

Public Works (1898) Department.

SERIAL

52

RAILWAY BRANCH.

G.O., No. 394-95. *Lyn*

DATED 10th March 1898

[Despatch Abstract.]

Nagapattinam - Nagore Branch of the S. Ry.
Ordered that the additional Copies
of the Project Estimate for the Construction
of the — be forwarded to the Govt. of
India

Forwarded

Indexed.

[illegible]

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

Government {1898} of Madras.
PUBLIC WORKS.

Spare copies

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

JANUARY.

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.

Indexed. 21/498

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
	<u>1,350</u>

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 x 7 = Rs. 84 x 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	<u>683</u>

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 $1\frac{1}{2}$ 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. 2,50,983, 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.

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.

Erd. T. K. Narayana Aiyangar.

RAILWAY.

Government {1898} of Madras.
PUBLIC WORKS.

Recd.

} 1898.

Enclosures

Regd.

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.

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.

No. 189

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

TRICHINOPOLY, 5th March 1898.

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

With reference to your letter No. 223 of 22nd January 1898, I have the honor to forward herewith seventy copies of the Project Estimate for the construction of the Negapatam - Nagore Railway.

I have the honor to be,

Sir,

Your most obedient servant,

A. B. G. Shetty

Captain, A. E.,

Agent.

70 Enclosures by Railway parcel.

M. S. D.

Indexed. 21/4/98

ad in Proceedings:—

5
Please put up draft
to Extra sending the
remaining copies out
of 60 required by them. Ref 3-50
Know how many copies were
sent previously. This is in
reference to 107 R 20/11/98
Serial 49 under

189, No. 106-7 R.

189, No.

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No. 394, dated 10/3/98

becomes of
Ordered that the report
for the construction of the Nagasaki
line be forwarded to the
Govt of India.

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14. E. 10-395. R 10/11/98

To

The Secretary
to the Govt of India
P. W. D.

Sir,

In continuation of the
my letter No 107 R of 20 Jan/98,
I am directed to forward here
with 50 copies of the Project
estimate for the construction
of the Nagasaki-Tamagawa R.R.

Documents accompanying:
50 Copies of the
Project Estimate
by R. P. D.

OK
9-3-98

Indexed. 21/4/98

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

Papers to be read in Proceedings:—

Again G.O., dated

20-1-98

189, No. 106-7 R.

Again G.O., dated

189, No.

E/L Current No. 1144 of 1898, dated 8-3-98, from ~~1144~~ A

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ORDER.

No. 394 of 1898, dated 10/3/98

becomes of
Ordered that the project
for the construction of the Negapatnam-Nagore
estimated has been forwarded to theGovt of India.
To the Comptroller & Secy

H. E. 10-395 R. 10th March 1898

To

The Secretary

to the Govt of India
P. W. D.

Sir,

In continuation of the
my letter No. 107 R of 20th Jan/98,
I am directed to forward here
with 50 copies of the Project
estimate for the construction
of the Negapatnam-Nagore R.Documents accompanying
50 Copies of the
Project submitted to
by R. P. S. S. S.OR
9-3-98

Indexed. 21/4/98

Dated
Received

No.

ENCLOSURE.

From

The Agent,
South Indian Railway,
Trichinopoly.The Consulting Engineer for
Railways,
Madras.

189

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20-1-98

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