No. 752 D

SERIAL
No. 40

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

MEMORANDUM.

Dated Madras, the 8th July 1897.

With reference to G. O. No: 334 W d/ 11 Feby 97, the undersigned has the honour to state that the Agent S. I. Railway has now no objection to the construc of the customs shed, referred to at Nagapatam being procee with –

7/7/97

To

Despatched on 8/7/97