Public Works (1898) Department.

Print

Copy

G.O., No. 39-40.R

DATED 8th Jany 1898.

Includes

G.O. No. 1096-97 Ry 6-12-97
do 1161 Ry 18-12-97
do 1169-70 Ry 18-12-97

3 copies
36 copies at the back with [illegible]

[Despatch Abstract.]

Peralam-Karikal Railway.

Ordered that a copy of a letter from His Excellency the Governor of the French Settlements in India regarding the opening of the ——, be forwarded to the Govt. of India, for information.

—

Forwarding for information, a copy of letter from His Excellency the Govr. of the French Settlements in India regarding the opening of the ——.

[P.W. D. 1,500—29-11-96.]

Indexed. 14/1/98

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1096-7	R.	6-12-97				
	1161	— " —	18-12-97				
	1169-70	— " —	18-12-97				

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. 39 R., 8th January 1898.

JANUARY.

Peralam-Karikal Railway

Ordered that a copy of a letter from His Excellency the Governor of the French Settlements in India regarding the opening of the — be forwarded to the Government of India for information.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

G.O., No. 1096 R., dated 6th December 1897.

Read the following paper :—

From—The Agent, South Indian Railway.
To—The Government Inspector for Rys., Madras.
Dated—Trichinopoly, 1st December 1897, No. 1134.

I have the honour to inform you for your information, that—

(*a*) The administration of the French Settlements in India has been informed that the Peralam-Karikal Railway will be ready for opening on the 1st January 1898.

(*b*) It has been arranged that the line, prior to be opened for traffic, shall be inspected by a special commission nominated by the Governor of Pondicherry and composed of the " Chef du Service du Contrôle " and two Engineers.

(*c*) Copies of the documents furnished to the French Government are herewith forwarded.

Form No. I.—Curve Abstract.

Angle of Curvature or Radius.	Number of each.	Total length.	Total curvature.	Remarks.
		MILES.	DEGREES.	
4°—0′ (R = 1,432·4 feet)	3	0·96	203·4	Ratio of curve to total length of line, 17 per cent. Average amount of curvature per mile, 25·2 degress.
3°—0′ (R = 1,909·9 feet)	1	0·28	43·7	
2°—0′ (R = 2,864·8 feet)	7	1·08	114·0	
1°—0′ (R = 5,729·6 feet)	1	0·15	8·0	
Total ..	12	2·47	369·1	

Form No. II.—Gradient Abstract.

Inclination.	Number of each.	Total length, miles.	Percentage of total length of line.
1 in 201 to 1 in 300, or 0·33 per cent. ..	2	0·68	4·64
1 in 501 to 1 in 1,000, or 0·1 do. ..	1	0·57	3·89
1 in 1,001 to 1 in 2,000, or 0 05 do. ..	3	4·51	30·77
1 in 2,001 to 1 in 3,000, or 0·03 do. ..	2	3·83	26·12
Level	7	5·07	34·58
Total ..	..	14·66	100·00

Form No III.—Bridge Abstract.

Type of Bridge.		Total number of spans.	Water-way, lineal feet.
Class.	Spans.		
Open tops	18″ Drain	3	4·5
Flat tops	2 feet	29	58·0
	3 feet	10	30 0
Rail covered	4 feet	4	16 0
	6 feet	21	126·0
Girder Bridges ..	10 feet	1	10·0
	12 feet	3	36·0
	15 feet	1	15·0
	25 feet (one of 3 spans) ..	3	75·0
Average per mile 25·3 lineal feet	Total for whole line		370·5

Form No. IV.—Important Bridges—Nil.

Form No. V.—Ballast and Permanent-way.

The permanent-way consist of steel flat-footed rails weighing 41¼ lb. per yard, 24 feet long, with a small percentage of 21 and 18 feet. They are 3½ inches deep, the head is 1⅞ inches and the foot 3¼ inches wide, and the fishing planes are inclined at an angle of 1 in 4 with the base. The fish plates weigh 8 lb. per pair, and are 14 inches long with four holes spaced 3 1/32, 3 5/16, and 3 1/32 inches centres. The bolts with nuts weigh 11 oz. each and are ⅝ inch diameter with oval necks and square heads. The nuts square 1¼ inches over flats and 13/16 inches deep without washers. The rails are laid for 2 miles on steel peapod sleepers, the balance of the line on pyngadu wooden sleepers. The former are of the pattern shown on the tracing; the latter are 6 feet 6 inches by 9 inches by 4½ inches (9 to each 24-feet rails). Rail is secured to the steel sleepers by a steel key, and for the pyngadu sleepers by two dog spikes. The wooden sleepers are 9 to 24 feet rail on the straight and 10 on the curve; the steel sleepers are laid to 10 to the 24-feet rail. The ballast throughout the line consists of sand 10·3 cubic feet per foot run.

Form No. VI.—Station Buildings.

Name of station.	Class.	Mileage from centre to centre of platform.	Distance apart.	Station building.	Goods-shed.	Passengers platform.		Goods platform.	Stationmaster's quarters.		Signaller's quarters.		Running drivers and guards quarters.		Well diameter.
						Length.	Height above rails.								
			MILES.	SQ. FT.	SQ. FT.	FT.	FT.	FT.	NO.	SQ. FT.	NO.	SQ. FT.	NO.	SQ. FT.	FT.
Peralam junction	2nd ..	0	4·97	Provided in Máyavaram-Mutupet Railway.											
Ambagarattur	3rd ..	4·97	5·23	1,093	699	600	1	100	1	714	..	..	..	..	6
Tirunalar	3rd ..	10·20	2·81	1,093	699	600	1	100	1	714	..	..	..	..	6
Porear road..	4th ..	13·01	1·30	135	..	500	..	..	..	..	..	..	..	..	..
Karaikkal..	2nd ..	14·31		5,120	699	600	1	100	1	1,395	1	714	1	1,322	6

Form No. VII.—Station Machinery.

Name of station.	Station ashpit.	Water column.		Piping.		Water tank.	Well.	Steam pump.	Hand pump or water lift.	Switches.			Crossings.				Main signal.	Distant signal.	Weigh bridge.		Engine shed.	Locomotive ashpit.	Engine turn-table.
		Number.	Diameter.	Length.	Diameter.	Capacity.	Diameter.			15 feet.	12 feet.	Total.	1 in 12.	1 in 9½.	1 in 6.	Total.			Number.	Capacity.	Area.		
			INS.	FT.	INS.	C. FT.	FT.													TONS.		NO.	
Peralam junction	Provided in Máyavaram-Mutupet Railway.																						
Ambagarattur	..	..	..	..	..	..	..	..	..	..	3	3	..	3	..	3	2	2	..	..	..	..	..
Tirunalar	..	..	..	..	..	..	..	..	..	..	3	3	..	3	..	3	2	2	..	..	..	..	..
Porear road	..	1	7	52	6	1,122	20	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..
Karaikkal	..	..	..	..	..	..	..	..	..	..	9	9	..	9	..	9	1	1	1	12	1,304	1	1
Total ..	..	1	..	52	..	1,122	NO. 1	..	1	..	15	15	..	15	..	15	6	5	1	..	1,304	1	1

Order—No. 1096 R., dated 6th December 1897.

The Government of India will be addressed.

Letter—From the Joint Secretary to Govt., P.W. Dept., Ry. Branch.
To—The Secretary to the Govt. of India, P.W. Dept.,
Dated—6th December 1897, No. 1097 R.

I am directed to inform you that it has been arranged to open the Peralam-Karikal Railway on the 1st January 1898.

2. The line will be inspected prior to opening by a special commission nominated by the Governor of Pondicherry and composed of the "Chef de Service du contrôle" and two engineers.

3. Sanction to the use of locomotives on that portion of the railway situated in British territory has already been communicated to this Government in Government of India letter, No. 151 R.T., dated 21st February 1896.

4. This Government presumes therefore that no further formalities are necessary.

G.O., No. 1161 R., dated 18th December 1897.

Read the following paper:—

Note by the Consulting Engineer for Railways, Madras, on the Peralam-Karikal Railway.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

13. Besides the work on the 14½ mile of railway which is being paid for by the French Government, and the greater part of which is in French territory, there are certain new works at Peralam junction which that Government have also agreed to pay for. These consist, I believe, of the following: well, pump, tank, ash-pit, water column, coal stage, turn-table and the sidings which lie east of the common platform. These are finished or practically finished.

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

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

Order—No. 1161 R., dated 18th December 1897.

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

Letter—From His Excellency the Governor of Madras.
To—His Excellency the Governor of the French Settlements in India.
Dated—18th December 1897, No. 788.

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

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

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

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

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

G.O., No. 1169 R., dated 18th December 1897.

Read—again G.O., No. 1161 R., dated 18th December 1897.

Order—No. 1169 R., dated 18th December 1897.

The Government of India will be addressed.

Letter—From The Joint Secretary to Govt., P.W. Dept., Ry. Branch.
To—The Secretary to the Govt. of India, P.W. Dept.
Dated—Madras, 18th December 1897, No. 1170 R.

In continuation of my letter, No. 1097 R., dated 6th December 1897, I am directed to forward herewith, for the information of the Government of India, a copy of a report, dated 14th December 1897, by the Consulting Engineer for Railways on the Peralam-Karikal Railway, together with copy of a letter addressed to His Excellency the Governor of the French Settlements in India on the same subject.

From—The Secretary to the Govt. of India, P.W. Dept.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, 23rd December 1897, No. 2036 R.C.

I am directed to acknowledge the receipt of your letter No. 1097 R., dated 6th December 1897, reporting that it has been arranged to open to traffic the Peralam-Karikal Railway on 1st January 1898, and stating that, as the line will be inspected prior to opening by a special commission nominated by the Governor of Pondicherry, and as the use of locomotives on that portion of the railway situated in British territory has been sanctioned by the Government of India, it is presumed that no further formalities are necessary.

2. In reply, I am say that the Government of India agree in the view that no further formalities than those specified are necessary, but I am to suggest that the Consulting Engineer for Railways, Madras, might informally inspect the Peralam-Karikal Railway and satisfy himself that the line is in proper order as is customary in the case of the Pondicherry Railway.

Telegram--From His Excellency the Governor of the French Settlements in India.
To—His Excellency the Governor of Madras.
Dated—24th December 1897.

I have the honour to inform Your Excellency that the Peralam-Karikal Railway cannot be opened on the 1st January. I have decided to postpone the opening of the line to a later date. Letter follows.

From—His Excellency the Governor of the French Settlements in India.
To—His Excellency the Governor of Fort St. George.
Dated—Pondicherry, 24th December 1897, No. C. 135.

Chemin-de-fer de Peralam à Karikal. Réception des travaux et ouverture de la ligne.

J'ai l'honneur d'accuser réception de la lettre de Votre Excellence en date du 18 de ce mois, No. 788, et de confirmer le télégramme ci-après que je lui ai adressé le 24 du courant :—

> "J'ai l'honneur d'informer Votre Excellence que le Peralam-Karikal Railway ne pourra être ouvert le 1er Janvier. On décidé ajourner ouverture ligne date ultérieure. Lettre suit."

Que Votre Excellence me permette tout d'abord de la remercier du concours gracieux qu'elle a bien voulu prêter à mon Administration en déléguant M. le "Consulting Engineer" des chemins de fer de Madras pour prendre part aux travaux de la Commission chargée-de-l'inspection des travaux du Peralam-Karikal Railway.

Partageant entièrement l'avis exprimé par Votre Excellence, avis d'ailleurs conforme aux conclusions du rapport de M. Spring, j'ai décidé qu'il y avait lieu de reporter au 31 Mars prochain la réception définitive des travaux exécutés par la Compagnie du South Indian Railway.

Quant à l'ouverture de la ligne que ce fonctionnaire est d'avis de fixer au 1er Janvier, j'ai pensé qu'elle pouvait être différée de quelques semaines, en attendant d'achévement des constructions les plus indispensables et la conclusion du contrat provisoire destiné à régler les conditions de l'exploitation.

S'adoption de cette mesure permettra, je l'espère, à la Compagine du South Indian Railway de compléter entièrement les travaux déjà commencés et d'achever notamment la construction des gares de marchandises de façon que, dès l'ouverture de la ligne, elle puisse assurer le service simultané du transport des passagers et de celui des marchandises.

Telegram—From The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Govt. of India, P.W. Dept.
Dated 27th December 1897, No. 43/B.

My letter, numbered and dated as follows. 1170 R., 18th instant. Governor Pondicherry states that Peralam-Karikal Railway cannot be opened 1st proximo. His Excellency has decided to postpone opening of line to a later date.

Telegram—From The Joint Secretary to the Govt. of Madras, P.W. Dept. Ry. Branch.
To—The Agent, South Indian Railway, Trichinopoly.
Dated—27th December 1897, No. 44/B.

Referring G.O., No. 1161 R., 18th instant. Governor Pondicherry states that Peralam-Karikal Railway cannot be opened on 1st January. His Excellency has decided to postpone opening of line to a later date.

Order—No. 39 R., dated 8th January 1898.

The Government of India will be addressed.

[Here enter No. 40 R., dated 8th January 1898.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Agent, South Indian Railway.
,, Consulting Engineer for Railways.

Exd. W. D'Moss.

RAILWAY.

Government (1898) of Madras.

PUBLIC WORKS.

Recd.	1898.	*Enclosures*
Regd.		*Spare copies*

Letter, No. 40 R., 8th January 1898.

JANUARY.

Peralam-Karikal Railway

Forwarding, for information, copy of a letter from His Excellency the Governor of the French Settlements in India regarding the opening of the —.

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.

Sir,

In continuation of my telegram, No. 43 B., dated 27th December 1897, I am directed to forward, for the information of the Government of India, a copy of letter No. 135, dated 24th December 1897, from His Excellency the Governor of the French Settlements in India regarding the opening of the Peralam-Karikal Railway.

I have the honour to be,
Sir,
Your most obedient servant,
FRANCIS J. E. SPRING,
Joint Secretary.

Fort St. George,
8th January 1898.

Exd: T. K. Narayana Aiyangar.

No. 1134 1P

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

CONSULTING ENGINEER FOR RAILWAYS MADRAS. RECEIVED 3 DEC. 1897

TRICHINOPOLY, 1st December 1897

C. No. 5302 Recd. 3.12.97

From

THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE GOVERNMENT INSPECTOR
FOR RAILWAYS,
MADRAS.

Print

Sir,

I have the honor to inform you for your information that:—

(a) the Administration of the French Settlements in India has been informed that the Peralam-~~Karikal~~ Karaikkal Railway will be ready for opening on the 1st January 1898.

(b) it has been arranged that the Line prior to be opened for traffic shall be inspected by a Special Commission — nominated by the Governor of Pondicherry and composed of the "Chef du Service du Contrôle", and two Engineers

(C) Copies of the documents furnished to the French Government are herewith forwarded.

I have the honor to be,
Sir,
Your most obedient Servant
A.D.G. Shelley
Captn, R.E.,
Agent

Enclosures

Inform [illegible] and file pending [illegible] for the French Commissioner's [illegible]
7/M
3/3/97

Index plan with D.C.

URL

From
THE AGENT,
SOUTH INDIAN RAILWAY,
Trichinopoly.

To
THE GOVERNMENT INSPECTOR
FOR RAILWAYS,
Madras.

Dated } 189
Received }

No.

ENCLOSURE.

I have the honor to inform you for your information that [illegible] the Administration of the French Settlements in India has been informed that the London Karaikal Railway will be ready for opening on the 1st January 1898.

It has been arranged that the line prior to be opened for traffic shall be inspected by a Joint Commission nominated by the Governments of Pondicherry and [illegible] of the "Chef du Service du Contrôle" and Mr. [illegible]

(C) Copies of the documents [illegible] to the [illegible] [illegible] forwarded.

I have the honor to be [illegible] your most obedient servant

---

2 S.P

Peralam Karaikkal Railway
(3 ft. 3 3/8" Gauge)
(14.66 miles)

Form No. I
Rules for the Opening of a Railway.

Curves Abstract.

Angle of Curvature or Radius		Number of Each	Total Length — Miles	Total Curvature — Degrees
4°-0'	(R = 1432.4 ft.)	3	0.96	203°.4
3°-0'	(R = 1909.9 ft.)	1	0.28	43°.7
2°-0'	(R = 2864.8 ft.)	7	1.08	114°.0
1°-0'	(R = 5729.6 ft.)	1	0.15	8°.0
	Total	12	2.47	369.1

Ratio of Curve to total length of line — 17 per cent
Average amount of Curvature per mile — 25.2 degrees

Chief Engineer's Office
Trichinopoly 19th Nov 1897.

W H Spalding
Chief Engineer

H.
20.11.97

Enc. 8 to E. P. C. No. 5302 of 1897
No. 1134 E | 1. 12. 97
From A

3-5-P

Form No. II.
Rules for the opening of a Railway.

Print

Peralam Karaikkal Railway
(3 ft: 3 3/8" Gauge)
(14.66 miles)

Gradient Abstract.

Inclination	Number of Each	Total Length — miles	Percentage of total length of Line
1 in 50 or 2 per cent	Nil	Nil	Nil
1 in 67 or 1.5 do	Nil	Nil	Nil
1 in 80 or 1.25 do	Nil	Nil	Nil
1 in 100 or 1 do	Nil	Nil	Nil
1 in 101 to 1 in 150 or 0.67 do	Nil	Nil	Nil
1 in 151 to 1 in 200 or 0.5 do	Nil	Nil	Nil
1 in 201 to 1 in 300 or 0.33 do	2	0.68	4.64
1 in 301 to 1 in 500 or 0.2 do	Nil	Nil	Nil
1 in 501 to 1 in 1000 or 0.1 do	1	0.57	3.89
1 in 1001 to 1 in 2000 or 0.05	3	4.51	30.77
1 in 2001 to 1 in 3000 or 0.03	2	3.83	26.12
Level	7	5.07	34.58
Total		14.66	100.00

W H Spalding
Chief Engineer

Chief Engineer's office
Trichinopoly 1st Novr: 1897.

H
2.11.97

Enc. No. 7 to E.B's. R. No. 5302 of 1897
Letter No. 434 d/ 1. 12. 97
From A

4 S.P

Print

Peralam Karaikkal Railway
(3 ft: 3 3/8" Gauge)
(14.66 Miles)

Form No. III.
Rules for the opening of a Railway.

Bridge Abstract.

Type of Bridge		Total Number of Spans	Waterway — Lin: feet
Class	Spans		
Open tops	18" drain	3	4.5
Flat tops	2 feet	29	58.0
	3 feet	10	30.0
Rail covered	4 feet	4	16.0
	6 feet	21	126.0
Girder Bridges	10 feet	1	10.0
	12 feet	3	36.0
	15 feet	1	15.0
	25 feet one of 3 spans	3	75.0
	Total for whole line		370.5
	Average per mile		25.3

Chief Engineer's office
Trichinopoly 19th Nov: 1897.

W.A. Spalding
Chief Engineer

H.
20.11.97

Enc. No. 6 to E. R's C. No. 5302 of 1897
Letter No. 1134 d/ 1-12-97
From. A

Form No VI

Peralam Karaikkal Railway
(3 feet: 3⅜" Gauge)
(14·66 miles)

Rules for the opening of a railway
Important Bridges

(For bridges having a total waterway of 1200 S. ft. or upwards)

Name of River	Mileage	Drainage area	Rise of ordinary floods above low water level	Slope of river per mile	Mean velocity in flood per second	Sectional area in flood	Discharge per second	Span	Height of underside of girders		Average depth of founds
									above low water	above flood level	
					Nil				Print		5

S.P

Chief Engineer's office
Trichinopoly 19th nov. 1897.

J. H. Spalding
Chief Engineer

H
20.11.97

5 No. 5302 of 1897
1134 1.12.97
From A

5

S.P

Form E Peralam Karaikkal Railway
(3 ft: 3 3/8" Gauge)
Rules for the opening of a Railway. (14·66 miles)

Print

Ballast and Permanent Way.

The Permanent Way consist of steel flat footed Rails weighing 41½ lbs per yard, 24 ft: long with a small percentage of 21 & 18 ft: They are 3½ inches deep, the head is 1⅞ in: and the foot 3¼ in: wide and the fishing planes are inclined at an angle of 1 in 4 with the base.

The fish plates weigh 8 lbs per pair, and are 14 inches long with 4 holes spaced $3\frac{11}{32}$, $3\frac{15}{16}$, and $3\frac{11}{32}$ inches centres.

The Bolts with nuts weigh 11 oz: each and are ⅝ in: Diar: with oval necks & square heads. The nuts square 1¼ in: over flats and $\frac{13}{16}$ in: deep without washers.

The rails are laid for 2 miles on steel peapot sleepers the balance of the line on Pyngadu wooden sleepers. The former are of the pattern shewn on the tracing the latter are 6 ft: 6 in: by 9 in: by 4½ in: 9 to each 24 ft: Rails. Rail is secured to the steel sleepers by a steel key and for the Pyngadu sleepers by 2 dog spikes. The wooden sleepers are 9 to 24 ft: rail on the straight & 10 on the curve the steel sleepers are laid 10 to the 24 ft: Rail.

The Ballast throughout the line consist of sand 10·3 cft: per foot run.

W H Spalding
Chief Engineer

Chief Engineer's office } H
Trichinopoly 19-11-97. } 20.11.97

4 R'y B. No. 5302 of 1897
1134 | 1.12.97
A

Form No. VI
Rules for the opening of a Railway.

Peralam Karaikkal Railway
(3 ft: 3 3/8" Gauge)
(14.66 Miles)

Station Buildings.

Name of station.	Class	Mileage from centre to centre of platform	Distance apart	Station Building	Goods Shed	Passenger Platform		Goods platform	Station Masters'	Quarters	Signallers'	Quarters	Running Drivers & Guards	Quarters	Well Diam:	Turntable
						Length	Height above rails									
			miles	sq ft:	sq ft:	feet	feet	feet	No:	sq ft:	No:	sq ft:	No:	sq ft:	feet	
Peralam Junction	2d	0	Provided in Mayavaram Mutupet Railway.													
Ambagarattur	3d	4.97	4.97	1093	699	600	1	100	1	714					6	
Tirunalar	3d	10.20	5.23	1093	699	600	1	100	1	714					6	
Porear Road	4th	13.01	2.81	135		500										
Karaikkal	2d	14.31	1.30	5120	699	600	1	100	1	1395	1	714	1	1322	6	

157

Chief Engineer's office
Trichinopoly 19th Novr: 1897.

W. H. Spalding
Chief Engineer

AS
20.11.97

5302 1897
1134 1.12.97
A

Form no VII
Rules for the opening of a railway

Peralam Karaikkal railway
(3 ft: 3 3/8" Gauge)
(14.66 miles)

Station machinery.

Name of Station	Station Ashpit	Water column Number	Water column Dia.	Piping Length	Piping Dia.	Water Tank Capacity	Well Dia.	Steam pump	Hand pump or Water lift	Switches 15 feet	Switches 12 feet	Switches Total	Crossings 1 in 12	Crossings 1 in 9½	Crossings 1 in 6	Crossings Total	Main Signal	Distant Signal	Weigh bridge Number	Weigh bridge Capacity	Engine shed Area	Loco Ashpit	Engine turntable
			Ins.	Ft.	Ins.	Cft.	Ft.													Tons		No	
Peralam Junction	Provided in Mayavaram Mutupet Railway.																						
Ambagarathur											3	3	.	3	.	3	2	2					
Tirumalai											3	3	.	3	.	3	2	2					
Porear Road	.	1	7	52	6	1122	20	.	1	-	-	-	-	-	-	-	1						
Karaikkal											9	9	-	9	-	9	1	1	1	12	1304	1	S.P
	.	1	.	52	.	1122	No 1	.	1	-	15	15	-	15	-	15	6	5	1	.	1304	1	1

16#

3 3 3 3 3 4 2 2 4 3 3 3 3 3 3 3 3 3 3 4 3 3

Chief Engineer's office
Trichinopoly 19th Nov 1897.

W H Spalding
Chief Engineer

B
20/11/97

5302
1134 1.12.97
1897

No. 1096 R dated 6/12/97

Form No. 3.

18

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

9

READ the following

Letter from the Agent S. I. Railway } H.E. No. 1134 d/ 1st Decr 1897

enclosures

The Government of India will be addressed.

Print

AW 8/12/97

H.E. No. 1097 R dated 6/12/97

To the Agent S. I. Rys.
" Consg Engr for Rys.

11/12/97

R Form No. 12.

No. 1097 R

B/

108

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

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

Madras, 6th Decr. 1897.

Print

Sir,

I am directed to inform you that it has been arranged to open the Peralam Karikal Rly on the 1st Jan 1898.

2.- The line will be inspected prior to opening by a Special Commission nominated by the Governor of Pondicherry and composed of the "Chef de Service du Contrôle" and two Engineers.

3.- Sanction to the use of locomotives on that portion of the Railway situated in British territory has already been communicated to this Govt in Govt of India letter No 151 R.T. dated 21 Feby 1896.

4.- This Govt presume therefore that no further ~~action~~ formalities are necessary

FMC 4/12 CMM 4/Dec

C 248/97
C 27/96

Despatched on 6/12/97

~~Documents accomp.~~
-Nil-

4/12/97

R.

11P

Print
(2)

Print with translation

Peralam Karikal Ry.

Telegram dated 9th Dec. from H. E. the Governor of French Settlements in India. Pondichery. To H. E. the Governor of Madras.

J'ai l'honneur d'informer votre excellence que j'ai nommé commission pour inspecter et recevoir travaux terminés Peralam Karikal railway. Si votre excellence estime comme moi presence d'un ingenieur de votre gouvernement utile operation commission, je vous prie vouloir bien deleguer ingenieur pour cet objet. Je prie votre excellence telegraphier sa decision et m'informer si l'ingenieur delegué pourra se trouver lundi prochain a Karikal pour commencement inspection.

Translation

I have the honour to inform Your Excellency that I have nominated a commission to inspect and take over the completed work of the Peralam Karikal Ry.

If Your Excellency concurs with me in considering that the presence of an Engineer of your Government would be of use at the operation of the Commission I beg that you will be so good as to delegate an Engineer for the purpose. I beg that Your Excellency will telegraph ~~his~~ your decision, and inform me whether the engineer so delegated can be at Karikal on Monday next for the commencement of the inspection.

12 P

Telegram sent to Agent S. I. R.

dated 10-12-97. 8 AM.

Governor Pondicherry having appointed Monday thirteenth for inspection Peralam Karikal and Governor Madras having instructed me nominate Engineer meet French commission, I have arranged to myself be at Karikal Monday morning next; and must leave Mayavaram same night for Madras. Will arrive Trichinopoly by mail tomorrow Saturday morning. Please make all arrangements with French Authorities for inspection to begin at Karikal on Monday morning.

Telegram sent to H. E. the Governor of French Settlements in India Pondicherry.

dated 10-12-97. 8 AM

His Excellency the Governor of Madras having instructed me to nominate an Engineer to meet the Committee appointed by your Excellency to inspect Peralam Karikal Railway, I have nominated myself for this duty, and shall be at Karikal on Monday morning the thirteenth instant. I am informing His Excellency who will doubtless communicate with your Excellency.

FRS

10/12/97

Print (3)

Not to print

PRIVATE SECRETARY TO THE GOVERNOR · MADRAS ·

GOVERNMENT HOUSE

Dec. 9. 1897

My dear Spring —

His Excellency wishes me to send you the enclosed for very urgent disposal and to ask to name an Engineer to be present for the purpose mentioned by the Govr. of Pondicherry, on Monday next.

Yours sincerely

Soon

PRIVATE SECRETARY TO THE GOVERNOR · MADRAS ·

GOVERNMENT HOUSE
Guindy
10th December 1897.

[illegible]

My dear Spring,

not to print

His Excellency is rather sorry that you telegraphed direct to the Governor of Pondicherry. That gentleman is rather sensitive about his importance & does not like to be addressed by any one under a Governor. I am, therefore, sending him the following telegram from the Governor in person: ——

13P (4)

Print

"I have received your Excellency's telegram of yesterday, & in pursuance of your Exy's suggestion, I have

P.T.O.

Print

nominated Mr Sprong, the Railway Secretary to the Madras Govt, to meet the Commission appointed by Your Excy at the appointed time & place" ——

Yours sincerely,

This is telegram to H.E. the Govr of French Settl. of 10/12/91]

PERALAM-KARIKAL RAILWAY.

Notes for information of Consulting Engineer.

The Peralam-Karikal Railway, metre-guage, constructed by the South Indian Railway Company for the French Government, commences at the Peralam station of the Máyavaram-Mutupet Branch of the South Indian Railway system, 184½ miles from Madras, and terminates at the French seaport of Karikal.

The length of the line is approximately 14¼ miles, of which about 4½ miles are in British and 9¾ miles in French territory; the first station Ambagarattur is just within French limits and may be taken roughly as representing the boundary between the British and French possessions.

Alignment.—The course of the line runs nearly due east for 13 miles when it curves to the right for about 90°, and terminates on a north and south bearing at the left bank of the river Arasalar.

Gradients.—The country through which the line passes has allowed of the adoption of very easy gradients, the heaviest being 1 in 250 on the 13th and 14th miles where the line curves to the south at the approach to Karikal; the length of line at this grade is 2,375 feet.

Curves.—The maximum radius of curve adopted is 5,730 feet, or one degree; the minimum 1,432 feet, or four degrees; 4° curves have been used at the approaches to Peralam for 2,157 feet and Karikal for 2,417 feet of line.

Formation.—The embankments have been thrown up to the standard width of 16 feet with 1½ to 1 slopes. There are no cuttings and no tunnels on the line.

Bridge-work—large bridges.—The only large bridge is that crossing the river Wanjiar at 12¼ miles; a girder bridge of 3 spans of 25′ each; the bridge has been built on open founds, varying in depth from 6′ to 9′ below the bed of the river, on stiff clay soil; the abutment on the right bank is built with wings; on the left bank the abutment is a block of masonry which is eventually to be protected with stone pitching; the river bank is to be reverted on either side of the left abutment; the piers are cutwaters, 4′ 6″ wide and 16′ 3″ from nose to nose; the bridge is floored throughout for a width of 40′, the level of floor being 2½′ below lowest level of nala bed, and drop walls up and down stream 3′ below floor level. The girders used are of the ordinary plate State Railway type, set at 5′ 1″ centres with rails on top boom, the teak sleepers are of the standard section 8″×7″ and laid at 1′ 6″ centre to centre in accordance with Government orders. The girders were roughly tested on the first occasion of an engine passing over them and gave a deflection of ⅜ of an inch with no permanent set.

Bridge-work—minor Bridges.—The culverts are of 2′, 3′, 4′ and 6′ spans, built on types in use on the South Indian Railway, and covered with stone slabs or old rails set close together; in cases where the headway was sufficient arches have been turned in 6′ culverts for carrying the parapet walls; and in two instances where additional waterway for irrigation purposes was found necessary, cement pipes 12″ diameter have been used. The larger irrigation channels have been crossed by plate girders of 20′, 15′, 12′ and 10′ spans; of these there are 6 in all; the rails are in every case on the top boom of the girders, and the teak sleepers are to standard section and spacing. Brick with a covering of cement plaster has been the only material used in the construction of the culverts.

Fencing.—Wire fencing of the ordinary 5 wire type is provided only at station yards and for 2¼ miles of line at Karikal.

Road crossings.—Three are of the four types in use on the South Indian Railway, 1st class with 18′ gates and hut; 2nd class with 12′ gates and hut; 3rd and 4th classes have no gates or huts and serve only for field access or cattle tracks: there are 57 crossings on the 14¼ miles of line or about 4 to each mile.

Ballast.—The ballast used throughout the line is sand, but is to be replaced eventually by gravel when the banks have settled sufficiently to allow of this being done economically.

Permanent-way.—The rails in the line are the ordinary flat footed metre-gauge type of $41\frac{1}{4}$ lb. per yard, supplied in 24′, 21′ and 18′ lengths, laid with 2 fish plates; 4 oval shouldered fish bolts and 9 sleepers to each pair of rails; and 4 spikes to each sleeper; on curves, following the system in use on the South Indian Railway of breaking joint, the number of sleepers is increased to 10 per pair of rails.

The sleepers used are of pynkado wood of standard section, adzed to give the proper cant to the rail; these sleepers have been laid continuously from Peralam to west end of Wanjiar bridge at $12\frac{1}{4}$ miles; from east end of bridge to terminus the line is laid partly with pynkado and partly with steel trough sleepers, as material was available when plate-laying was in progress.

Sidings.—The sidings provided in station yards are—*Peralam.*—For Peralam-Karikal line only, main siding, engine sidings and cross over connecting Peralam-Karikal with Máyavaram-Mutupet line. *Ambagarattur and Tirinalar.*—Main siding and goods lay-bye giving about $\frac{3}{4}$ mile at each station. *Poréar.*—Nil. *Karikal.*—There are about $1\frac{1}{2}$ miles of siding accommodation including passenger goods and engine sidings.

Spacing—is 14 feet 6 inches between main line and main sidings; and 12 feet 6 inches between all other lines in the yards.

Crossings.—The inclination of all crossings used is 1 in $9\frac{1}{2}$ with a radius of 600 feet.

Stations and Offices.—Including the junction station there are five stations on the line. Peralam 0, Ambagarattur $4\frac{1}{2}$ miles, Tirinalar 10 miles, Poréar $12\frac{3}{4}$ miles, Karikal 14 miles.

Peralam.—The existing 4th-class station building of the Máyavaram-Mutupet line has been extended to meet the requirements of a junction station, and waiting and retiring accommodation have been provided for European passengers.

The works here include also a platform, 38 feet wide at 1 foot above rail, and a covered way, or shed, 200′ × 25′.

Government has directed that the customs examination of passengers be made at this station, but arrangements for this have not yet been carried out.

Ambagarattur and Tirinalar.—Fourth-class stations; the buildings consist of a rail frame work with brick walling in same, and have only two rooms for the station staff; for the public a waiting shed, a platform 600′ × 20′ and 1 foot above rail and properly protected with fencing, and latrine accommodation have been provided; at both these stations approach roads to station and goods yards have been made up to the limits of the station yard, but nothing has yet been done by the French authorities to connect these with the town.

The station works also include goods-sheds, 31′ × 28′ and a goods platform 100 feet long.

Poréar.—As after analysis it was found that the water in the Karikal yard, where the terminal watering arrangements were originally located, was unfit for engine use, it was decided to move these to the vicinity of the level crossing at $12\frac{3}{4}$ miles, where the line crosses the main road from Karikal to Tranquebar; and to utilise the time required for watering the engines in giving a halting place for passengers to or from the northern portion of the town; to supply this convenience a small room has been added to the gate lodge, where the public can obtain tickets, and a platform 400′ × 20′ with fencing has been thrown up to rail level.

Karikal.—A first-class station, with all necessary accommodation for the working staff and for European and Native passengers; there being no hotels in the town, at the request of His Excellency the Governor of Pondicherry a sitting-room, bed-room and bath-room were added at the north end of the buildings for private usage by European travellers.

A passenger platform 600′ × 20′ with fencing; a goods-shed, 31′ × 28′ and a goods platform, 100 feet long, form also a portion of the station works.

Staff-quarters—Peralam.—A double set of quarters for running guards and drivers, with latrine attached. *Ambagarattur and Tirinalar.*—Quarters for stationmaster with 6 feet well and latrine attached. *Karikal.*—A double set of quarters for guards and drivers with latrine attached. Quarters for telegraph signaller with latrine attached. Quarters for stationmaster with kitchen and latrine attached. A 6-feet well has also been sunk in connection with these quarters, but the water can only be used for bathing or washing purposes; all drinking-water for the station and quarters will have to be brought from the fresh-water wells at the north end of the town. All stations and quarters are pucca built and floored with Cuddapah slabs, and roofed with Mangalore tiles on old rail trusses, except the Karikal stationmaster's quarters in which flat arch roofing has been adopted.

Station machinery—is all of types in general use on metre-gauge lines. *Peralam.*—Forty-two foot turn-table, ashpit, 20 feet well, water column and piping, coal stage, and 6,000-gallon tank, 14′ × 14′ × 5′—distant signal worked from facing points. Rail semaphore signal at facing points to carry two arms indicating entrance to main line or main siding—and under control of stationmaster worked from platform. *Ambagarattur and Tirinalar.*—Two distant signals—1,275 feet from facing points and worked from same, and two rail semaphores as above at facing points and worked from platform. *Poréar.*—A double armed signal on platform, but not yet erected, 20 feet well, 6,000-gallon tank, water column and piping. *Karikal.*—Forty-two foot turn-table, ashpit, engine shed 40′ × 28′, with room attached and examining pit, wagon weighbridge. Distant signal, 1,275 feet from facing points and worked from same, rail semaphore signal at facing points and worked from platform.

The station machinery also includes a 16 feet wagon turn-table which is to be built at the end of the line on the border of the road running parallel to the Arasalar river; from this table rails are to be run in one or both directions at right angles to the line for the purpose of facilitating movements of merchandise between goods wagons and cargo boats; this work has not yet been commenced as it is considered advisable to refer the matter to the French authorities and leave them to decide the arrangement they think it would be most advantageous to adopt.

Standard dimension.—In the works of the line there has been no known deviation from existing standard dimensions.

KARIKAL, (Signed) C. R. DALLAS,
12th December 1897. Temporary Resident Engineer.

Handed to me by the South Indian Railway Engineer during the inspection on the 13th December 1897.

(Signed) F. J. E. SPRING,
14th December 1897. Consulting Engineer.

Print 14 P

PERALAM-KARIKAL RAILWAY.

Note by the Consulting Engineer for Railways, Madras.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

15P

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

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

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

13. Besides the work on the 14½ mile of railway which is being paid for by the French Government, and the greater part of which is in French territory, there are certain new works at Peralam junction which that Government have also agreed to pay for. These consist, I believe, of the following: well, pump, tank, ashpit, water column, coal stage, turntable, and the sidings which lie east of the common platform. These are finished or practically finished.

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

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

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

14th December 1897.

I think it is safer not to telegraph in such a case as this, which cannot be rightly understood without considerable information

GOVERNMENT OF MADRAS.

Public Works Department,
RAILWAY BRANCH,
MADRAS.

17 – 12 – 1897.

My dear Lim ASH 17.12.97

I am sending H. E. a Note about the Peralam Karikal Ry. It will I hope reach you to-day. But meanwhile it might be useful if H. E. could telegraph to the Governor of Pondicherry to the following effect.

"My Consulting Engineer for Railways having gone over the Peralam Karikal Railway on Monday last, as suggested by Your Excellency in company with the French Commission and

---

Very urgent

18/-

P. W. DEPARTMENT.
Ry: Branch

No. 1161. R dated 18/12/97

PROCEEDINGS OF THE MADRAS GOVERNMENT.

16 P

READ the following

Note by the Consulting Engineer for Railways, Madras, on the Peralam - Karikal Railway of 14th Decr 1897

Print

not to print

Yes. It should go as soon as possible.
A.H.
17.12.97
7.20 p.m.

Print

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

FJS
R

17/12/97

AA
17.12.97

To
The Hon: the Chief Secy.
for favour of [illegible]

To
The Political Deptt.
with copy of letter to H.E. the Governor of the French Settlements in India for favour of issue

" Agent S. I. Ry.
" Exg. Ry. Chief
" Consulting Engr for Rys.

Despatched on 18/12/97

P. W. 40
1,000—14-10-97.

" the engineer of the S. I. Ry. C. has
" advised that as many works still remain
" unfinished it would be inexpedient to make
" over the railway to your Excellency's officers
" until the 31st March when the railway [illegible]
" [illegible] will probably be entirely finished
" and its accounts audited. Meanwhile he
" recommends that the railway be opened
" provisionally for passengers and goods
" at fifteen miles per hour, a speed for which
" in its present state it is quite fitted.
" If your Excellency concurs with me that
" these recommendations may be adopted, and
" will wire me to that effect, permission
" will be given to the S. I. Ry. C. to commence
" working on January 1st." Message ends.

Please express my regret to H. E.
that I inadvertently transgressed etiquette
in such matters in wiring direct to the
French Governor a few days ago.

Yours sincerely

Francis G. Spring

P. W. 40
1,000—14-10-97.

— . Agent S. I. Ry
— " — Exd to Ry. Officials
— " — Consulting Engr for Rys.

Very urgent

18/-

P. W. DEPARTMENT.
Ry: Branch

No. 1161-R dated 18/12/97

PROCEEDINGS OF THE MADRAS GOVERNMENT.

16 P

READ the following

Note by the Consulting Engineer for Railways, Madras, on the Peralam - Karikal Railway of 14th Decr 1897

not Print

Yes. It should go as soon as possible.
A.H
17.12.97
7.20 p.m

Print.

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

FJS
R
17/12/97

AH
17.12.97

To
The Hon: the Chief Secy.
for favour of perusal

To
The Political Deptt.
with draft letter to H.E. the Governor of the French Settlements in India for favour of issue
-do- Agent S. I. Ry
-do- Ex. Engr. Ry. Circle
-do- Consulting Engr. for Rys.

Despatched on 18/12/97

P. W. 40
1,000—14-10-97.

Very urgent

No. 788 d/ 18.12.97

17 P

His Excy: the Governor.

Print

~~Note for~~

The letter will issue in the Pol. Dept. vide flag K.

AL 17.12.97

H.G.H. 19.12.97

To

His Excellency the Governor
of the French Settlements
in India

Your Excellency

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

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

3.- Mr. Spring is of opinion that no complication need ~~[illegible]~~ be caused by opening the railway for traffic before the completion of the works in all their detail. ~~and~~ He is also of opinion that it will be best that no formal handing over of any of the works ~~#~~ to Your Excellency's officers ~~shall~~ should take place

KE 17.12.97

R 18.12.97

CMW 10/12

until the 31st of March 1898. It is hoped that by that date all works will have been quite completed and that a statement of their capital cost, verified by [this Government's] the Examiner of Accounts, may be available. to my Government

4 But if on that date any works should still remain incomplete, a schedule of such works and of their estimated cost ~~works~~ will have to be prepared by the S. I. R. C. and, after verification by the Consulting Engineer and [this Government] my Audit officer, to be handed to your Excellency's officers.

If your Excellency agrees with me that there is no objection to accepting the ~~[illegible]~~ opinion above referred to, and to permitting the S. I. R. C. to commence the running of trains on the 1st of January 1898, I shall be glad of a reply by telegraph, so that sufficient time may be left for the issue of the necessary orders to the S. I. R. C.

I have &

FJ

15/12/97

ALA

17.12.97

No. 1169. R dated 18/12/97

Form No. 3.

18P

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

18P

READ again the following

Progs: of the Madras Govt. P.W. Deptt. } H.E. No. 1161 R of 18 Decr 1897

The Government of India will be addressed.

FJ

18/12/97

H.E. No. 1170. R dated 18/12/97.

To

The Cons. Engr. for Rys.

" " Agent S. I. Ry. Co. Dpd 20/12/97

R. FORM No. 12.

18/

19 P

No. 1170 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

D₂

Print

Please treat all communication about this as emergent, in order that nothing may prevent opening on Jan 1st if French Govt. desire it

FWS
18/12/97

CMW 18/12

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT,

Calcutta

~~Madras,~~ the 18th Decr. 1897.

SIR,

In continuation of my letter No: 1097 R, of 6th Decr. 1897, I am directed to forward herewith, for the information of the Govt. of India, a copy of a ~~report~~ dt. of 14th Decr. 1897, by the Consg Engr for Rys on the Peralam - Karikal Railway, together with copy of a letter addressed to His Excellency the Governor of the French Settlements in India on the same subject.

Documents accomg:
Copy of report with the
copy of letter to the French Govt.

FWS
18/12/97 R

Ed. 18/12/97

Despatched on 18/12/97
E2.

Public Works (1897) Department.

Railway Branch.

CURRENT No. 258

7

From

The Govt of India
Bmd.

Order

No. 2036 R.C.

Dated 23rd Decr/97

Received 27-12-97

Registered

Enclosures

Spare copies

SUBJECT.

Peralam Karikal Ry.

Agreeing that no further formalities than that specified are necessary in regard to the opening to traffic of the — & suggesting that the Cons: Engr: might informally inspect the line and satisfy himself that the line is in proper order.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
27 DEC. 1897.

All communications should be addressed to the Secretary.

23 P

No. 2036 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

(10)

Print

To

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

Calcutta, the 23rd December 1897.

Sir,

Reg J

I am directed to acknowledge the receipt of your letter No.1097 R., dated 6th December 1897, reporting that it has been arranged to open to traffic the Peralam-Karikal Railway on 1st January 1898, and stating that, as the line will be inspected prior to opening by a special commission nominated by the Governor of Pondicherry and as the use of locomotives on that portion of the railway situated in British territory has been sanctioned by the Government of India, it is presumed that no further formalities are necessary.

2. In reply, I am say that the Government of India agree in the view that no further formalities than those specified are necessary, but I am to suggest that the Consulting Engineer for Railways, Madras, might informally inspect the Peralam-Karikal Railway and satisfy himself that the line is in proper order as is customary in the case of the Pondicherry Railway.

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

C F Sykes

Offg: Under Secretary.

Documents accompanying:-
Nil.

S.A.

Urgent.

Works Department. Railway Branch

Public (189) Department.

CURRENT No.

Order

From

H. A. Stuart Esqre I.C.S.
Private Secretary to H.E. the Governor.

No.

Dated 24th December 1897.

Received 25th — do —

Registered

Enclosures -

Spare copies -

SUBJECT.

Transfers a telegram dated 24th December 1897 from H.E. the Governor of French Settlements in India.

(By order)

Private Secretary

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Code Class. X-S

INDIAN TELEGRAPHS.

Monthly Number. 111

To (Office) Madras Guindy | From (Office) Pondichery

Words. 35 | Day. 2 | Hour. | Minute. 3 | Official Instructions. Urgent

20 P

To (Person) Gouverneur

From (Person) Gouverneur

« j'ai » « l'honneur » « d'informer votre Excellence que le peralam Karikal Railway ne pourra être ouvert le premier janvier ai décidé ajourner ouverture ligne date ultérieure ; lettre suit

J'ai

64 Word Form. F. C 2.

Print

Print

Translation

GUINDY 24 DE. 97

I have the honour to inform Your Excellency That the Peralam-Karikal Railway cannot be opened on the first January. I have decided to postpone the opening of the line to a later date. Letter follows

Recd from LN. At Hrs. Mts by

Sent to Ca LN. At Hrs. Mts by 25

Telegraph Master.

C G P—No. 584 T—7 2 97—2400000

Private Secretary

500—26-6-97.

Form No. 20.

2 | P

TELEGRAM ~~Urgent~~ ~~Ordinary~~ Deferred

From

F.R.

To

(8) Print

Works
Calcutta

43/B Appland (my letter numbered + dated as follows) 1170 R Antagonist (18th instant) Governor Pondicherry states that Peralam-Karikal Railway cannot be opened antepone (first proximo) His Excellency has decided to postpone opening of line to a later date.

Desp 27/12/97

28/12

at Station

Dear Mr Schmidt–

The accompanying is the telegram I have been expecting daily but it has come direct to us instead of through you. It must I suppose be formally transferred by your Depot. In the meanwhile I shall be obliged if you will kindly send me a translation by tral Statio

the bearer as I wish to repeat it to Mr Scovell the Deputy Consulting Engineer who is now away from Madras.— Trusting you will excuse the trouble.

Yours Sincerely
Jas. G. Calder

Thursday.

Dear Mr [illegible]

The paper has been sent to you. No need for us to transfer. I enclose a translation at first

Yours

[illegible]

26/XII/98

Thro' Central Station

500—26-6-97.

Form No. 20.

TELEGRAM Urgent / Ordinary / Deferred

From ~~E.R.~~ A.R.

To D.E.R. c/o Stationmaster Erode

~~334 D~~ - French Governor wires to Governor Madras begins I have the honour to inform Your Excellency that the Peralam Karikal Railway cannot be opened on the first January - I have decided to postpone the opening of the line to a later date. Letter follows - ends. Shall I inform Agent South Indian, [illegible] and India.

[illegible]

Private Secretary

500—26-6-97.

FORM No. 20.

TELEGRAM ~~URGENT~~ ~~ORDINARY~~ DEFERRED

FROM D E.R.

39-40 R

TO
F. J. E. Spring Esq. C.I.E.
Consg: Engr for Rys:
Bengal Club
Calcutta.

334/D. + Governor Pondicherry wires begins I have the honour to inform Your Excellency that the Peralam Karikal Railway cannot be opened on the first January - I have decided to postpone the opening of the line to a later date. Letter follows. Ends. Have informed India and Agent South Indian Railway.

Despd 27/12/97.

27/12

Private Secretary

500—26-6-97.

Form No. 20.

228

TELEGRAM Urgent ~~Ordinary~~ ~~Deferred~~

From E.R.

To Agent S. I. Ry Trichy

(9)

Print

44/B. Referring G.O. 1161 R eighteenth instant. Governor Pondicherry states that Peralam-Karikal Railway cannot be opened on first January. His Excellency has decided to postpone opening of line to a later date.-

28/12

Desp 27/12/97

D2

Not having received a reply from you to my message of 25th instant (Flag C) I despatched the accompanying 3 telegrams today (27th instant) & I trust they meet with your approval

I cannot understand why your message was not delivered to me. I shall make enquiries
CRM. 28/12

27/12/97

Please see Current no: 258 from India (Flag D) which may be filed I think –

27/12/97

Yes. HST 3/1/98

D1 For perusal.

) **Department.**

Railway Branch

CURRENT No. 5

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
3 JAN. 1898

From H. A. Sim Esq I.C.S.
Private Secretary to
H. E. the Governor

No.

Dated 29th Decr 97

Received

Registered

Enclosures

Spare copies

SUBJECT

Opening of Peralam. Karaikal Ry.

Transfers a letter no 135 dy 24th Decr 97 from H E the Governor of Pondicherry for disposal.

(By order)

H A Sim
for Private Secretary

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

SEMENTS FRANÇAIS
DANS L'INDE

DIRECTION
DE L'INTÉRIEUR

1er BUREAU

ADMINISTRATION COMMUNALE
ET
CONTENTIEUX

No. C/135-

Mr Spring

Pondichéry, le 24 Décembre 1897

23 M/8

RÉPUBLIQUE FRANÇAISE
LIBERTÉ.—ÉGALITÉ.—FRATERNITÉ.

Print

Le Gouverneur des Établissements français dans l'Inde L. GIROD

à

Son Excellence Sir Arthur Havelock
G. C. M. G. G. C. I. E. Gouverneur de
la Présidence de Madras
Fort St. Georges.

Chemin de fer de Peralam à Karikal. Réception des travaux et ouverture de la ligne.

Votre Excellence,

J'ai l'honneur d'accuser réception de la lettre de Votre Excellence en date du 18 de ce mois No. 788 et de confirmer le télégramme ci-après que je lui ai adressé le 24 du courant:

"J'ai l'honneur d'informer Votre Excellence
"que le Peralam-Karikal Railway ne pourra être
"ouvert le 1er Janvier. Ai décidé ajourner
"ouverture ligne date ultérieure. Lettre suit."

Que Votre Excellence me permette tout d'abord de la remercier du concours gracieux qu'Elle a bien voulu prêter à mon Administration en déléguant M. le "Consulting Engineer" des Chemins de fer de Madras pour prendre part aux travaux de la Commission chargée de l'inspection des travaux du Peralam Karikal Railway.

Partageant entièrement l'avis exprimé par Votre Excellence, avis d'ailleurs conforme

aux

aux conclusions du rapport de M. Spring, j'ai décidé qu'il y avait lieu de reporter au 31 mars prochain la réception définitive des travaux exécutés par la Compagnie du South Indian Railway.

Quant à l'ouverture de la ligne que ce fonctionnaire est d'avis de fixer au 1er Janvier, j'ai pensé qu'elle pouvait être différée de quelques semaines, en attendant l'achèvement des constructions les plus indispensables et la conclusion du contrat provisoire destiné à régler les conditions de l'exploitation.

L'adoption de cette mesure permettra, je l'espère, à la Compagnie du South Indian Railway de compléter entièrement les travaux déjà commencés et d'achever notamment la construction des gares de marchandises de façon que, dès l'ouverture de la ligne, elle puisse assurer le service simultané du transport des passagers et de celui des marchandises.

Veuillez agréer l'assurance de la haute considération avec laquelle j'ai l'honneur d'être

De Votre Excellence

Le très obéissant serviteur.

R Form No. 12.

24 P

No.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Print

Translation

To

The Secy. to the Govt. of India,

P. W. Department.

189 .

~~Sir,~~

C No 135/- Pondicherry 24th Dec 1897

From Monsr L. Girod
The Governor of the French
Settlements in India

To His Excellency
Sir Arthur Havelock G.C.M.G
Governor of the Presidency of
Madras.

Your Excellency.

I have the honor to acknowledge receipt of your Excellency's letter No 788 dated the 18th inst and to confirm the telegram which I addressed to you on the 24th as under

Flag E

Flag C

"I have the honor to inform your Excellency that the Peralem Karikal Railway cannot be opened on the 1st Jany Have decided to postpone opening till some subsequent date

Letter follows"

In the First place, I trust your Excellency will allow me to thank you for the gracious assistance my administration has ~~help I have~~ received by your deputing Mr Spring the Consulting Engineer for Railways Madras to be present at the Inspection by the "Commission" of the Peralam Karikal Rly

781 Agreeing entirely with your Excellency's Recommendations, recommendations which are also ~~shared by Mr Spring~~ in accordance with the views expressed by Mr Spring in the Conclusions of his Report, I have decided that it would be better to postpone the final taking over of the Works from the South Indian Railway until the 31st March next.

As for the opening of the line which your Government advises may take place on the 1st Jany, I have come to the conclusion that it would be better to postpone it for a few weeks pending the completion of the more important works and the conclusion of the Working Agreement.

This decision will I hope permit of the entire completion of all works now in hand, and more especially of the goods sheds, in such a way that when the line is opened, both Passenger and goods traffic can be accomodated and worked simultaneously

I have etc

(signed) L. Girod

True translation

CMS 3/1/98

A

Form No. 3.

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

No. 39 R dated 8/1/98

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ again the following

(1) Progs. of the Madras Govt. P. W. Deptt. } H.E. No. 1096-97 R of 6 Decr 97

Read also

(2) Telegram from H.E. the Governor of the French Settlements in India } — of 9 do

(3) Telegram to the Agent S. I. Ry } — of 10 do

(4) Telegram to H.E. the Governor of the French Settlements in India } — of 10 do

Read again

(5) Progs. of the Madras Govt P.W. Deptt. } — 1161 R of 18 Decr 97

(6) Do. — Do. — 1169-70 R of do

(7) Telegram from H.E. the Governor of the French Settlements in India } — of 24 do

Telegram to the Govt. of India P.W.D.	Print	H.E. No 43 B of 27 Decr 1897
Telegram to Agent S. I. Ry	Print	" 44 B of — do —
Letter from the Govt of India P.W.D.	Print	" 2036 R.C. of 28th Decr 97
Letter from H.E. the Governor of the French Settlements in India	Print with enclosure	" 135 of 24 do

25 P

The Government of India will be addressed.—

To the Agent S. I. Ry. }
" Consg Engr for Rys } 3/3/98

H.E. No 40. R of 8th Jany 1898

To

The Secy: to the Govt. of India
P. W. Deptt.

Sir,

In continuation of my telegram No. 43 B of 27 Decr 97 I am directed to forward for the information of the Govt of India, a copy of letter No. 135 of 24 Decr 97 from ~~H.E.~~ the Governor of the French Settlements in India regarding the opening of the Peralam–Karikal Ry.—

Print

4/1/98

4/1/98

6/1/98

Typed copies desp 10/1/98

Printed copies desp 3/3/98