

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 1027. Ry

DATED 13th Sept 1899.

Proof 60
2

T.C.C.
check

[Despatch Abstract.]

Station Arrangements at
Villupuram Junction S.Ry.

Sanction accorded to the estimate
amounting to Rs 20,207 for alterations
and additions to the ———.

RAILWAYS.

Government {1899} of Madras.

PUBLIC WORKS.

Spare copies

SEPTEMBER.

Sanction accorded to the estimate, amounting to Rs. 20,207, for alterations and additions to the —.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 16th August 1899, No. 837.

With reference to the accompanying extracts from :—

- (a) My letter No. 643 of 21st June 1899, to the Managing Director;
- (b) The Managing Director's letter No. 236, dated 28th July 1899;

I have the honour to forward the estimate and plans for the proposed re-arrangement of, and additions to, Villupuram junction station yard and shall be glad to receive sanction to carry out the proposed works.

ENCLOSURE No. 1.

EXTRACT from a letter from—The Agent, South Indian Railway.
To—The Managing Director
Dated—Trichinopoly, 21st June 1899, No. 643.

In your letter No. 210 of 6th May 1898, sanction was accorded to a provision of Rs. 24,365 being made in the budget for the acquisition of land, the provision of staff quarters and additional locomotive works at Villupuram junction. Against this sanction an estimate of Rs. 10,910 has been sanctioned by Government* (vide my letter No. 625 of 15th February 1899) for the provision of certain staff quarters, and I now forward, for the sanction of the Board, an estimate, amounting to Rs. 20,207, chargeable in the proportions of Rs. 19,671 to Capital and Rs. 536 to Revenue for the—

- (a) Re-arrangement of sidings.
- (b) Extension of the goods transshipping platform.
- (c) Provision of a bogie wagon weighbridge.

The necessity for the first two items has been pointed out in paragraph 17 of the Inspection Report for half-year ended 31st December 1898, and as regards the last item Villupuram is one of the stations at which sanction to the provision of a bogie wagon weighbridge was given in your letter No. 218 of 4th November 1898.

The two drawings forwarded in the packet give full details of the proposed works.

ENCLOSURE No. 2.

EXTRACT from a letter from—The Managing Director.
To—The Agent, South Indian Railway.
Dated—London, 28th July 1899, No. 236.

The estimate, amounting to Rs. 20,207, and the two drawings received with your No. 643, are approved, and you are authorised to undertake the work. Sir George Bruce, in a report to the Board, dated 13th July (copy enclosed), has recommended that sanction be given to the plans and the expenditure involved in carrying them out.

ORDER—No. 1027 Ry., dated 13th September 1899.

The estimate, amounting to Rs. 20,207, chargeable in the proportion of Rs. 19,671 to Capital and Rs. 536 to Revenue, for alterations and additions to the station arrangements at Villupuram junction, South Indian Railway, is sanctioned.

2. This sanction has been registered as No. 16 Ry. of 1889-1900.

(True Extract.)

FRANCIS J. E. SPRING,
Secretary.

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

Erd. C. M. Thumbusawmy.

South Indian Railway Company, Limited.

SECOND SUPPLEMENTAL LIST OF NEW WORKS REQUIRING THE SANCTION OF THE BOARD OF DIRECTORS IN ENGLAND *PRIOR* TO INCLUSION IN THE CAPITAL BUDGET ESTIMATE FOR 1898-99.

Description of works.	Estimated cost Rs.
(5) Acquisition of land for Staff Quarters at Villupuram junction.	5,165
Under the new scheme of engine Running lengths Villupuram will become a more important Locomotive station than it is now, and the staff, both of the Locomotive and Traffic Departments, will have to be increased. To accommodate these men, new staff quarters have to be constructed and land to build them on acquired. The value of land at Villupuram is annually increasing in value, and it is considered advisable to acquire at once such area as is wanted. The purchase value given is that fixed by the Revenue Authorities for 21.69 acres.	
(6) Providing additional Traffic Staff Quarters and Locomotive works required at Villupuram junction.	19,200
The increasing importance of Villupuram junction station necessitates the additional works given below, which have been asked for by the Traffic Manager :—	
(1). a European Station Master is now considered necessary at Villupuram and a suitable bungalow for his residence is required. The existing bungalow is one of the type built for Native Station Masters and will be occupied by the Assistant Station Master.	
(2). four quarters are required for the Eurasian Ticket Collectors and Examiners employed at the station.	
(3). Menials' quarters for three night watchmen are wanted.	
(4). the goods traffic requires the provision of increased accommodation by the extension of the goods loading bank by 150 feet, and the laying down of an additional siding on the east side of the loading bank extension for the convenience of transshipping goods.	
(7) Constructing a Goods station on the Madras Beach.	1,47,652
In the Managing Director's letter No. 202 of 14th January, 1898, sanction of the Board of Directors was accorded to the inclusion, in the Capital Budget for 1898-99, of the sum of Rs. 30,000 for a goods station on the Madras Beach, in this however the cost of land (4.04 acres) was omitted, for which (including cost of clearing the site) sanction is request ed.	
Carried over ...	1,72,017

Description of works.	Estimated cost Rs.
<i>Brought forward</i> ...	1,72,017
(8) Constructing a station at Alakudi at mile <u>224</u> .	13,582
<u>4</u>	
It is proposed to erect a crossing station at the above mileage on the east side of the main line. This station appears to offer good traffic prospects and will provide a much needed passing place for trains, as the run of 11 miles between Budalur and Tanjore stations is at times found inconveniently long. The estimate, amounting to Rs 13,582, chargeable in the proportions of Rs. 13,474 to Capital, and Rs. 108 to Revenue, provides for 633 1-yds of Permanent Way in the loop and lay-bye sidings, and for interlocking arrangements, a temporary ticket office, waiting shed, passengers' latrine, platform, station approaches, and Station Master's quarters.	
(9) Enlargement of Station accommodation at Koilpati.	5,400
The present accommodation for dealing with the Coaching and Goods traffic at this station is considered by the Traffic Manager to be insufficient; and he has asked for additions.—To the passenger accommodation it is proposed to add a new 3rd class waiting shed 40 ft. long by 25 ft. wide (to be constructed of iron) to divide the existing masonry waiting shed so as to form a refreshment room and a booking office—the present booking office to be partitioned—one portion to serve as Station Master's store room and the other 'as pantry for the refreshment room. For the goods accommodation it is proposed to enclose a corner of the existing goods shed for the use of the goods clerk, to increase the warehouse accommodation by the addition of a new iron goods shed (36'-9" long by 25' wide) with accompanying loading bank. The estimated cost is Rs. 5,400, chargeable in the proportions of Rs. 5,310 to Capital, and Rs. 90 to Revenue.	
(10) Re-arrangement of sidings, &c., at Trichinopoly junction station.	20,483
To ensure the safer working of Trichinopoly junction yard, considerable re-arrangements and additions to the sidings are desirable. The re-arrangements consist in the alteration of the position of the main line entering the yard from the North, the trapping of the engine shed sidings, provision of two dead ends for shunting purposes, alteration of the running of the Erode branch trains up to the platform, the provision of additional signals, and the diversion further South of the level crossings at the South end of the station so as to avoid shunting (which is now necessary) across a much used public road. The plan has received the approval of the Consulting Engineer to the Government of Madras, and an estimate amounting to Rs. 20,483, chargeable in the proportions of Rs. 16,809 to Capital, and Rs. 3,674 to Revenue, has been prepared, for which sanction is requested.	
(11) Constructing a permanent siding from the station yard to the Pier, with a 16 ft. Turntable, at Tuticorin.	9,986
By Madras Government Order No. 642, Marine, dated 19th July, 1897, copy sent with the Agent's letter No. 548 of 24th Augt., 1897, it has been decided that the cost of the siding laid down between Tuticorin station and the Pier, along the foreshore recently reclaimed, should (with the construction of a 16 ft. turntable at the end of the siding) be borne by the South Indian Railway. The siding was constructed	
<i>Carried over</i> ...	2,21,468

Description of works.	Estimated cost Rs.
<i>Brought forward</i> ...	2,21,468
by the South Indian Railway at the request and cost of the Public Works Department. The estimate now prepared includes the construction of sidings to accommodate warehouses intended to be erected by the Port Trust, and the cost of a small platform at the pier head for the convenience of the passenger traffic. The provisional approval of the Board to the scheme was received in the Managing Director's letter No. 199 of 19th November, 1897. The estimate amounts to Rs. 9,986, debitable in the proportions of Rs. 9,632 to Capital, and Rs. 354 to Revenue. A portion of the outlay will be met from the allotment for the <i>current</i> official year, and for the balance provision will be made in the Capital Budget for next official year.	
(12) Re-arrangement of Tanjore Junction station.	3,72,248
By the Managing Director's letter No. 159 of 8th November, 1895, a sum of Rs. 1,20,000 was approved of for expenditure on this work. The question of the re-arrangement of the station was not however then thoroughly considered, the re-construction of this station has now been re-considered with the result that the proposals on which the figure of 1,20,000 was based are not adequate to meet the Traffic requirements. Plans have been prepared and estimates drawn up on the basis of the decisions arrived at, and it is found that the estimated expenditure on alterations and additions amounts to Rs. 3,72,248, chargeable in the proportions of Rs. 3,02,783 to Capital, and Rs. 69,465 to Revenue. The only works that will remain of the present arrangements are the goods shed and adjoining buildings, the well, pump and shed, the sub-way and the staff quarters buildings. All other works disappear, and, with the exception of the main line, the position of sidings is altered. The principal works are:— a new island platform on which will be constructed the station offices, waiting accommodation, refreshment rooms, latrines, new engine shed suitable for 10 engines, local ticket office, 3rd class waiting shed with sleeping rooms upstairs for 1st and 2nd class passengers, an overbridge to the platform, a new tank to hold 36,000 gallons, and a large addition to the sidings. The estimate includes provision for the staff quarters that will be required to meet the alteration of engine Running lengths, and the engine shed and tank have both been enlarged to suit the same purpose. The Board's approval to the expenditure is solicited.	
(13) Providing Wire fencing in places where the Aloe fence is defective on Divisions A and B.	1,446
By Managing Director's letter No. 166 of 28th February, 1896, the approval of the Board was communicated to an outlay of Rs. 15,226 being incurred in providing 11.22 miles of single line of wire fencing. It is however advisable to increase this length by 1.23 miles, and sanction to the additional outlay is needed; the amount is chargeable in the proportions of Rs. 1,237 to Capital, and Rs. 209 to Revenue.	
<i>Grand Total</i>	5,95,162

AGENT'S OFFICE,
TRICHINOPOLY,
16th March, 1898.

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

Accompaniment to Agent's letter No. 577 of 16th March, 1898.

SOUTH INDIAN RAILWAY COMPANY, LIMITED.

AGENT'S OFFICE,

No. 577.

Trichinopoly, 16th March, 1898.

SIR,

I have to acknowledge the receipt, on the 14th March, 1898, of your letter No. 205 dated 25th February, 1898, together with the accompaniments thereto.

REFRESHMENT ROOMS FOR NATIVE PASSENGERS.

With reference to the instructions contained in your letter No. 171 dated 8th May, 1896, I have to report for the information of the Board that the experiment of providing a native refreshment room at Villupuram has been successful. For next Official year the tender for the supply of refreshments at this station, combined with the use of the native refreshment room, amounts to Rs. 1,275, the food being sold according to a fixed scale of charges approved by myself. At the same time I fear that the success of the experiment has in no small measure been due to the evasion of the orders directing that it should be open to all passengers irrespective of creed or caste. When first opened the caterer proceeded to divide the room into compartments by mat screens, and when this was discovered and prohibited, seems to have used personal influence to force the exclusion of the lower castes and Mahomedans. Under these circumstances I venture to request re-consideration of the orders passed by the Board on my original proposal to divide the refreshment rooms into compartments. I find that both the Madras and Southern Mahratta Railways are now dividing these rooms in the manner I suggest, and I enclose for the information of the Board plan of the Native Refreshment Room at Arkonam, a sketch of the one in use at Nandyal on the Southern Mahratta Railway was sent with my letter No. 469 of 19th February, 1896.

COMFORT AND CONVENIENCE OF NATIVE PASSENGERS.

Native Women's Waiting Room. With reference to the Board's orders on this subject conveyed in your letter No. 171 dated 8th May, 1896, and in continuation of the remarks made in my letter No. 553 dated 29th September, 1897, I have to report that the experiment made at Villupuram has not been successful. Women appear to have objections to separate from their male relatives, and will not go into the room by themselves. In addition to this, the enclosure despite every care is frequently used as a urinal, and I therefore think the sooner the experiment of providing this accommodation is terminated the better.

PROVIDENT INSTITUTION.

Minutes of Meetings. In the packet I send you a copy of the Minutes of the forty-second Meeting of the Provident Institution Committee.

Half yearly Advices. I have placed in the packet six advices, received from the Manager of the Provident Institution, showing the amounts standing to the credit of yourself, and the Members of the London Office, on the 31st December, 1897.

ENGLISH INDENT NO. ⁵⁸/₃.

I forward in the packet sanctioned English Indent No. ⁵⁸/₃ S. I. R. of 1898-99, amounting to £ 157-7-3 for the materials required for two Oil Tanks and for Buffers, Fog Signals and other Stores, and shall be glad if the Oil Tank materials (which are for the two vehicles mentioned in my letter No. 576) can be supplied as soon as possible, as Messrs. Best and Company are pressing for the construction of these trucks to meet the requirements of their bulk oil trade.

A copy of this Indent was forwarded to you by the last mail.

BROKEN RAIL.

On the 28th January, 1898, an eighteen feet, 41½ lbs. to the yard, steel rail laid into the line at mile B ³²⁶/₁₁, between Manubolu and Gudur stations, was found broken, owing to a flaw in the flange, and was at once renewed.

The broken rail, which was probably laid into the line in 1887, bears the following brand:—

I S R STEEL. 41½ LBS 1884. NORTH EASTERN STEEL CO. LD., M B R 2.

BUDGET ESTIMATE, 1898-99, LIST OF WORKS, ESTIMATED TO COST RS. 5,000 EACH AND UPWARDS.

Referring to the paragraph under this heading in my letter No. 561 of 24th November, 1897, I send in the packet a second *Supplementary* List of the List of Works estimated to cost Rs. 5,000 each and upwards, to make provision for which in the Capital Budget for 1898-99 the sanction of the Board of Directors is requested.

I consider it desirable that the estimated expenditure on the works detailed in the List should be provided for in the Budget.

ALTERATIONS AT NEGAPATAM.

I am forwarding by this mail two copies of a Report on the re-arrangement of the Company's premises at Negapatam, and one of each of the two accompanying drawings. Should the scheme embodied in these papers meet with the approval of the Consulting Engineer for Railways I propose with the Board's sanction to adhere to it in regard to future alterations and enlargements at Negapatam.

PERALAM—KARAIKKAL RAILWAY.

Referring to the paragraph under this heading in my letter No. 576, I have to inform you that the Line was duly opened for public traffic on the 14th March, 1898.

TRAFFIC RECEIPTS.

Week ending 20th Febr., 1897, Rs. 2,49,986-13- 6, Miles 1,042, per mile Rs. 240
Do. 19th Febr., 1898, „ 1,56,390- 3- 1, „ 1,042, „ „ 150

The Passenger and Goods earnings are shewn below:—

PASSENGER EARNINGS.

Week ending 20th February, 1897, Rs. 2,02,672, Miles 1,042, per mile Rs. 195
Do. 19th February, 1898, „ 79,273, „ 1,042, „ „ 76

The receipts of the 1897 period included the Mahamagam feast traffic, (which feast occurs only once in 12 years).

GOODS EARNINGS.

Week ending 20th February, 1897, Rs. 42,871, Miles 1,042, per mile Rs. 41
Do. 19th February, 1898, „ 67,069, „ 1,042, „ „ 64

The details of Goods receipts are as under:—

W. E. 20th February, 1897. W. E. 19th February, 1898.

Animals, living	Rs. 4	Rs. 104
Coal and Coke (<i>carried for the Public and for Foreign Railways</i>)	„ —	„ 213
Cotton, raw	„ 741	„ 880
Cotton, manufactured	„ 2,474	„ 4,014
Drugs and Chemicals	„ 182	„ 315
Dyes and Tans	„ 1,947	„ 1,789
Grain and Pulse	„ 8,038	„ 11,673
Hides and Skins	„ 1,600	„ 1,566
Horns	„ 9	„ 7
Jute	„ 637	„ 588
Lac	„ 7	„ 27
Leather, manufactured	„ 12	„ 23
Liquors	„ 386	„ 349
Metals	„ 1,535	„ 3,012
Oils	„ 1,754	„ 3,417
Oil-seeds	„ 870	„ 3,219
Opium	„ —	„ —
Paper and Paste board	„ 83	„ 452
Provisions	„ 2,722	„ 3,971
Railway Plant and Rolling Stock (<i>carried for the Public and for Foreign Railways</i>)	„ 2,060	„ 362
Salt	„ 2,207	„ 3,526
Saltpetre, &c.	„ 20	„ 37
Silk, raw	„ —	„ —
Silk Piece Goods	„ —	„ —
Spices	„ 1,608	„ 3,492
Stone and Lime	„ 1,549	„ 2,140
Stone for Madras Harbour Works	„ 8	„ 11

Sugar	Rs. 4,157	Rs. 5,775
Tea	" 35	" 60
Timber	" 1,272	" 1,696
Tobacco	" 401	" 650
Wool, raw	" 32	" 20
Wool, manufactured	" 23	" 95
All other articles of Merchandize	" 6,498	" 13,586

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

LIST OF DOCUMENTS FORWARDED.

- Printed copy of the Agent's letter to the Board, No. 576, (6 copies).
- Audited Traffic Return, W. E. 19th February, 1898, S. I. Ry. (4 copies).
- Do. do. do. M. M. Ry. (4 copies).
- Do. for 6 days ending 31st December, 1897, S. I. Ry. (4 copies).
- Do. do. do. M. M. Ry. (4 copies).
- Approximate Traffic Return, week ending 5th March, 1898, S. I. Ry. (4 copies).
- Do. do. do. M. M. Ry. (4 copies).
- Traffic Manager's Report, explaining the principal fluctuations in the Goods traffic, for week ending 19th February, 1898.
- Do. Statement of foreign traffic passed through Junction stations, for week ending 19th February, 1898, (2 copies).
- Traffic Circular No. R. 277 of 10th March, 1898, regarding the opening of the Peralam-Karaikkal Railway for traffic, (2 copies).
- English Indent No. 5⁸ for materials for two Oil Tank Trucks, &c.
- Statement of Exchange Compensation Allowances paid to the employes of the Company for September, October, and November, 1897.
- Newman's Indian Bradshaw for March, 1898.
- Minutes of the forty-second Meeting of the Committee of the South Indian Railway Provident Institution held on the 18th February, 1898.
- Second Supplemental List of Works estimated to cost Rs. 5,000 each and upwards, for the inclusion of which in the Capital Budget sanction is required.
- Advices from the Manager of the South Indian Railway Provident Institution showing the amounts at credit of the London Staff on 31st December, 1897, (6 advices).
- Proceedings of the Committee assembled to report upon the proposed re-arrangement and extension of the Workshop, Station, and General Stores, accommodation at Negapatam, (2 copies).
- Ferrottype copies of Plans Nos. 9⁴ and 9³ referred to in the above report, (1 copy of each.)
- Tracing of Madras Railway Drawing No. 3667, shewing the Refreshment Room for Native Passengers at Arkonam.

GOVERNMENT PAPERS.

Government of India.

Addenda and Corrigenda No. 25, of 16th February, 1898, to the Civil Service Regulations (3rd Edition).

Government of Madras.

Proceedings No. 98 P., 23th February, 1898, declining to notify Pakala as an Inspection station under the Plague Regulations.

I am,

Sir,

Your most obedient servant,

A. D. G. SHELLEY,

CAPTAIN, R. E.,

Agent.

H. W. NOTMAN Esq.,

Managing Director,

LONDON.

AGENT'S OFFICE, TRICHINOPOLY.

No. 226 dated 21st March 1898.

Forwarded to the Consulting Engineer for Railways for information.

With 5 spare copies.

W. Megar
Agent.

South Indian Railway Co., Ltd.

Extract from the Agent's Letter No. 643, dated Trichinopoly,
the 21st June 1899, to the Managing Director.

2 Sp

Print

vide for 101. Ry. 25/1/99

RE-ARRANGEMENT OF, AND ADDITIONS TO, VILLUPURAM JUNCTION.

In your letter No. 210 of 6th May, 1898, sanction was accorded to a provision of Rs. 24,365 being made in the Budget for the acquisition of Land, the provision of Staff Quarters, and additional Locomotive works, at Villupuram Junction. Against this sanction an Estimate of Rs. 10,910 has been sanctioned by Government (vide my letter No. 625 of 15th February, 1899,) for the provision of certain Staff Quarters, and I now forward for the sanction of the Board an Estimate amounting to Rs. 20,207 chargeable in the proportions of Rs. 19,671 to Capital and Rs. 536 to Revenue for the:—

φ G. O. No.
101. Ry.
of 25.1.99

AGENT'S OFFICE,
TRICHINOPOLY,

True Extract.

16th August 1899.

Accompaniment to the Agent's letter

No. 837 of 16-8-99.

M. S. Mesureur
for Agent.

(K. K.)
5

South Indian Railway Company, Limited.

Extract from the Managing Director's Letter No. 286, dated London,
the 28th July 1899.

Subject.

RE-ARRANGEMENT OF, AND ADDITIONS TO, VILLUPURAM JUNCTION.

Extract:—

The estimate, amounting to Rs 20,207, and the two drawings received with your No 648 are approved, and you are authorised to undertake the work. Sir George Bruce in a report to the Board dated 18th July, copy enclosed, has recommended that sanction be given to the plans and the expenditure involved in carrying them out.

AGENT'S OFFICE,
TRICHINOPOLY,

16th Aug 1899.

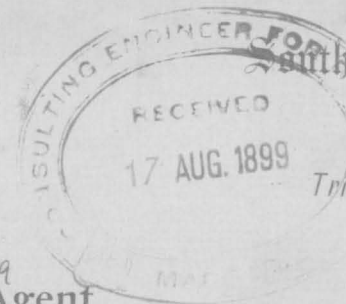
Accompaniment to the Agent's letter No.
of _____ 189 .

(True Extract)

McMearies
for Ag Agent

ENC. 4 4302 9
LETTER NO. 837 16.8.99
From Agt. S. K. Py

No. 837



South Indian Railway Co., Ltd.,

AGENT'S OFFICE,

Trichinopoly, 16th August 1899

From

Acting
The Agent,

SOUTH INDIAN RAILWAY,

To

The Consulting Engineer for Railways,

MADRAS.

18 DC
N^o 20
Sir,
79

Print
4302
16.8.99

With reference to the accompanying Extracts from:-

- (a) my letter No. 643 of 21st June 1899 to the Managing Director.
- (b) the Managing Director's letter No. 236 dated 28th July 1899.

I have the honor to forward the Estimate and Plans for the proposed rearrangement of, and additions to, Villupuram Junction Station Yard and shall be glad to receive sanction to carry out the proposed works.

I have the honor to be,
Sir

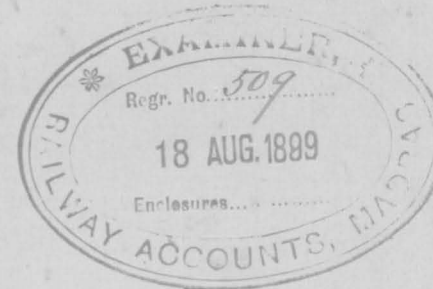
Your most obedient servant

M. Spalding
Ag. Agent,

2 Enclosures
By *Ry. Pareek*

5 4302 9
837 16.8.99
Ag. S. I. Ry

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 17th August 1899.

No. 2593

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 837, dated 16th August 1899, forwarded to the Examiner of Railway Accounts for check as to allocation and budget provision.

[Signature]
for E. R.

EXAMINER'S REPLY.

The estimate is correct as to allocation.

Although ordinarily within the powers of sanction of the Local Government, the amount of the estimate being within the limit of Rs 25,000, the estimate requires the sanction of the Govt of India as it forms part of a project exceeding Rs 25,000 (vide para 26, page 16 of Special Orders Manual, Correction Slip No. 56 of 1895).

Funds to the extent proposed to be spent during the current official year on Capital account have been certified to by G. R. Trichy.

[Signature]

for CR

To E. R. for orders

RE What project must it be
Rs 25,000 then it is for
part of? Refer please.

ER: Please see Mr's
note attached for
26/8/99

[Handwritten notes]
Both Mr's
please forward
me
22/8/99

From
The Agent,
South Indian Railway,
Tiruchendur.

To
The Consulting Engineer for
Railways,
Madras.

No.
ENCLOSURE.

I can see no grounds for C.R.'s

assumption that the provision of additional staff quarters at Villaparna is the attention of the same place of the station yard, from parts of one project. The fact of both being referred to in one letter does not make them one project. They have no connection with each other any more, say, than the provision of Painter's gun lighting at the Indian Central Station and the building of quarters for the Station Master at the same station. The mention of them last time in one letter would not make them one project or part of one project.

The Agent has pointed out to me that it is one letter. But the bridge bridge for instance is quite an isolated matter. As is the goods transshipping platform, so is the rearrangement of sidings.

Staff quarters and locomotive buildings are certainly intimately connected, forming as they do part of one scheme in connection with the rearrangement of engine running on the S.I.R. At least if I understand, in the absence of Jagan, that there is such a scheme in connection with Villaparna.

The office has taken no trouble, apparently, to put together the case sought. How did this originate? Jagan. Please see papers filed S.W. & C. 60/ Jagan. But first show to C.R. sought with Jagan. I shall be glad if he will not object to the stand of his objection to local Govt. sanctioning the present estimate.

Red from Oct 4.9.99.

F.V.S.

11/1/99

S.R.

From the fact that the

works under the general heading "Rearrangement of", and additions to, Villaparna function", it was inferred that they formed part of a single scheme in which they should be grouped together. Please see S.O.M. page 7 para 7 (C.S. 20/77 of 1897). However, E.R. considers that they are not connected parts of a project, the local Govt. may sanction the estimate and such sanction will be accepted by this office. But if the extension of the transshipping platform is an isolated work and unconnected with the other items it should, being estimated to cost less than Rs 1000, be allocated to Revenue New Minor Works.

The extension of the transshipping platform is not an isolated work.

The Staff Quarters already sanctioned are an undivided and separate scheme. The various alterations of Station arrangements of which an estimate is now submitted for

for

C.R.

5/9/99

Another separate scheme, and as such, being under
Rs 25,000, can be sanctioned by the Local Govt.

The grant scheme for attending the local arrangements
on the S.I.R. of course forms one grant whole. But
it does not therefore follow that India must be
asked to sanction it as a whole. It will be easier
and of degree in appointing officers, and it is unnecessary
to lump it all into one, and to wait for a complete
project for the whole before asking for sanction for
any of it.

A grant deal of disbursement made into the Local Govt.
to determine what shall be lumped together and what
shall not. I make the staff quarters to be a separate
work from the alterations of sidings and stations.

Draft G.O. sanctioning the estimate was

Submitted

FWS
9/7/99

Form No. 1.

A

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Papers to be read in Proceedings:—

Again G.O., dated	189	, No.
Again G.O., dated	189	, No.
Current No.	of 189	, dated , from
" "	" 189	, "
" "	" 189	, "

Letter from the Agent, South Indian Railway, No. 837, dated 16th August 1899.

50

ORDER.

No 1027. Ry. dated 13/9/99

The estimate amounting to Rs. 20,207
chargeable in the proportion of Rs. 19,671
to Capital and Rs. 536 to Revenue for
alterations and additions to the station
arrangements at Villupuram Junction, South
Indian Railway, is sanctioned.

2. This sanction has been registered as
No. 16 Ry. of 1899-1900.

FWS

R.

13/1/99

To,

The Agent, South Indian Railway.

" Examiner, Railway Accounts.

" Consulting Engineer for Rys.

Despatched on 10/10/98

then against scheme

dep
for Di.

No. 771

South Indian Railway Co., Ltd.,

AGENT'S OFFICE,

Trichinopoly, 27th July, 1900

From

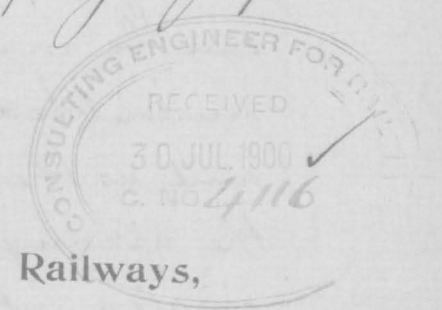
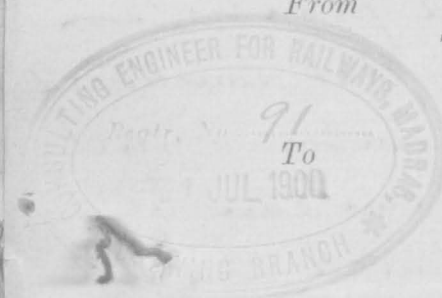
The Agent,

SOUTH INDIAN RAILWAY,

The Consulting Engineer for Railways,

MADRAS.

Sir,



I have the honor to inform you that on further consideration of the alterations to the Villupuram yard, sanctioned by G. O. N° 1027 Ry. of September 13th, 1899, by the officers of the Engineering, Traffic and Locomotive Departments, certain suggestions have been made for a slight alteration to the arrangements as sanctioned. It has been pointed out that the entrance to the Loco yard by means of the 4th line which in all probability will be seldom clear of trucks and the disconnection of the proposed shunting neck with the loop (N° 1 line) except by a back shunt which will necessitate shunting over the main line will be an inconvenient arrangement. The sanctioned arrangements also make the shunting from Villupuram - Dharmavaram side of the yard to the goods yard, an unnecessarily long operation. It is also advisable to get the Wagon Weigh bridge on a loop instead of ^{on} a dead end. In the revised plan, now submitted, the entrance to the Loco yard comes off N° 2 line, which is generally clear, and by this arrangement room is given on the 4th line to form a loop for the weigh bridge, and by keeping in certain cross-overs now existing the shunting from the

Coty Madras, Tue 8th Sept 1900.

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

To

THE AGENT, SOUTH INDIAN RY.

Reminders.

No 85/0 8/2-10-00
1
1/10-00

the Villupuram side of the yard to the goods yard and from the shunting rack to the loop (N-1 line) can be made direct. The revised plan is undoubtedly an improvement on that sanctioned and as the Acting Chief Engineer informs me the arrangement of the revised plan can be carried out for the sanctioned estimate, I shall be obliged if you will give an early approval to the proposed changes.

I submit a tracing of plan N^o $\frac{286}{1900}$ which illustrates both the sanctioned and proposed arrangements.

I have the honor to be
Sir

Your most obedient servant

1 Enclosure by
book post

M. S. D.

W. S. P. A. G.
Ag. Agent

Vide E.R.S. 3295 dt 27/10/00.

Reply No. 1040dated 18/10/00

SIR, With reference to the proposals for alterations in the sanctioned arrangement of Villupuram Yard submitted under cover of your 771 of the 27th ult. the following points have suggested themselves to me after scrutinizing the tracing which accompanied your letter under reply.

2. Whether the entrance to the loco-motive yard takes off the second line as proposed, or off the fourth line as originally sanctioned, with alternatives are open to the objection that the engine-shed entrance points will open into the gathering line of the goods yard, and it has occurred to me that it might be practicable to make an entrance to the locomotive yard at the Madras end, of the station by utilizing the loco present

Dated
Received

No.

ENCLOSURE.

To

THE CONSULTING ENGINEER FOR
RAILWAYS,
MADRAS.

From

THE AGENT,
South Indian Railway,

Trichinopoly.

loco sick siding for the purpose, and connecting it by a cross-over road with the proposed main line at a point clear of the end of the new shunting rack.

3. The South or Trichy end of the locomotive yard might then be entirely disconnected with the goods yard and shunting operations be conducted uninterruptedly.

4. Before I shall be obliged by you favouring me with your opinion on the above suggestion.

SR to ap/le

Recd
6.8.00

JWS

6/8/00



No. 1040

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

Trichinopoly, 18th October 1900

From

The Agent,

SOUTH INDIAN RAILWAY,

To

The Consulting Engineer for Railways,

MADRAS.

Sir,

I have the honor to inform you that if I understand rightly the suggestion made in your letter No. 85 of 8th August 1900 regarding alterations at Villupuram you propose to carry out the north facing points far beyond their present position and consequently with them the distant signal. The entrance to the Locomotive yard will be taken off the main line and every engine going into and coming out of the Locomotive yard will have to run over the main line for some 2000 feet measuring from the centre of the platform. This arrangement will, it is considered by all the Executive Departments be most objectionable. To carry it out the sick siding which the Locomotive Superintendent cannot surrender would have to be utilized and the only way in which its place could be supplied would be by extending a siding beyond the Engine Shed, in which position the men working on the wagons would be away from the easy control of the Foreman. With this expressed opinion I quite agree and I shall be obliged if the arrangement as worked out by the Chief Engineer of this Railway can be sanctioned.

In the further discussion of this subject it has

Madras,

27 October 1900

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

To

~~THE AGENT AND MANAGER, M. Ry.~~

" " S. I. Ry.

~~" " H. H. THE N. G. S. Ry.~~

" " S. M. Ry.

" ENGR.-IN-CHIEF, B. M. Ry.

~~" MANAGER, E. C. Ry.~~

Reminders.

Reply No. _____

dated _____

SIR,

Under the explanation given in your
 No. 1040 of 15th Oct. I have the honour
 to sanction the attention in the arrangement
 of Villapuram yard detailed in your
 No. 771 of the 27th July 1900.

Yours
 26.7.00

27/10/00

has been shown by the Traffic Department that a
 portion of the shunting must take place at the south
 end of the yard and which at present has to be done
 on the main line, it is in contemplation therefore to
 submit a plan for a short shunting neck at the
 south end of the yard also, but as this will not
 affect the work proposed at the north end, a separate
 plan and estimate will be submitted.

I have the honor to be,
 Sir

Your most obedient servant,

M. S. P. S. P. S. P.
 Acting Agent.

M. S. P.

Vide G.R.S. 4: 3295 of 27/10/95

Received
 Dated

ENCLOSURE
 No.

TO
 THE CONSULTING ENGINEER FOR
 RAILWAYS,
 Madras.

FROM
 THE AGENT,
 South Indian Railway,
 Trichinopoly.