Urgent

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 1422-23. Ry

DATED 8th Decr. 1899.

Proof

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[Despatch Abstract.]

Trichinopoly-Tirukkoyilur Chord line, South Indian Ry.

Ordered that the estimate recd. from the Agent, Ry Coy, for an Engineering reconnaissance & raffic survey of the projected — be forwarded the Govt. of India for sanction and for an allotment of funds.

Forwarding, for sanction and allotment of funds, estimate for an engineering reconnaissance and traffic survey of the proposed —

P. W. 26.
00—30-2-99.

Indexed.

BACK PAPERS.

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

FURTHER PAPERS.

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

RAILWAY.

Government (1899) of Madras.
PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. } 1899. *Spare copies*

G.O., No. 1422 Ry., 8th December 1899.

DECEMBER.

Trichinopoly-Tirukkoyilur Chord line, South Indian Railway

Ordered that the estimate received from the Agent, South Indian Railway Company, for an Engineering reconnaissance and Traffic survey of the projected — be forwarded to the Government of India for sanction and for an allotment of funds.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper :—

G.O., Nos. 1084-85 Ry., dated 2nd October 1899.

———

Read also the following papers :—

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Ootacamund.
Dated—Trichinopoly, 4th September 1899, No. 893.

With reference to correspondence ending with this office letter, No. 733 of 22nd July 1899, regarding the preliminary engineering and traffic survey to be made of the proposed Trichinopoly-Tirukkoyilur chord line, I have the honour to point out that if the traffic survey is to be reported upon in the manner indicated in Government of India letter, No. 784 R.C. of 9th June 1898, it is necessary that the required registering staff should be appointed at an early date for the purpose of collecting the required statistics.

From—The Secretary to the Government of India, P.W. Department.
To—The Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 27th October 1899, No. 2083 R.C.

I am directed to acknowledge the receipt of your letter No. 1085 Ry., dated the 2nd October 1899, stating that His Excellency in Council will be glad to receive the sanction of the Government of India to a preliminary engineering and traffic survey of the suggested Trichinopoly-Tirukkoyilur chord of the South Indian Railway, at an estimated cost of Rs. 23,500.

2. In reply, I am to say that a "reconnaissance survey", as suggested in Government of India letter No. 2057 R.C., dated the 25th October 1899, for the proposed Baliapatam-Mangalore Railway, should be made of the proposed chord; as there are no funds available for a detailed survey, and it is not considered advisable to make one so long before construction can begin. Moreover, in such easy country the cost of the line can be, by the above method, estimated to within a small percentage of error.

3. I am to remark that an investigation of the traffic prospects is all important.

From—The Consulting Engineer for Railways, Madras.
To—The Agent, South Indian Railway.
Dated—Madras, 25th October 1899, No. 3265.

With reference to correspondence ending with my No. 354/O., dated the 12th October 1897, I have the honour to enquire whether your Board would consent to the cost, estimated, as per your No. 733 of July 22nd, 1899,* at Rs. 23,500, of the Trichinopoly-Tirukkoyilur survey being debited first to the South Indian Railway Revenue Account; that account being hereafter credited if, and when, the line comes to be made.

* G.O., Nos. 1084-85 Ry., dated 2nd Oct. 1899.

2. You might perhaps ascertain by wire. I understand that it is just now difficult to get direct grants for such surveys from the Government of India.

From—The Consulting Engineer for Railways, Madras.
To—The Agent, South Indian Railway.
Dated—Madras, 26th October 1899, No. 3272.

In reply to your No. 893, dated 4th September, I have the honour to forward a statement showing the traffic which has been previously registered in the South Arcot district, and which is likely to prove useful to your traffic officers in estimating the amount of traffic likely to come on to the Trichinopoly-Tirukkoyilur chord line. It is for you now to say whether these results are sufficient; and, if not, at what station a registering staff should be posted. On receipt of your reply I will, if necessary, address the Board of Revenue.

From—The Consulting Engineer for Railways, Madras.
To—The Agent, South Indian Railway.
Dated—Madras, 4th November 1899, No. 3346.

With reference to correspondence ending with my letter No. 3272, dated the 26th October 1899, on the subject of the proposed survey of the Trichinopoly-Tirukkoyilur chord line, I have the honour to inform you that the Government of India have expressed themselves as unable to afford the grant which you have estimated as necessary, and have asked that a reconnaissance survey should be made, at a reduced cost, of the sort contemplated in paragraph (1), chapter II of the "Rules for the preparation of Projects" corrected up to June 1899, a copy of which went to you with my letter No. 915 Ry., dated the 15th August 1899.

2. In so easy a country it ought to be possible to estimate the cost of the line, with the aid of such a reconnaissance, with only a small percentage of error.

3. The Government of India point out that an investigation of the traffic prospects is all important. Certain information on the subject was sent you with my letter No. 3272 of the 26th October 1899, and your traffic staff can doubtless collect more, and can also now, I hope, apply Mr. Palmer's method for estimating probable rural traffic at first and after a few years. But it will of course be recognized that the chief source of earnings will be the traffic which by being short circuited will be forced into this route, to the loss of the loop route. Needless to say, considerations of this loss cannot be allowed to unduly prevent the opening up of a large area which badly needs a railway, or to deprive the commercial community of the advantage of a shorter lead. This loss, moreover, will be partially balanced by the larger bulk of traffic which will in future be able to afford to move at all, to and from the ports, owing to the shorter length of lead. An intelligently prepared traffic report will take account of all these considerations.

4. I send for your information a copy of this Government's Proceedings, Nos. 1084-85 Ry., dated the 2nd October 1899 (with two spare copies for the use of your Board).

5. I have the honour to request that you will submit an estimate for doing the work above indicated, and that you will intimate how much can be spent on it in this financial year.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 6th November 1899, No. 1087.

With reference to your letter No. 3265 of 25th October 1899, regarding the Trichinopoly-Tirukkoyilur chord line survey, I have the honour to forward, for information, an extract of a paragraph on the subject from my letter No. 662 of 1st November 1899, to the Managing Director.

Enclosure.

Extract from a letter from—The Agent, South Indian Railway Company.
To—The Managing Director, South Indian Railway Company.
Dated— Trichinopoly, 1st November 1899, No. 662.

In consequence of it being just now difficult to obtain grants from the Government of India for such surveys, the Consulting Engineer for Railways, Madras, has requested me by his letter No. 3265 of 25th October 1899, copy enclosed, to enquire if the Board of Directors will consent to the cost of this survey being debited to Revenue until the line comes to be made. The estimated cost of the survey—Traffic and Engineering—amounts to Rs. 23,500. By your letter No. 229, dated April 7th, 1899, the Board authorised the Agent to arrange for a Traffic survey and on the result of this would rest their decision as to whether sanction would be given to the Engineering survey; I recommend that this procedure be adhered to. It is not clear from the Board's letter whether the sanction to my arranging for a Traffic survey means that the Directors agree to the cost being *debited to Revenue*; but as the amount involved is small, Rs. 1,500 only, and there is at present no other way of meeting this expenditure, I recommend this amount be temporarily debited to this head. It is not certain that Trichinopoly to Tirukkoyilur is the best direction for the chord line to make. Panruti or Villupuram may be more advisable as the northern junction, and this the Traffic survey can determine. In the Erode-Nunjangud survey there is a debit of Rs. 32,000 which may take some years to adjust, and I am unwilling to recommend saddling Revenue with a further large debit for the survey of a line which may be prejudicial to the interests of the South Indian Railway if made, and the construction of which may be in the distant future. As the best season for conducting the survey is now approaching, will you please wire a reply. The word "*Traffic*" I will understand to mean the traffic survey of Rs. 1,500 only is sanctioned, the word "*Engineering*" that the whole estimate of Rs. 23,500 is approved of.

Telegram—From the Consulting Engineer for Railways, Madras.
To—The Agent, South Indian Railway.
Dated—8th November 1899.

Your 1087, November 6th. I await reply to my 3346, November 4th.

From—The Agent, South Indian Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 9th November 1899, No. 1108.

With reference to your telegram of yesterday's date I have the honour to point out that your letter, No. 3346, dated 4th November 1899, was only received here yesterday and that the estimate for the Trichinopoly-Tirukkoyilur chord line survey, called for therein, will be forwarded as soon as possible; meanwhile, for your information, I forward an extract of a paragraph on the matter from my letter, No. 663 of 8th November 1899, to the Managing Director.

Enclosure.

Extract from—The Agent, South Indian Railway Company.
To—The Managing Director, South Indian Railway Company.
Dated—Trichinopoly, 8th November 1899, No. 663.

Adverting to the paragraph on this subject in my last letter, No. 662, I forward in the packet a copy of letter No. 3346, dated 4th November 1899, from the Consulting Engineer for Railways to the Government of Madras, in which he asks that an estimate be furnished of the cost of making a reconnaissance survey of this line, including the collection of information and statistics for a report on the traffic prospects. I also send copies of Madras G.Os., Nos. 1084 and 1085 Ry., both dated 2nd October 1899, referred to in the above communication. The estimate called for will be prepared and submitted; but I am still of the opinion expressed in my last letter that it will be advisable to make the traffic survey first, and shall be glad to receive the orders of the Board on the subject.

From—The Agent, South Indian Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 17th November 1899, No. 1140.

With reference to your letter, No. 3265 of 25th October 1899, I have the honour to forward you an estimate for making a reconnaissance survey on the lines given in paragraph 1, chapter II, of the Rules for the preparation of Railway Projects. This estimate amounts to Rs. 4,500; to this has been added the anticipated cost of the Traffic survey, viz., Rs. 1,500, as submitted with the previous estimate.

I am of opinion that it is advisable to have a reliable traffic survey made, and the estimate submitted is the cost of carrying this out in a manner similar to that adopted for the Pamban branch. The same officer will be available for the work. Towards submitting the details of traffic in accordance with the instructions given in Government of India letter No. 784 R.C., dated 9th June 1898, the information supplied by you in the statements of gate traffic will afford valuable assistance, but it is not sufficient; gate registers would have to be kept at many other stations and these to be of use should be maintained for about six months. The traffic survey as carried out for the Pamban branch contains in addition much necessary information which a mere register of cart traffic does not afford, and I suggest that, on receipt of a telegram from my Board that they approve of the debit of Rs. 1,500 to Revenue, Mr. Mercer be started to carry out the traffic survey on similar lines. Enclosed is a copy of a letter from the Traffic Manager on the subject.

Enclosure No. 1.

Estimate for making an Engineering Reconnaissance and Traffic Survey of the proposed metre gauge chord line from Trichinopoly to Tirukkoyilur, 92 miles.

ENGINEERING SURVEY.	RS.	RS.	RS.
PRELIMINARY EXPENSES.			
(a) *Survey Expenses.*			
Cartage, stationery, printing project estimate and other contingent charges.	..	..	1,160
(b) *Plant.*			
Tents—			
Swiss cottage tent for Assistant Engineer .. .. No. 1	430		
Hill tents—one for Surveyor, one for Apothecary .. .. ,, 2	630		
Pals for clerk, etc. .. .. ,, 3	156		
Necessary tents for Assistant Engineer .. .. .. ,, 1	40		
	1,256		
Deduct— Credit on account of tents to be sold or taken back into South Indian Railway accounts at 50 per cent. of issue price	628		
		628	
Instruments—			
Aneroid barometers .. .. No. 2	800		
Mathematical instrument boxes .. .. ,, 2	350		
Edges, straight, steel .. .. ,, 1	20		
Other items of plant, including furniture	300		
	1,470		
Deduct— Credit on account of instruments to be sold or taken back into South Indian Railway accounts at 80 per cent. of issue price	1,176	294	
			922
(c) *Establishment.*			
Salaries and allowances—In the field—			
1 Assistant Engineer, $1\frac{1}{2}$ months at Rs. 500 per mensem	750		
1 Surveyor, $1\frac{1}{2}$,, at ,, 150 ,, ...	225		
1 Apothecary, $1\frac{1}{2}$,, at ,, 50 ,, ...	75		
1 Clerk, $1\frac{1}{2}$,, at ,, 40 ,, ...	60		
12 Lascars, $1\frac{1}{2}$,, at ,, 8 ,, ...	144		
Travelling and other allowances and expenses	500		
Head quarters—			
1 Assistant Engineer for 1 month at Rs. 500 per mensem	500		
1 Estimator for ,, at ,, 60 ,, ...	60		
1 Draughtsman for ,, at ,, 40 ,, ...	40		
2 Tracers or clerks for ,, at ,, 20 ,, ...	40		
3 Peons for ,, at ,, 8 ,, each ..	24		
			2,418
Total for Engineering Survey ..	..		4,500

Estimate—*cont.*

TRAFFIC SURVEY.	RS.	RS.	RS.
PRELIMINARY EXPENSES.			
(*a*) *Survey Expenses.*			
Cartage, stationery, printing project estimate and other contingencies ..	..	..	250
(*b*) *Plant.*			
Tents—			
Swiss cottage .. .. No. 1	430		
Campaign tent .. .. ,, 1	120		
Bechoba tent .. .. ,, 1	125		
Pals .. .. ,, 2	107		
Necessary tent .. .. ,, 1	38		
	820		
Deduct— Credit on account of tents to be sold or taken back into South Indian Railway accounts at 50 per cent. of issue price ..	410		
		410	410
(*c*) *Establishment.*			
1 District Traffic Superintendent for one month at Rs. 450 per mensem..	450		
1 Native Assistant Superintendent for one month at Rs. 125 per mensem.	125		
6 Lascars for a month at Rs. 8 per mensem	48		
Travelling and other expenses	187		
			810
Total for Traffic Survey ..	..	..	1,470
Total for Engineering Survey ..	..	..	4,500
Grand total Rs. ..	..	..	5,970

ENCLOSURE No. 2.

From—The Traffic Manager, South Indian Railway.
To—The Agent, South Indian Railway Company.
Dated—Trichinopoly, 10th November 1899, No. G. 2403/91.

[Your No. R. 1657/13/1280 of 30th October 1899.]

I had no intention of suggesting that the information obtained from the gate registers should be substituted for the traffic survey. A traffic survey would, I think, under any circumstances, have to be made; for, independently of the statistics registered at the gates, "reports on new railway projects should include general information as to the character of the country, its capabilities for development, population of villages along the route of the proposed railway, trade centres, &c., as well as any other useful information that can be given."

What I wished to point out was that in order to comply with the instructions given in Government of India letter No. 784 R.C.,[*] dated the 9th June 1898, it would be necessary for me to have at my disposal, in the case of the proposed Tirukkoyilur-Trichinopoly Chord line, as much information as the Director of Railway Construction had at his disposal in the case of the line he has dealt with.

As pointed out in my No. G. 4663/41 of 26th August 1899 on looking at the four statements A to D which accompany the Government of India letter above alluded to, it will be seen that—

A is a general statement of traffic summarized from other statements.

B is a statement showing actual up and down traffic at one of the traffic stations for 143 days. In this, in the case of goods, the quantity of each commodity is given, and in the case of passenger traffic, foot passengers and those riding or driving are shown separately. There is a footnote to this statement that, *in addition* to this information, the cost of conveyance used and the number of full and empty or laden or unladen animals or carts going each way should be given.

C is a similar statement for another traffic station.

D is a summary in which goods traffic is estimated only for the period for which data have not been obtained, all the other figures being actual ones.

The figures sent by the Consulting Engineer will be useful, but they do not contain anything like the detailed information shown above, and it is extremely improbable that such detailed information will be available at any of the places at which statistics have been collected.

---

[*] *Vide* G.O., No. 890 Ry., dated 4th July 1898.

The question, therefore, seems to be whether Government insist on having a report exactly in the form shown in their letter No. 784 R.C.? If they do, a registering staff had better be posted for 6 months, who should be instructed to keep the statistics in the detail required. I know nothing of the country through which the proposed line will pass, but from the map, the following would appear to be the best registering stations, as the places mentioned are where roads appear to meet:—

Tirukkoyilur.
Panruti.
Kallakurichi.
Elavasanur.
Ulundurpet.
China Salem.
Atur.
Seppakkam.
Vriddhachalam.
Perambalur.
Kilpalavur.
Turaiyur.
Srirangam.

The statistics should show where the goods and passengers are coming from and where they are going to.

If it is not necessary to strictly adhere to the Government form a traffic survey can be made and a report prepared, but it will differ from the sample given in the letter No. 784 R.C. and will naturally not be quite so reliable as a report prepared on six months' actual detailed figures.

I return the statements sent by the Consulting Engineer as requested.

ORDER—No. 1422 Ry., dated 8th December 1899.

The necessary orders for collecting the traffic statistics required by the Agent, South Indian Railway Company, will issue in the Revenue Department.

2. The Government of India will be addressed.

[Here enter No. 1423 Ry., dated 8th December 1899.]

(True Extract.)

FRANCIS J. E. SPRING,
Secretary.

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

Exd. W. D'Moss.

RAILWAY.

Government (1899) of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. } *Spare copies*

Letter, No. 1423 Ry., 8th December 1899.

DECEMBER.

Trichinopoly-Tirukkoyilur Chord Line, South Indian Railway

Forwarding, for sanction and allotment of funds, an estimate for an engineering reconnaissance and traffic survey of the proposed —.

PUBLIC WORKS DEPARTMENT.

Railway.

Letter—from

Francis J. E. Spring, Esq., c.i.e.,
Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

To

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

Sir,

In reply to your letter No. 2083 R.C., dated the 27th October 1899, I am directed to forward a copy of this Government's Proceedings, No. 1422 Ry., dated 8th December 1899, containing a copy of a letter from the Agent, South Indian Railway Company, forwarding an estimate, amounting to Rs. 5,970, for an engineering reconnaissance and traffic forecast of the projected chord line to connect Trichinopoly with Tirukkoyilur.

2. His Excellency in Council is of opinion that it is important that this survey should be made without further delay. A reference to this Government's Proceedings, No. 1084 Ry., dated the 2nd October 1899, will show that in connection with the policy of insuring from the effects of scarcity those tracts which in this Presidency have always given rise to great and recurring anxiety, the line in question is considered to be one of very high importance. It seems not improbable that the South Indian Railway Company's show of unreadiness to undertake its survey is ascribable to a natural desire on their part to postpone the short circuiting to which it will inevitably subject a part of their system.

3. But considerations of the interests of shareholders ought not, in this Government's opinion, to be allowed to stand in the way of development of the nature of that contemplated, which is urgently needed not only for the reasons of famine policy already alluded to, but also because of the important decrease in length of lead which the chord will secure for all freight between Madras and the parts of Southern India below Trichinopoly.

4. His Excellency the Governor in Council, therefore, is strongly desirous of completing the survey of the projected chord line, and would have much preferred that a better sort of survey should be made at once; but in deference to the wishes of the Government of India the very inexpensive estimate now submitted is put forward for sanction, and I am directed to express the hope that it may be found possible at once to allot the small grant that is asked for.

I have the honour to be,
Sir,
Your most obedient servant,
Francis J. E. Spring,
Secretary.

Fort St. George,
8th December 1899.

Exd. W. D'Mois.

No. 893

South Indian Railway Co., Ld.,
AGENT'S OFFICE,
Trichinopoly, 4th September 1899

SERIAL No. 28(2)

CONSULTING ENGINEER FOR RAILWAYS MADRAS RECEIVED 5 - SEP 1899

From
The Agent,
SOUTH INDIAN RAILWAY,

To
The Consulting Engineer for Railways,
~~MADRAS~~, Ootacamund

4688
6/9/99

Sir,

Page 9
S. 30

With reference to correspondence ending with this Office letter No. 733 of 22nd July 1899 regarding the Preliminary Engineering and Traffic Survey to be made of the proposed Trichinopoly - Tirukoilur Chord Line, I have the honor to point out that if the Traffic Survey is to be reported upon in the manner indicated in Government of India letter No. 784 R.C. of 9th June 1898 it is necessary that the required Registering Staff should be appointed at an early date for the purpose of collecting the required Statistics.

I have the honor to be,
Sir,
Your Most Obedient Servant,
W. Le Mesurier
for Ag: Agent.

D,

Has this part been made [illegible] from any part of the scheme of the Board of Revenue for this [illegible] enquiry?

F.W. 11/10/99

Please see Revenue Boards Proceedings put up No. 33 of 1-2-99

No, but results of registration taken near China Salem in 1890-91 96-97 & 97-98 and at Attur in 89-90, 93-94, & 94-95 can be procured. Our own file of papers is at Madras

13.10.99

Have everything ready for me at Madras, with a letter drafted to secure all that is wanted. F.W.S. 13/10/99

Vide [illegible] No. 3272 D/26/10

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

Form No. 1/B.

1

No. 3265.

SERIAL No. 33

Madras, 25th october 1899.

From
The CONSULTING ENGINEER FOR RAILWAYS,
Madras,

Reminders.

To
The AGENT, S. I. Ry.

3P

Reply No. 1687
dated 6/11/99

Sir,

With reference to correspondence ending with my No. 354/O. dated the 12th Oct. 97. I have the honour to enquire whether your Board would consent to the cost, estimated in your your 733 of July 22nd 99 at Rs 23.5? of the Trichinopoly Tinnevelly Survey being debited first to the S.I. Railway Revenue Account; that Account being hereafter credited if, and when, the line comes to be made.

S.32

2. - You might perhaps ascertain if ... I understand that it is just now difficult to get direct grants for such surveys from the Govt of India

I have &c

F.W.S.

25/10/99

Despatched on 25/10/99

the

G.P.

South Indian Railway Co., Ld.

Form No. $\frac{1}{C}$

SERIAL
No. 34

No. 3272

Madras, 26th oct 1899.

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

To A.

Reminders.

Reply No.

dated

E1.

SIR,

In reply to your No 893 dt 4th Septr I have the honor to forward a statement showing the traffic which has been previously registered in the South Arcot district & which is likely to prove useful to your traffic officers in estimating the amount of traffic likely to come on to the Trichy - Tirukoilur chord line. It is for you now to say whether these results are sufficient & if not at what station a registering staff should be posted. On receipt of your reply I will, if necessary, address the Board of Revenue.

JL
26.10.99

Despatched on 26/10/99

35

Public Works (1899) Department.

RAILWAY BRANCH.

CURRENT No. 1383

From Govt of India

Order

p.e fr 21/11/98

No. 2083. R-C

Dated 27—10—99.
Received
Registered 3—11—99
Enclosures
Spare copies.

SUBJECT.

Trichinopoly Tirukkoilur Chord line

Suggesting that a 'reconnaissance' Survey should be made of the proposed + pointing out that ~~the~~ an investigation of traffic prospects was all important

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

No. 2083 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

All communications should be addressed to the Secretary.

n P

To

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

Simla, the 27th October 1899.

Sir,

I am directed to acknowledge the receipt of your letter No.1085 S.31 dated the 2nd October 1899, stating that His Excellency in Council will be glad to receive the sanction of the Government of India to a preliminary engineering and traffic survey of the suggested Trichinopoly-Tirukkoyilur chord of the South Indian Railway, at an estimated cost of Rs.23,500.

2. In reply I am to say that a "reconnaissance survey" as suggested in Government of India letter No.2057 × R.C., dated the 25th October 1899, for the proposed Baliapatam-Mangalore Railway, should be made of the proposed chord as there are no funds available for a detailed survey; and it is not considered advisable to make one so long before construction can begin. Moreover in such easy country the cost of the line can be, by the above method, estimated to within a small percentage of error.

W in linked Case

3. I am to remark that an investigation of the traffic

prospects

prospects is all important.

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

E.H. Cutler

Assistant Secretary.
for Secretary.

Documents accompanying :-
Nil.

South Indian Railway Co., Ld.

Form No. 1/B.

No. 3346

36

Madras, 4-11- 1899

From

THE CONSULTING ENGINEER FOR RAILWAYS,
MADRAS,

To

THE AGENT, S. I. RY.

48

Reminders.

Reply No.
dated

SIR,

With reference to correspondence ending with my letter No. 3272 dated the 26th Oct. 99, on the subject of the proposed survey of the Trichinopoly Tinnevelly chord line. I have the honour to inform you that the Govt. of India have expressed themselves as unable to afford the grant which you have estimated as necessary, and have asked that a reconnaissance survey should be made, at a reduced cost, of the sort contemplated in para (1) Chap. II of the "Rules for the Preparation of Projects" corrected up to June 1899, a copy of which went to you with my letter No. 915 Ry dated the 15th August 99.

2. In so easy a country it ought to be possible to estimate the cost of the line, with the aid of such a reconnaissance, with only a small percentage of error.

3. The Govt. of India point out that an investigation of the traffic prospects is all important. Certain information on the subject was sent you with my letter No. 3272 of the 26th Oct. 99. and your traffic

staff can doubtless collect more, and can also move. I hope.

apply Mr Palmer's method for estimating probable road traffic at

first and after a few years. But it will of course be recognized

that the chief source of earnings will be the traffic which by

having short circuited will be forced out this route. to the loss

of the loop route, This loss, moreover, will be partially balanced by the longer

bulk of traffic which will in future be able to afford to move

at all, to and from the port, owing to the shorter length of lead.

An intelligently prepared traffic report will take account of all these

considerations

Needless to say, consideration of this loss cannot be allowed to unduly prevent the opening up of large areas which badly need a railway or to deprive the community of the advantage of a shorter lead.

4. I send for your information a copy of the Govt. Proceedings No. 1084-85. Ry. dated the 2nd Oct. 99. (with 2 spare copies for the use of your Board)

5. I have the honour to request that you will submit an estimate for doing the work above indicated, and that you will intimate how much can be spent on it in this financial year.

I have &c

FWS

Enclo: 6.

South Indian Railway Co., Ld.

Extract from the Agent's Letter No. , dated Trichinopoly,
the , to the Managing Director.

South Indian Railway Co., Ld.

Extract from the Agent's Letter No. 662, dated Trichinopoly,
the 1st November 1899, to the Managing Director.

6 S P

TRICHINOPOLY-TIRUKOILUR CHORD LINE SURVEY.

In consequence of it being just now difficult to obtain grants from the Government of India for such surveys, the Consulting Engineer for Railways, Madras, has requested me by his letter No. 3265 of 25th October, 1899, copy enclosed, to enquire if the Board of Directors will consent to the cost of this survey being debited to Revenue until the line comes to be made. The estimated cost of the survey—Traffic and Engineering—amounts to Rs. 23,500. By your letter No. 229 dated April 7th, 1899, the Board authorised the Agent to arrange for a Traffic survey and on the result of this would rest their decision as to whether sanction would be given to the Engineering survey, I recommend that this procedure be adhered to. It is not clear from the Board's letter whether the sanction to my arranging for a Traffic survey means that the Directors agree to the cost being *debited to Revenue* but as the amount involved is small Rs. 1,500 only and there is at present no other way of meeting this expenditure, I recommend this amount be temporarily debited to this head. It is not certain that Trichinopoly to Tirukoilur is the best direction for the chord line to make. Panruti or Villupuram may be more advisable as the Northern junction and this the Traffic survey can determine. In the Erode-Nunjangud survey there is a

Enclo: 6.

South Indian Railway Co., Ld.

Extract from the Agent's Letter No. , dated Trichinopoly, the , to the Managing Director.

7 Sp

debit of Rs. 32,000 which may take some years to adjust and I am unwilling to recommend saddling Revenue with a further large debit for the survey of a line which may be prejudicial to the interest of the South Indian Railway if made and the construction of which may be in the distant future. As the best season for conducting the survey is now approaching, will you please wire a reply. The word "*Traffic*" I will understand to mean the Traffic survey of Rs. 1,500 only is sanctioned, the word "*Engineering*" that the whole estimate of Rs. 23,500 is approved of.

Enclosures

Copy of letter No. 3265 dated 25th October, 1899, from the Consulting Engineer for Railways, Madras, regarding the survey of the Trichinopoly-Tirukoilur Chord Line.

AGENT'S OFFICE,
TRICHINOPOLY,
6th November 1899

True Extract.

for Agent.

Accompaniment to the Agent's letter
No. 1087 of 6 Nov 99.

Eng. No. — to E. R's. C. No. 5808 9
Letter No. 1087 D 6/11/99
From

[redacted]

[redacted]

No. 1087

South Indian Railway Co., Ld.,
AGENT'S OFFICE,
Trichinopoly, 6th November 1899

No. 37

RECEIVED
7 NOV. 1899
MADRAS.

5808
C. No.
Recd. 7/11/99

From
The Ag: Agent,
SOUTH INDIAN RAILWAY,

To
The Consulting Engineer for Railways,
MADRAS.

5 P

Sir,

S-33

With reference to your letter No. 3265 of 25th October 1899 regarding the Trichinopoly - Tirukoilur Chord Line Survey I have the honor to forward for information an extract of a paragraph on the subject from my letter No. 662 of 1st November 1899 to the Managing Director.

I have the nor to be,
Si
Your most dient servant
W A Spalding
Ag: Agent

1 Enclosure.

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

Dated
Received }
No.
Enclosure.

Form No. 7.

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

No. 38

From E R.

To A

8

Zam 1887. Nov. 6th I await ~~[illegible]~~ reply to my 3346 November 4th.

FKS
8/11/99

Despd on 8/11/99
Meth

URGENT

South Indian Railway Co., Ld.

Extract from the Agent's Letter No. 663, dated Trichinopoly, the 8th November 1899, to the Managing Director.

11 Sp

TRICHINOPOLY-TIRUKOILUR CHORD LINE SURVEY.

Adverting to the paragraph on this subject in my last letter No. 662, I forward in the packet a copy of letter No. 3346 dated 4th November, 1899, from the Consulting Engineer for Railways to the Government of Madras in which he asks that an Estimate be furnished of the cost of making a reconnoissance survey of this Line, including the collection of information and statistics for a report on the traffic prospects. I also send copies of Madras Government Orders Nos. 1084, and 1085 Ry., both dated 2nd October, 1899, referred to in the above communication. The Estimate called for will be prepared and submitted, but I am still of the opinion expressed in my last letter that it will be advisable to make the traffic survey first, and shall be glad to receive the orders of the Board on the subject.

Enclosure

Copy of letter No. 3346 dated 4th November, 1899, from the Consulting Engineer for Railways, Madras, regarding the proposed survey of the Trichinopoly - Tirukoilur Chord Line, together with copies of Madras Government Orders Nos 1084 and 1085, Ry. dated 2nd October, 1899, on the same subject.

AGENT'S OFFICE,
TRICHINOPOLY,
9th Nov. 1899.

Accompaniment to the Agent's letter
No. 1108 of 9-11-99.

True Extract.

J. H. Le Mesurier
for Agent.

Enc. No. 1 to E. R's C. No. 5875 of 1899
Letter No. 1108 d/ 9/11/99
From

URGENT.

No. 1108

SERIAL
No. 39

South Indian Railway Co., Ld.,
AGENT'S OFFICE,
TRICHINOPOLY, 9th November 1899.

RECEIVED
10 NOV. 1899
MADRAS.

5875
C. No.
Recd. 10/11/99

From

The Ag AGENT,
SOUTH INDIAN RAILWAY,

To

9 P

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

With reference to your telegram of yesterdays date I have the honor to point out that your letter No. 3346 dated 4th November 1899 was only received here yesterday and that the Estimate for the Trichinopoly Tirukoilur Chord Line Survey called for therein will be forwarded as soon as possible; meanwhile for your information I forward an extract of a paragraph on the matter from my letter No. 663 of 8th November 1899 to the Managing Director.

I have the honor to be
Sir
Your most obedient servant
W. H. Spalding
Ag. Agent

1 Enclosure.

E.R.
Enquiry is being made with regard to the delay in the despatch of letter No 3346. The clerk to blame will be punished.
10/11/99

The despatch has been fixed on the
10/11/99

10/11/99

From
The Agent,
South Indian Railway,
Trichinopoly,
To
The Consulting Engineer for Railways,
Madras.
Dated
Received
18
No.
Enclosure.

South Indian Railway.

16 Sp

Copy of a letter, No. G. 2403/91. , dated 10th Novr: 1899
from the Traffic Manager, South Indian Railway, Trichinopoly,
to the Agent, South Indian Railway.

Tirukoilur-Trichinopoly Chord Line.

-------- Traffic Survey of ------

Your No. R. 1657/13/1280 of 30th October 99.

I had no intention of suggesting that the information obtained from the gate registers should be substituted for the Traffic Survey. A Traffic Survey would, I think, under any circumstances have to be made, for independently of the statistics registered at the gates " reports on new railway projects should include general information as to the character of the country, its capabilities for development, population of ~~£~~ villages along the route of the proposed railway, trade centres &c, as well as any other useful information that can be given."

What I wished to point out was that in order to comply with the instructions given in Government of India letter No. 784 R.C., dated the 9th June 1898, it would be necessary for me to have at my disposal in the case of the proposed Tirukoilur-Trichinopoly Chord Line, as much information as the Director of Railway Construction had at his disposal in the case of the line he has dealt with.

Flag N

As pointed out in my No. G. 4663/41 of 26th August 1899 on looking at the four statements A to D which accompany the Government of India letter above alluded to it will be seen that--

A is a General Statement of Traffic summarized from other statements.

B.

Agent's Office,
Trichinopoly,
17th November 1899

True copy.
JWLe Mesurier
for Ag. Agent.

Accompaniment to the Agent's letter
No. 1140 of 17-11-1899

South Indian Railway.

Copy continued.

17 Sp

M 2.

B is a statement shewing Actual Up and Down Traffic at one of the Traffic stations for 143 days. In this, in the case of Goods, the quantity of each Commodity is given, and in the case of Passenger Traffic, Foot Passengers and those riding or driving are shewn separately. There is a footnote to this statement that in addition to this information, the cost of conveyance used and the number of full and empty or laden or unladen animals or carts going each way should be given.

C is a similar statement for another Traffic Station.

D is a summary in which Goods Traffic is estimated only for the period for which data have not been obtained, all the other figures being Actual ones.

The figures sent by the Consulting Engineer will be useful, but they do not contain anything like the detailed information shewn above, and it is extremely improbable that such detailed information will be available at any of the places at which statistics have been collected.

The question, therefore, seems to be whether Government insist on having a report exactly in the form shewn in their letter No. 784 R.C.? If they do, a registering staff had better be posted for 6 months who should be instructed to keep the statistics in the detail required. I know nothing of the country through which the proposed line will pass, but from the map, the following would appear to be the best registering stations, as the places mentioned are where roads appear to meet:-

Tirukoilur

AGENT'S OFFICE,
TRICHINOPOLY,
17th November 1899

True copy.

J M Le Mesurier

Accompaniment to the Agent's letter
No. 1140 of 17-11-1899

for Ag. Agent.

South Indian Railway.

18 Sp

Copy continued.

3.

Tirukoilur.

Panruti.

Kallakurichi.

Elavasanur.

Ulunderpet.

China Salem.

Atur.

Seppakkam.

Virddhachalam.

Perambalur.

Kilpalavur.

Turaiyur.

Srirangam.

The statistics should shew where the goods and passengers are coming from and where they are going to.

If it is not necessary to strictly adhere to the Government form a Traffic Survey can be made and a Report prepared, but it will differ from the sample given in the letter No. 784 R.C. and will naturally not be quite so reliable as a report prepared on 6 months actual detailed figures.

I return the statements sent by the Consulting Engineer as requested.

AGENT'S OFFICE,
TRICHINOPOLY,
17th November 1899

True copy.

J W Le Mesurier

Accompanient to the Agent's letter
No. 1140 of 17-11-1899

for Ag. Agent.

South Indian Railway Co Ltd

Trichinopoly Tirukoilur Chord Line Survey

Estimate for making a reconnoissance Engineering Survey and the collection of Statistics for the compilation of a Traffic Repor

Estimated Length 92 Miles.

Engineering Survey			
I **Preliminary Expenses**			
(a) **Survey expenses**			
Cartage, Stationery, printing Project Estimate and other contingent charges			1160
(b) **Plant**			
Tents			
Swiss cottage Tent for Assistant Engineer No. 1	430		
Hill Tent 1 for Surveyor, 1 for Apothecary " 2	630		
Pals for Clerk, etc. " 3	156		
Necessary for Assistant Engineer " 1	40		
	1256		
Deduct			
Credit on account of Tents to be sold or taken back into South Indian Railway accounts at 50 per cent of issue price.	628	628	
Instruments			
Aneroid barometers No. 2	800		
Mathematical Instrument box " 2	350		
Edges Straight Steel " 1	20		
other items of Plant including furniture	300		
	1470		
Carried Over	1470	628	1160

Brought forward	1470	628	1160
Deduct			
Credit on account of Instruments to be — sold or taken back into South Indian Railway accounts at 80 per cent of issue price.	1176	294	922
(C) Establishment			
Salaries and allowances			
In the field			
1 Assistant Engineer 1½ months @ Rs500 per mensem	750		
1 Surveyor do @ Rs 150 do	225		
1 Apothecary do @ Rs 50 do	75		
1 Clerk do @ Rs 40 do	60		
12 Lascars do @ Rs 8 do	144		
Travelling and other allowances and expenses	500		
Head Quarters			
1 Assistant Engineer for 1 month — @ Rs 500 per mensem —	500		
1 Estimator for 1 month @ Rs 60 per mensem	60		
1 Draughtsman do @ Rs 40 — do —	40		
2 Tracers or Clerks do @ Rs 20 — do —	40		
3 Peons do @ Rs 8 — do — each	24		2418
Total for Engineering Survey			810
			1470
For Details of Traffic Survey, please see next pag			4500
Grand total			5970

Chief Engineer's Office
Trichinopoly 14th November 1899

(Signed) Jas. Rice
for Ag: Chief Engineer

(True Copy)

Agent's Office
Trichinopoly 17th November 1899

No. 1140

South Indian Railway Co., Ld.,

AGENT'S OFFICE,

15 Pr

Traffic Survey

Preliminary Expenses

(a) Survey expenses				
Cartage, Stationery, Printing Project Estimate and other contingencies.				250
(b) Plant				
Tents				
Swiss cottage	№ 1	430		
Compaign Tent	" 1	120		
Bechoba Tent	" 1	125		
Pals	" 2	107		
Necessary Tent	" 1	38		
		820		
Deduct				
Credit on account of Tents to be sold or taken back into South Indian Railway accounts at 50 per cent of issue price.		410	410	410
Establishment				
1 District Traffic Superintendent for 1 month @ Rs 450 per mensem		450		
1 Native Assistant do Rs 125 do		125		
6 Lascars do " 8 do		48		
Travelling and other expenses		187		

Servant.

W A Spalding.

Ag; Agent.

1. Enclosure.

No. 1140

South Indian Railway Co., Ld.,
AGENT'S OFFICE,
Trichinopoly, 17th November 1899.

RECEIVED
18 NOV 1899
MADRAS

C. No. 6037
Recd 18/11/99

From

The Ag Agent,
SOUTH INDIAN RAILWAY,

2 currents

To

128

The Consulting Engineer for Railways,
MADRAS.

SIR,

S. 33

With reference to your letter No 3265 of 25th October 1899, I have the honor to forward you an Estimate for making a reconnoisance Survey on the lines given in Para 1 Chapter II (Flag A) of the Rules for the Preparation of Railway Projects. This Estimate amounts to Rs 4500, to this has been added the anticipated cost of the Traffic Survey, Viz Rs 1500/-, as submitted with the previous Estimate.

I am of opinion that it is advisable to have a reliable Traffic Survey made and the Estimate Submitted is the cost of carrying this out in a manner Similar to that adopted for the Pamban Branch, the same officer will be available for the work. Towards Submitting the details of Traffic in accordance with the instructions given in Government of India letter No 784 R.C. dated 9th June 1898 (Flag N) the information supplied by you in the statements of Gate traffic will afford valuable assistance, but it is not sufficient, Gate registers would have to be kept at many other Stations and these to be of use Should be maintained for about 6 months. The Traffic Survey as carried out for the Pamban Branch contains in addition much necessary information which a mere register of cart Traffic does not afford and I suggest that on receipt of a telegram from my Board that they approve of the debit of Rs 1500/- to Revenue, Mr Mercer be started to carry out the Traffic Survey on similar lines. Enclosed is a copy of a letter from the Traffic Manager on the subject.

I have the honor to be,
Sir
Your most Obedient Servant,
W. H. Spalding.
Ag: Agent.

1. Enclosure.

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

Form No. 7.

TELE~~GRAM~~ phone
Urgent
~~Ordinary~~
Deferred

From
R.

To
Secy. Rev. Dept.

I regret that by an oversight a file which ought to have gone to you for counter initials before going to H.E. has already gone to H.E. It is a draft G.O. saying, *inter alia*, that Orders will issue in the Rev. Dept. about certain registration of road traffic on a certain route for a railway survey. May I ~~[illegible]~~ assume your ~~[illegible]~~ counter initials

FKS
28/11

Despd 5/6.
CEutf
28/11

Reply.

From The Secy Rev: Dept
To. R.
29/11/99. Time. 4.20.

Please Send the G.O. for perusal before issue
This will be quite Sufficient.

CEutf
29.11.99.

I have settled with Mr Forbes
verbally, and he approves.
to him on return.
FKS
30/11/99

Telephone to Private Secretary.

That draft G.O. now with you about Trichinopoly Tinnevelly survey which contains a reference to Revenue Dept. has been approved by the Secretary in that Department

Despatched
30/11/99

INDIAN TELEGRAPHS. Monthly Number.

Code Class.

To (Office) Telephonic

From (Office) Message

Words	Day.	Hour.	Minute.	Official Instructions.
	28	17	10	

To (Person) Secretary 'Revenue Dept.

From (Person) Secy to Govt P.W.D. Ry Br.

I regret that by an oversight a file which ought to have gone to you for counter initials before going to H.E. has already gone to H.E. It is a draft G. O. saying inter alia that orders will issue in the Revenue Dept. about certain registration of road traffic on a certain road for a railway survey. May I assume your counter initials.

CH

24/11

Reply (for approval)

Please send the G.O. for perusal before issue.

This will be quite sufficient.

Recd. from KG LN.
At Hrs. 29-11-99 Mts. by

Sent to LN.
At Hrs. 9/10 16/20 Mts. by 29-11-99

24/11/99

Telegraph Master.

G. B. P.—No. 16 T—4-8 95—4000000.

M.C. for Br

Form No. 1.

Print immediately

1 Duplicate

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Papers to be read in Proceedings:—

G.Os. No. 1084-85. R. dated the 2nd Oct. 99. Quote

Read also the following papers.

Letter from Govt. of India No. 2083. R.C. dated 27th Oct. 99
To The Agent S.I.R. Co. No. 3265 dated 25th Oct. 99.
To Agent. S.I.R.C. No. 3346 dated 4th Nov. 99
From " " 1087 Nov. 6th 99 with enclosures
~~1108 Nov 9th~~ 99 " "
Telegram to Agent S.I.R. Dated 8-11-99
Letter from Agent. 1108 Nov 9th 99 with enclosures
Do. Do. 1140 Nov 17th 99 " "

Print

ORDER.

1422 R of 8/12/99

19 P

The necessary ~~[illegible]~~ orders for collecting the traffic statistics required by the Agent S.I.R.C. will be issued in the Rev. Dept.

The Govt. of India will be addressed.

FHs

R. 21/11/99

No. 1423 R of 8/12/99

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

Sir,

In reply to your letter No. 2083. R.C. dated the 27th Oct. 99, I am directed to forward a copy of this Govt's proceedings No. dated the Nov. 99 containing a copy of a letter from the Agent S.I.R.C. forwarding an estimate amounting to Rs 6000 for an Engineering Reconnaissance and Traffic forecast of the projected chord line to connect Trichinopoly with [illegible].

— H.E. in Council is of opinion that it is important that this survey should be made without further delay. A reference to this Govt. Proceedings No. 1084. Ry. dated the 2nd Oct 99 will show that in connection with the policy of insuring from the effects of scarcity those tracts which in this Presidency have always given rise to great and recurring anxiety, the line in question is considered to be one of very high importance. There appears to be no doubt that the S.I.Ry. Co's show of unwillingness to undertake its survey is a natural desire on their part to postpone the short-circuiting to which it will inevitably subject a part of their system.

— But selfish consideration of the interest of shareholders ought not in this Govt's opinion to be allowed to stand in the way of development of the tract contemplated, which is urgently needed not only for the reasons of famine policy already alluded to, but also because of the important decrease in length of lead which the chord will secure for all freight between Madras and the parts of Southern India below Trichinopoly.

4. — H.E. the Governor in Council therefore is strongly desirous of completing the survey of the projected chord line, and would have much preferred that a better sort of survey should ~~[illegible]~~ be made at once. But in deference to the wishes of the Govt of India the very inexpensive estimate now submitted is put forward for sanction, and I am directed to express the hope that it may be found possible at once to allot the small grant that is asked for.

I have &
FKS 24/11/99

1-19

3rd proof recd 28-11-99.

9

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Draft letter for H.E.'s approval
FKS
28/11/99

Appd.
A.G.H
30.11.99

Recd. } 1899.
Regd. }

Enclosures

Spare copies

G.O., No. 1422 Ry., 8th December November 1899.

To the Rev Dept for C.I.

December NOVEMBER.

The Trichinopoly-Tirukkoyilur Chord line, South Indian Railway

Ordered that the estimate received from the Agent, South Indian Railway Company, for an Engineering reconnaissance and Traffic survey of the projected — be forwarded to the Government of India for sanction and for an allotment of funds.

No. 38 Ry 30.11.99.

Please return the Co.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper :—

Hag T

G.O., Nos. 1084-85 Ry., dated 2nd October 1899.

Read also the following papers :—

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Ootacamund.
Dated—Trichinopoly, 4th September 1899, No. 893.

Hag TK

A

With reference to correspondence ending with this office letter, No. 733 of 22nd July 1899, regarding the preliminary engineering and traffic survey to be made of the proposed Trichinopoly-Tirukkoyilur chord line, I have the honour to point out that if the traffic survey is to be reported upon in the manner indicated in Government of India letter, No. 784 R.C. of 9th June 1898, it is necessary that the required registering staff should be appointed at an early date for the purpose of collecting the required statistics.

From—The Secretary to the Government of India, P.W. Department.
To—The Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 27th October 1899, No. 2083 R.C.

W

I am directed to acknowledge the receipt of your letter No. 1085 Ry., dated the 2nd October 1899, stating that His Excellency in Council will be glad to receive the sanction of the Government of India to a preliminary engineering and traffic survey of the suggested Trichinopoly-Tirukkoyilur chord of the South Indian Railway, at an estimated cost of Rs. 23,500.

Put up with another 'Current' Lo.

2. In reply, I am to say that a "reconnaissance survey", as suggested in Government of India letter No. 2057 R.C., dated the 25th October 1899, for the proposed Baliapatam-Mangalore Railway, should be made of the proposed chord; as there are no funds available for a detailed survey, and it is not considered advisable to make one so long before construction can begin. Moreover, in such easy country the cost of the line can be, by the above method, estimated to within a small percentage of error.

3. I am to remark that an investigation of the traffic prospects is all important.

From—The Consulting Engineer for Railways, Madras.
To—The Agent, South Indian Railway.
Dated—Madras, 25th October 1899, No. 3265.

With reference to correspondence ending with my No. 354/O., dated the 12th October 1897, I have the honour to enquire whether your Board would consent to the cost, estimated, as per your No. 733 of July 22nd, 1899,* at Rs. 23,500, of the Trichinopoly-Tirukkoyilur survey being debited first to the South Indian Railway Revenue Account; that account being hereafter credited if, and when, the line comes to be made.

T K

*G.O., Nos. 1084-85 Ry., dated 2nd Oct. 1899.

2. You might perhaps ascertain by wire. I understand that it is just now difficult to get direct grants for such surveys from the Government of India.

From—The Consulting Engineer for Railways, Madras.
To—The Agent, South Indian Railway.
Dated—Madras, 26th October 1899, No. 3272.

In reply to your No. 893, dated 4th September, I have the honour to forward a statement showing the traffic which has been previously registered in the South Arcot district, and which is likely to prove useful to your traffic officers in estimating the amount of traffic likely to come on to the Trichinopoly-Tirukkoyilur chord line. It is for you now to say whether these results are sufficient; and, if not, at what station a registering staff should be posted. On receipt of your reply I will, if necessary, address the Board of Revenue.

From—The Consulting Engineer for Railways, Madras.
To—The Agent, South Indian Railway.
Dated—Madras, 4th November 1899, No. 3346.

With reference to correspondence ending with my letter No. 3272, dated the 26th October 1899, on the subject of the proposed survey of the Trichinopoly-Tirukkoyilur chord line, I have the honour to inform you that the Government of India have expressed themselves as unable to afford the grant which you have estimated as necessary, and have asked that a reconnaissance survey should be made, at a reduced cost, of the sort contemplated in paragraph (1), chapter II of the "Rules for the preparation of Projects" corrected up to June 1899, a copy of which went to you with my letter No. 915 Ry., dated the 15th August 1899.

2. In so easy a country it ought to be possible to estimate the cost of the line, with the aid of such a reconnaissance, with only a small percentage of error.

3. The Government of India point out that an investigation of the traffic prospects is all important. Certain information on the subject was sent you with my letter No. 3272 of the 26th October 1899, and your traffic staff can doubtless collect more, and can also now, I hope, apply Mr. Palmer's method for estimating probable rural traffic at first and after a few years. But it will of course be recognized that the chief source of earnings will be the traffic which by being short circuited will be forced into this route, to the loss of the loop route. Needless to say, considerations of this loss cannot be allowed to unduly prevent the opening up of a large area which badly needs a railway, or to deprive the commercial community of the advantage of a shorter lead. This loss, moreover, will be partially balanced by the larger bulk of traffic which will in future be able to afford to move at all, to and from the ports, owing to the shorter length of lead. An intelligently prepared traffic report will take account of all these considerations.

4. I send for your information a copy of this Government's Proceedings, Nos. 1084-85 Ry., dated the 2nd October 1899 (with two spare copies for the use of your Board).

5. I have the honour to request that you will submit an estimate for doing the work above indicated, and that you will intimate how much can be spent on it in this financial year.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 6th November 1899, No. 1087.

With reference to your letter No. 3265 of 25th October 1899, regarding the Trichinopoly-Tirukkoyilur chord line survey, I have the honour to forward, for information, an extract of a paragraph on the subject from my letter No. 662 of 1st November 1899, to the Managing Director.

ENCLOSURE.

Extract from a letter from—The Agent, South Indian Railway Company.
To—The Managing Director, South Indian Railway Company.
Dated— Trichinopoly, 1st November 1899, No. 662.

In consequence of it being just now difficult to obtain grants from the Government of India for such surveys, the Consulting Engineer for Railways, Madras, has requested me by his letter No. 3265 of 25th October 1899, copy enclosed, to enquire if the Board of Directors will consent to the cost of this survey being debited to Revenue until the line comes to be made. The estimated cost of the survey—Traffic and Engineering—amounts to Rs. 23,500. By your letter No. 229, dated April 7th, 1899, the Board authorised the Agent to arrange for a Traffic survey and on the result of this would rest their decision as to whether sanction would be given to the Engineering survey; I recommend that this procedure be adhered to. It is not clear from the Board's letter whether the sanction to my arranging for a Traffic survey means that the Directors agree to the cost being *debited to Revenue*; but as the amount involved is small, Rs. 1,500 only, and there is at present no other way of meeting this expenditure, I recommend this amount be temporarily debited to this head. It is not certain that Trichinopoly to Tirukkoyilur is the best direction for the chord line to make. Panruti or Villupuram may be more advisable as the northern junction, and this the Traffic survey can determine. In the Erode-Nunjangud survey there is a debit of Rs. 32,000 which may take some years to adjust, and I am unwilling to recommend saddling Revenue with a further large debit for the survey of a line which may be prejudicial to the interests of the South Indian Railway if made, and the construction of which may be in the distant future. As the best season for conducting the survey is now approaching, will you please wire a reply. The word "*Traffic*" I will understand to mean the traffic survey of Rs. 1,500 only is sanctioned, the word "*Engineering*" that the whole estimate of Rs. 23,500 is approved of.

Telegram—From the Consulting Engineer for Railways, Madras.
To—The Agent, South Indian Railway.
Dated—8th November 1899.

Your 1087, November 6th. I await reply to my 3346, November 4th.

From—The Agent, South Indian Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 9th November 1899, No. 1108.

With reference to your telegram of yesterday's date I have the honour to point out that your letter, No. 3346, dated 4th November 1899, was only received here yesterday and that the estimate for the Trichinopoly-Tirukkoyilur chord line survey, called for therein, will be forwarded as soon as possible; meanwhile, for your information, I forward an extract of a paragraph on the matter from my letter, No. 663 of 8th November 1899, to the Managing Director.

ENCLOSURE.

Extract from—The Agent, South Indian Railway Company.
To—The Managing Director, South Indian Railway Company.
Dated—Trichinopoly, 8th November 1899, No. 663.

Adverting to the paragraph on this subject in my last letter, No. 662, I forward in the packet a copy of letter No. 3346, dated 4th November 1899, from the Consulting Engineer for Railways to the Government of Madras, in which he asks that an estimate be furnished of the cost of making a reconnaissance survey of this line, including the collection of information and statistics for a report on the traffic prospects. I also send copies of Madras G.Os., Nos. 1084 and 1085 Ry., both dated 2nd October 1899, referred to in the above communication. The estimate called for will be prepared and submitted; but I am still of the opinion expressed in my last letter that it will be advisable to make the traffic survey first, and shall be glad to receive the orders of the Board on the subject.

From—The Agent, South Indian Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 17th November 1899, No. 1140.

With reference to your letter, No. 3265 of 25th October 1899, I have the honour to forward you an estimate for making a reconnaissance survey on the lines given in paragraph 1, chapter II, of the Rules for the preparation of Railway Projects. This estimate amounts to Rs. 4,500; to this has been added the anticipated cost of the Traffic survey, viz., Rs. 1,500, as submitted with the previous estimate.

I am of opinion that it is advisable to have a reliable traffic survey made, and the estimate submitted is the cost of carrying this out in a manner similar to that adopted for the Pamban branch. The same officer will be available for the work. Towards submitting the details of traffic in accordance with the instructions given in Government of India letter No. 784 R.C., dated 9th June 1898, the information supplied by you in the statements of gate traffic will afford valuable assistance, but it is not sufficient; gate registers would have to be kept at many other stations and these to be of use should be maintained for about six months. The traffic survey as carried out for the Pamban branch contains in addition much necessary information which a mere register of cart traffic does not afford, and I suggest that, on receipt of a telegram from my Board that they approve of the debit of Rs. 1,500 to Revenue, Mr. Mercer be started to carry out the traffic survey on similar lines. Enclosed is a copy of a letter from the Traffic Manager on the subject.

ENCLOSURE No. 1.

ESTIMATE for making an Engineering Reconnaissance and Traffic Survey of the proposed metre gauge chord line from Trichinopoly to Tirukkoyilur, 92 miles.

		RS.	RS.	RS.
ENGINEERING SURVEY.				
PRELIMINARY EXPENSES.				
(a) Survey Expenses.				
Cartage, stationery, printing project estimate and other contingent charges.		..	..	1,160
(b) Plant.				
Tents—				
Swiss cottage tent for Assistant Engineer	No. 1	430		
Hill tents—one for Surveyor, one for Apothecary	,, 2	630		
Pals for clerk, etc.	,, 3	156		
Necessary tents for Assistant Engineer	,, 1	40		
		1,256		
Deduct— Credit on account of tents to be sold or taken back into South Indian Railway accounts at 50 per cent. of issue price		628	628	
Instruments—				
Aneroid barometers	No. 2	800		
Mathematical instrument boxes	,, 2	350		
Edges, straight, steel	,, 1	20		
Other items of plant, including furniture		300		
		1,470		
Deduct— Credit on account of instruments to be sold or taken back into South Indian Railway accounts at 80 per cent. of issue price		1,176	294	922
(c) Establishment.				
Salaries and allowances—In the field—				
1 Assistant Engineer, 1½ months at Rs. 500 per mensem		750		
1 Surveyor, 1½ ,, at ,, 150 ,, ...		225		
1 Apothecary, 1½ ,, at ,, 50 ,, ...		75		
1 Clerk, 1½ ,, at ,, 40 ,, ...		60		
12 Lascars, 1½ ,, at ,, 8 ,, ...		144		
Travelling and other allowances and expenses		500		
Head quarters—				
1 Assistant Engineer for 1 month at Rs. 500 per mensem		500		
1 Estimator for ,, at ,, 60		60		
1 Draughtsman for ,, at ,, 40 ,, ...		40		
2 Tracers or clerks for ,, at ,, 20 ,, ...		40		
3 Peons for ,, at ,, 8 each		24		
				2,418
Total for Engineering Survey ..		..		4,500

Estimate—*cont.*

TRAFFIC SURVEY.		RS.	RS.	RS.
PRELIMINARY EXPENSES.				
(*a*) *Survey Expenses.*				
Cartage, stationery, printing project estimate and other contingencies ..		..	..	250
(*b*) *Plant.*				
Tents—				
Swiss cottage ..	No. 1	430		
Campaign tent ..	,, 1	120		
Bechoba tent ..	,, 1	125		
Pals ..	,, 2	107		
Necessary tent ..	,, 1	38		
		820		
Deduct— Credit on account of tents to be sold or taken back into South Indian Railway accounts at 50 per cent. of issue price ..		410	410	410
(*c*) *Establishment.*				
1 District Traffic Superintendent for one month at Rs. 450 per mensem ..		450		
1 Native Assistant Superintendent for one month at Rs. 125 per mensem.		125		
6 Lascars for a month at Rs. 8 per mensem		48		
Travelling and other expenses ..		187		810
Total for Traffic Survey ..		..	..	1,470
Total for Engineering Survey ..		..	..	4,500
Grand total Rs. ..		..	..	5,970

ENCLOSURE No. 2.

From—The Traffic Manager, South Indian Railway.
To—The Agent, South Indian Railway Company.
Dated—Trichinopoly, 10th November 1899, No. G. 2403/91.

[Your No. R. 1657/13/1230 of 30th October 1899.]

I had no intention of suggesting that the information obtained from the gate registers should be substituted for the traffic survey. A traffic survey would, I think, under any circumstances, have to be made; for, independently of the statistics registered at the gates, "reports on new railway projects should include general information as to the character of the country, its capabilities for development, population of villages along the route of the proposed railway, trade centres, &c., as well as any other useful information that can be given."

What I wished to point out was that in order to comply with the instructions given in Government of India letter No. 784 R.C.,* dated the 9th June 1898, it would be necessary for me to have at my disposal, in the case of the proposed Tirukkoyilur-Trichinopoly Chord line, as much information as the Director of Railway Construction had at his disposal in the case of the line he has dealt with.

As pointed out in my No. G. 4663/41 of 26th August 1899 on looking at the four statements A to D which accompany the Government of India letter above alluded to, it will be seen that—

A is a general statement of traffic summarized from other statements.

B is a statement showing actual up and down traffic at one of the traffic stations for 143 days. In this, in the case of goods, the quantity of each commodity is given, and in the case of passenger traffic, foot passengers and those riding or driving are shown separately. There is a footnote to this statement that, *in addition* to this information, the cost of conveyance used and the number of full and empty or laden or unladen animals or carts going each way should be given.

C is a similar statement for another traffic station.

D is a summary in which goods traffic is estimated only for the period for which data have not been obtained, all the other figures being actual ones.

The figures sent by the Consulting Engineer will be useful, but they do not contain anything like the detailed information shown above, and it is extremely improbable that such detailed information will be available at any of the places at which statistics have been collected.

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* *Vide* G.O., No. 890 Ry., dated 4th July 1898.

The question, therefore, seems to be whether Government insist on having a report exactly in the form shown in their letter No. 784 R.C.? If they do a registering staff had better be posted for 6 months, who should be instructed to keep the statistics in the detail required. I know nothing of the country through which the proposed line will pass, but from the map, the following would appear to be the best registering stations, as the places mentioned are where roads appear to meet:—

Tirukkoyilur.
Panruti.
Kallakurichi.
Elavasanur.
Ulundurpet.
China Salem.
Atur.
Seppakkam.
Vriddhachalam.
Perambalur.
Kilpalavur.
Turaiyur.
Srirangam.

The statistics should show where the goods and passengers are coming from and where they are going to.

If it is not necessary to strictly adhere to the Government form a traffic survey can be made and a report prepared, but it will differ from the sample given in the letter No. 784 R.C. and will naturally not be quite so reliable as a report prepared on six months' actual detailed figures.

I return the statements sent by the Consulting Engineer as requested.

ORDER—No. 1422 Ry., dated 8th Novembr November 1899.

The necessary orders for collecting the traffic statistics required by the Agent, South Indian Railway Company, will issue in the Revenue Department.

2. The Government of India will be addressed.

[Here enter No. 1423 Ry., dated 8th Novembr ~~November~~ 1899.]

(True Extract.)

FRANCIS J. E. SPRING,
Secretary.

To the Consulting Engineer for Railways.
" the Agent South Indian Ry
" Revenue Department

Despatched on 20/12/99

Exd. W. D'Moss.

No. 1423 Ry., 8th Decr ~~November~~ 1899.

PUBLIC WORKS DEPARTMENT.

Railway.

Appd.
A.S.H.
30.11.99

Letter—from

Francis J. E. Spring, Esq., C.I.E.,
Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

To

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

Sir,

In reply to your letter No. 2083 R.C., dated the 27th October 1899, I am directed to forward a copy of this Government's Proceedings, No. 1422 Ry., dated 8th ~~November~~ Decr 1899, containing a copy of a letter from the Agent, South Indian Railway Company, forwarding an estimate, amounting to Rs. 5,970, for an engineering reconnaissance and traffic forecast of the projected chord line to connect Trichinopoly with Tirukkoyilur.

2. His Excellency in Council is of opinion that it is important that this survey should be made without further delay. A reference to this Government's Proceedings, No. 1084 Ry., dated the 2nd October 1899, will show that in connection with the policy of insuring from the effects of scarcity those tracts which in this Presidency have always given rise to great and recurring anxiety, the line in question is considered to be one of very high importance. It seems not improbable that the South Indian Railway Company's show of unreadiness to undertake its survey is ascribable to a natural desire on their part to postpone the short circuiting to which it will inevitably subject a part of their system.

3. But considerations of the interests of shareholders ought not, in this Government's opinion, to be allowed to stand in the way of development of the nature of that contemplated, which is urgently needed not only for the reasons of famine policy already alluded to, but also because of the important decrease in length of lead which the chord will secure for all freight between Madras and the parts of Southern India below Trichinopoly.

4. His Excellency the Governor in Council, therefore, is strongly desirous of completing the survey of the projected chord line, and would have much preferred that a better sort of survey should be made at once; but in deference to the wishes of the Government of India the very inexpensive estimate now submitted is put forward for sanction, and I am directed to express the hope that it may be found possible at once to allot the small grant that is asked for.

I have the honour to be,
Sir,
Your most obedient servant,
FJES omit
Secretary.
28/11/99

Fort St. George,
8th Decr November 1899.

Exd. W. D'Moss.

Despatched on 8/12/99
Ac 19/12/99