Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 1456. Ry

DATED 13th Decr. 1899.

[Despatch Abstract.]

Alignment of the Travancore Branch, S. I. Railway.

Passing orders on the memorial
rom the inhabitants of Kallidaikurichi
Ambasamudram taluq, Tinnevelly Dist,
raying that a deviation in the —
may be made so as ~~not~~ to prevent great
ost & inconvenience.

BACK PAPERS.

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

FURTHER PAPERS.

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

[Poll. / 7 / 1,000—20-5-98. Public Works

Encl. 85
T. 1402
21-11-99

~~Political~~ (189) Department.

Railway **CURRENT No.** ~~1478~~ 1412

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
13 NOV. 1899

Petition
From

The inhabitants
of Kallidaikurichi
Ambasamudram Tk.
Tinnevelly D.

No. -

SOUTH INDIAN RAILWAY
AGENT
20-11-99
17570

No: 3570 / 17-11-99

~~**Order**~~

Referred to the Agent, South Indian Railway for report.

F. J. E. Spring
Consulting Engineer for Rys.
16/11/99

Dated 6-11-99.

Received 8-11-99.

Registered ~~10-11-99~~ 13-11-99

Enclosures 1 (Plan)

Spare copies. -

SUBJECT

Praying to pass orders for a deviation of the Ry. line (Tinnevelly to Quilon) from near their village as the proposed line would cause them great loss + extreme inconvenience.

AR

BACK PAPERS.

G.O.	No.	Department.	Da

FURTHER PAPERS.

G.O.	No.	Department.	Date.

T. Michell: Esq,
Engineer-in-Chief,
Madura Pamban, Tinnevelly
Quilon Railway
Trichinopoly,

Copy

The humble petition of the undersigned ryots of
Ambasamudram village.

Most Respectfully Showeth:-

That the Tinnevelly Quilon Railway line has been surveyed takes the course from the southern side of the Tambaraparani river to the west of Ambasamudram town (where the Station House is proposed to be constructed). The line crosses the river 3 furlongs west of the Kalladakuruchi Bridge where the river is not very br where the current of the river is very calm and where the river deep enough to soften the current of very high floods. This is was best place for the construction of a bridge on the river and ine. the opinion of all the Engineers who were sent to find out t llage

2. That on the motion of one Ramasubbier of this under- who owns land about 2 miles west of the town, the petitione by Ram -stand that a new line is to be opened on his lands apart from the one referred to in para 1 supra. The river at this place is not fit for the construction of a bridge without immense danger. The Manimutha river and the Tambaraparani river junction and the Kunnadian Anicut are at a distance of a furlong to the west of the place;the Kunnadian Anicut is about 100 feet above the level of the ground where the present bridge is to be constructed and there are two other Anicuts above the river within half a mile distance from Kunnadian Anicut one above the level of another. Here the current of the combined rivers owing to the steepness of the place, is very boisterous, and during times of heavy floods the current goes down in the form of high waves and the water is flying about 20 feet above its level. Moreover to this the current of the river is not straight owing to the curvature of the river and the current goes on in numerous ways. The Bridge will have to withstand these terrific Cuttents and it will be very dangerous to constructed a bridge at this place. Again in this place there are no banks near the sides of the river constructed by the Public Wor Department but they have constructed flood banks half a mile away from both sides of the river, which will clearly show that banks if put at

th

this place near the side of the river will not for a moment stand. Again in the time of heavy floods the water spreads as far as both flood banks as the river is not deep enough(only 12 feet in depth) and thus the water spreads more than a mile , this can be easily ascertained by the flood marks of the year 1877 and 1898. Under these circumstances the place is not at all suitable to construct a bridge and all the Engineers who were sent to find out this line have formed a strong opinion that the bridge will not stand at this place. The same suggestion was made by the said Ramasubbier at that time but by the above reasons his suggestion was quashed by the then Engineers. In the line already surveyed the current being very calm there will no danger of any kind.

3. Moreover the earth near the place proposed by Ramasubbier is of a loose character which will not be fit for construction work. On the other hand the ground mounds (belonging to Government) to the west of the town where the present surveyed line goes,can supply earth of excellent kind at a less cost. The fact said by Ramasubbier that the Government will have a saving of Rs.10000, by the line suggested by him is utterly falsehood; the cost will be much more than the line already surveyed taking into consideration the vast expenses in the construction of the bridge at a dangerous place and in crossing a hill near the Mill Office Bungalow. The said Ramasubbier has put in the petition simply with a self interest. He wants to bring to wet cutivation certain lands there. To meet this object it will cost more than Rs.50000. To realise his idea he wants the line to be taken through his lands with the mere object of reclaiming his lands by earth dug from the spot for the construction of the line.

4. In these circumstances the petitioners most humbly pray that the present surveyed line may stand and that the line may not be taken through the course suggested by Ramasubbier which is selfish and which is dangerous both to Public and Company's interest.

Ambasamudram 22nd July 1899.

(Sd) ABDUL NABEE SAHIB.
Late Minor Irrigation Overseer
&c &c &c &c &c &c &c

(True Copy)

W H Spalding
ag Agent
8 XII 1899

Engineer-in-Chief's Office,
Trichinopoly, 22nd November, 1899.

E. S. Alexander
for Engineer-in-Chief.
JA.

E.C. 1 — TO E. R's. C. No. 6355 OF 1899
1197 D | 5-12-99
[illegible] A

~~478~~

CHIEF SECRETARY
-8 NOV. 1899
GOVERNMENT OF MADRAS

TO,

HIS EXCELLENCY,

THE GOVERNOR IN COUNCIL,

FORT St. GEORGE,

MADRAS.

The humble petition of the inhabitants of Kallidaikurichi, Ambasamudram Taluk, Tinnevelly District,

Most respectfully showeth,

That the line of Railway from Tinnevelly to Quilon as originally proposed by the S. I. R. Company passes by the western side of the village and is marked A in the enclosed plan; and as this would cause great loss and extreme inconvenience to the petitioners, as would appear from what follows, petitioners represented their grievances to the Chief Engineer in charge of the line and, at the same time, submitted for his consideration a deviation of the line from near their village in the direction of B-C in the plan;

2. That the Railway authorities had this proposed deviation surveyed and when the petitioners waited on the Chief Engineer and other officers in this connection, they were given to understand that the petitioner's proposal was in every respect advantageous both as regards suitability and cost, that the matter would receive their serious consideration and that the result would be made known to them at an early date; but after that, your humble petitioners have not received the final decision of the Chief Engineer, though, in the meantime, preliminary operations are being pushed on, and the petitioners apprehend that work in the village may soon be taken on hand;

3. The grounds on which exception was taken to the line A by the petitioners are:—

(a) That the available wet lands here are very limited, the lands affected are the best, being situated foremost under the irrigation of the Tambirapurni river and are worth about Rs 2500 per acre, the petitioners are small holders of land, entirely dependant on them for their subsistence, and the proposed line A takes in a large portion of these lands on both sides of the river; further, these lands are low-lying and are subject to inundations during heavy floods, so that, the proposal involves enormous expenditure both in the acquisition of land and in raising the line on the low ground and accepts the danger of the line being washed away during heavy floods; and further, it means to the petitioners the loss of their only means of subsistence and to the Government much loss of revenue.

(b) Secondly, that the line A passes too close to not less than 3 temples, besides a sacred bathing ghaut, in the village where people worship,-the first, the Uchimakali Ammancoil where thousands of people collect for worship at times and in the two others, Krishnan coil, and Mannarcoil, daily worship is offered. The proposed line passes through their precints and must surely spoil their sanctity and interfere with the worship therein. The proposal has given offence to the religious sentiments of the people who feel bound to resist, by all lawful means, the proposed spoliation of the sacred places of worship. It is earnestly hoped that the Government by timely interference will avert the evil and save themselves from the general impression of their acquiescence in this unholy proceedure and free the petitioners from annoyance.

(c) That the A line also passes too close to the Sudra quarters and, if it should be adopted, it will result in their removal to the great loss and inconvenience of the inhabitants.

(d) Further according to the A line, the bridge across the river has to be constructed at a spot where the river is both broad and deep; so, the cost of constructing the bridge there must be comparatively heavy.

4. That, on the contrary, the deviation B-C proposed by the petitioners is not open to any of the objections mentioned in the foregoing para—and has the following advantages:

(a)—it takes in only an unavoidable minimum extent of wet lands and affects the petitioners the least.

(b)—it passes mostly over elevated dry lands which cost not more than Rs 10 per acre.

(c)—by avoiding low-lying wet lands and taking to elevated nominally-priced dry lands, both the cost of acquisition and construction is reduced to a minimum.

(d)—Further, according to the line B-C the river is crossed at a spot where it runs between two elevated grounds and the level of the stream even during heavy floods, is far below the surrounding ground-level, so that, both the bridge and the line on both sides are absolutely secure from all dangers of floods.

That, under these circumstances, they pray that the facts set forth in the foregoing paragraphs may be taken into kind and just consideration and orders issued at an early date for the adoption of the line B-C, and thus to protect the interests and religious feelings of the petitioners and also to prevent the waste of public funds and unnecessary loss of revenue.

For which act of justice and kindness, the petitioners shall, in duty bound, ever pray.

6—11—99

A. Ananthakrishna Iyer

Venkatakrishnier

Thirumalaswamy Aiyangar

R. V. Lakshmanachari

S. Sankaranarayana Iyer

S. Hari Iyer

M. Subbiah Iyer

P. Veeraswami

S. Narayana Iyer

சாமிநாதையர்

சுப்பிரமணிய

ENC. NO. 4 TO E. R's. C. NO. 6355 OF 1899
LETTER NO. 1197 D 5-12-99
FROM A

Public Works (1899) Department.

RAILWAY BRANCH.

CURRENT No. 1512

From "Govt of India"

No. 2216 R.6

Dated 25–11–99
Received
Registered 4–12–99
Enclosures
Spare copies.

SOUTH INDIAN RAILWAY
6-12-99
AGENT
18605

~~Order~~ 3700
4-12-99.

Referred to the Agent South Indian Railway for report.

Spring
Consulting Engineer
4/12/99

SUBJECT.

Tinnevelly Quilon Railway

Forwarding for Disposa
Petition from the inhabitan
of Kallidaikurichi, Tinnevelly District re: the

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

RECEIVED

No. 15447 Rb

PLAN

C. of I. D. B. No. 5904
(1 Tracing)

TO,

THE GOVERNMENT OF INDIA,

The humble petition of the inhabitants of Kallidaikurichi, Ambasamudram Taluk, Tinnevelly District,

Most respectfully showeth,

That the line of Railway from Tinnevelly to Quilon as originally proposed by the S. I. R. Company passes by the western side of the village and is marked A in the enclosed plan; and as this would cause great loss and extreme inconvenience to the petitioners, as would appear from what follows, petitioners represented their grievances to the Chief Engineer in charge of the line and, at the same time, submitted for his consideration a deviation of the line from near their village in the direction of B-C in the plan;

2. That the Railway authorities had this proposed deviation surveyed and, when the petitioners waited on the Chief Engineer and other officers in this conection, they were given to understand that the petitioner's proposal was in every respect advantageous both as regards suitability and cost. that the matter would receive their serious consideration and that the result would be made known to them at an early date; bnt after that, your humble petitioners have not received the final decision of the Chief Engineer, though, in the meantime, preliminary operations are being pushed on, and the petitioners apprehend that work in the village may soon be taken on hand;

3. The grounds on which exception was taken to the line A by the petitioners are:—

(a) That the available wet lands here are very limited, the lands affected are the best, being situated foremost under the irrigation of the Tambirapurni river and are worth about Rs 2500 per acre, the petitioners are small holders of land, entirely dependant on them for their subsistence, and the proposed line A takes in a large portion of these lands on both sides of the river; further, these lands are low-lying and are subject to inundations during heavy floods, so that, the proposal involves enormous expenditure both in the acquisition of land and in raising the line on the low ground and accepts the danger of the line being washed away during heavy floods; and further, it means to the petitioners the loss of their only means of subsistence and to the Government much loss of revenue.

(b) Secondly, that the line A passes too close to not less than 3 temples, besides a sacred bathing ghaut, in the village where people worship,—the first, the Uchimakali Ammancoil where thousands of people collect for worship at times and in the two others, Krishnan coil, and Mannarcoil, daily worship is offered. The proposed line passes through their precints and must surely spoil their sanctity and interfere with the worship therein. The proposal has given offence to the religious sentiments of the people who feel bound to resist, by all lawful means, the proposed spoliation of the sacred places of worship. It is earnestly hoped that the Government by timely interference will avert the evil and save themselves from the general impression of their acquiescence in this unholy proceedure and free the petitioners from annoyance.

(c) That the A line also passes too close to the Sudra quarters and, if it should be adopted, it will result in their removal to the great loss and inconvenience of the inhabitants.

(d) Further according to the A line, the bridge across the river has to be constructed at a spot where the river is both broad and deep; so, the cost of constructing the bridge there must be comparatively heavy.

4. That, on the contrary, the deviation B-C proposed by the petitioners is not open to any of the objections mentioned in the foregoing para—and has the following advantages:

(a)—it takes in only an unavoidable minimum extent of wet lands and affects the petitioners the least.

(b)—it passes mostly over elevated dry lands which cost not more than Rs 10 per acre.

(c)—by avoiding low-lying wet lands and taking to elevated nominally-priced dry lands, both the cost of acquisition and construction is reduced to a minimum.

(d)—Further, according to the line B-C the river is crossed at a spot where it runs between two elevated grounds and the level of the stream even during heavy floods, is far below the surrounding ground-level, so that, both the bridge and the line on both sides are absolutely secure from all dangers of floods.

That, under these circumstances, they pray that the facts set forth in the foregoing paragraphs may be taken into kind and just consideration and orders issued at an early date for the adoption of the line B-C, and thus to protect the interests and religious feelings of the petitioners and also to prevent the waste of public funds and unnecessary loss of revenue.

For which act of justice and kindness, the petitioners shall, in duty bound, ever pray.

6—11—99

A- [illegible]akrishnaiyer

[illegible] Krishna Rao

[illegible]

Venkatakrishna

[illegible]

Krishnaswamy annavy

[illegible]

Y. Narayana Iyer

[illegible]

S. Sankaranarayana Iyer

[illegible]

S. Ra[illegible] iyer

M. Sub[illegible] iyer

R[illegible]ran[illegible]

[illegible]

ENC. No. 1 6387-1899
LETTER No. 1207 6-12-99
From

All communications should be addressed to the Secretary.

No. 2216 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
DEC 1899
C. No 1512

Calcutta, the 25th November 1899.

The under-mentioned paper is forwarded to the Secretary to the Government of Madras, Public Works Department, Railway Branch, for faveur of disposal.

By order,

C. J. Cole.
Under Secretary.

Document referred to :-

Petition dated 6th November 1899 from the inhabitants of Kallidaikurichi, Ambasamudram Taluk, Tinnevelly District (in original with plan).

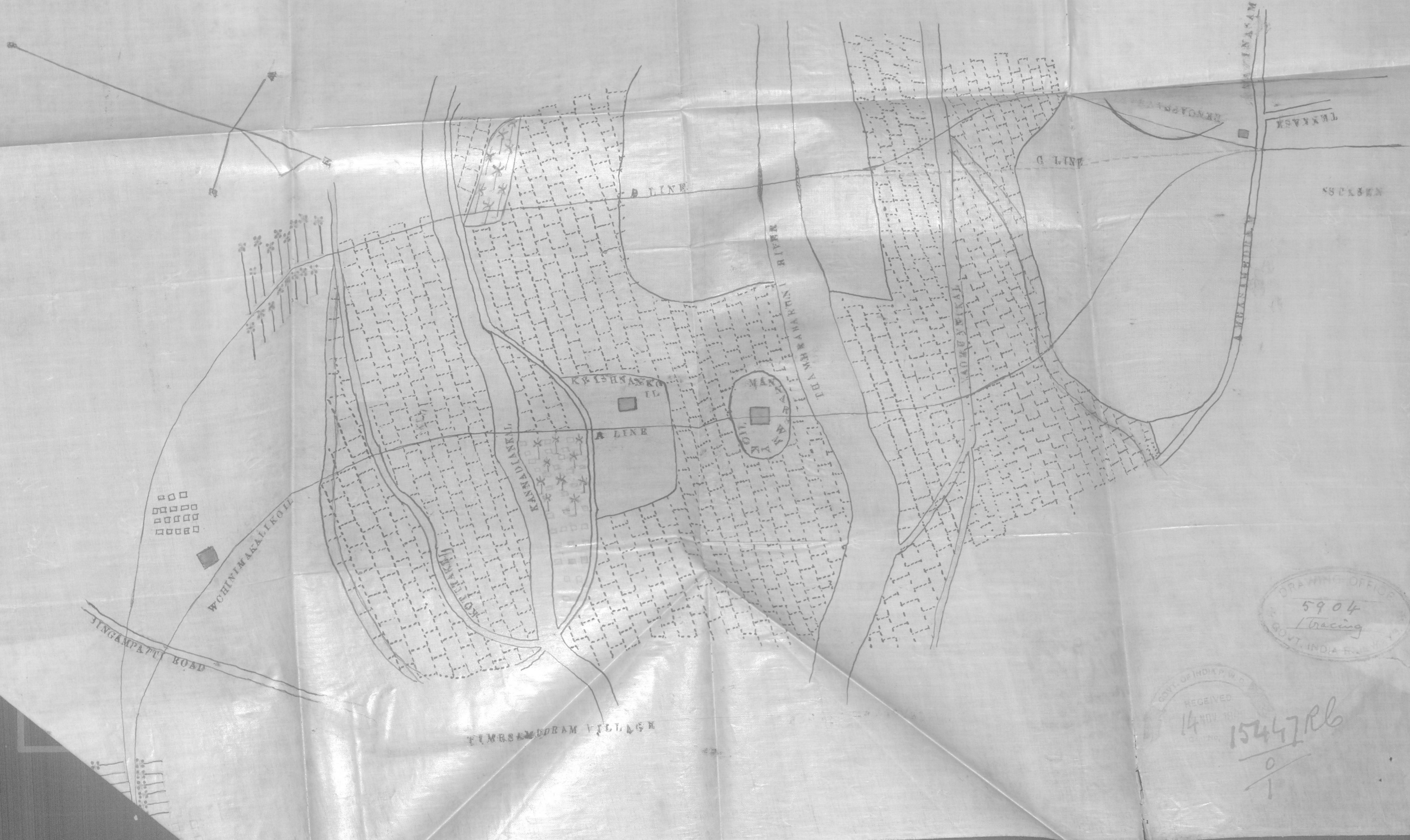
Tinnevelly-Quilon Railway.

Alignment of above.

apld.

S.s.S.

SURVEY SHEWING THE THAMBRABARUNI RIVER CROSSING NEAR ANBASAMUDRAM

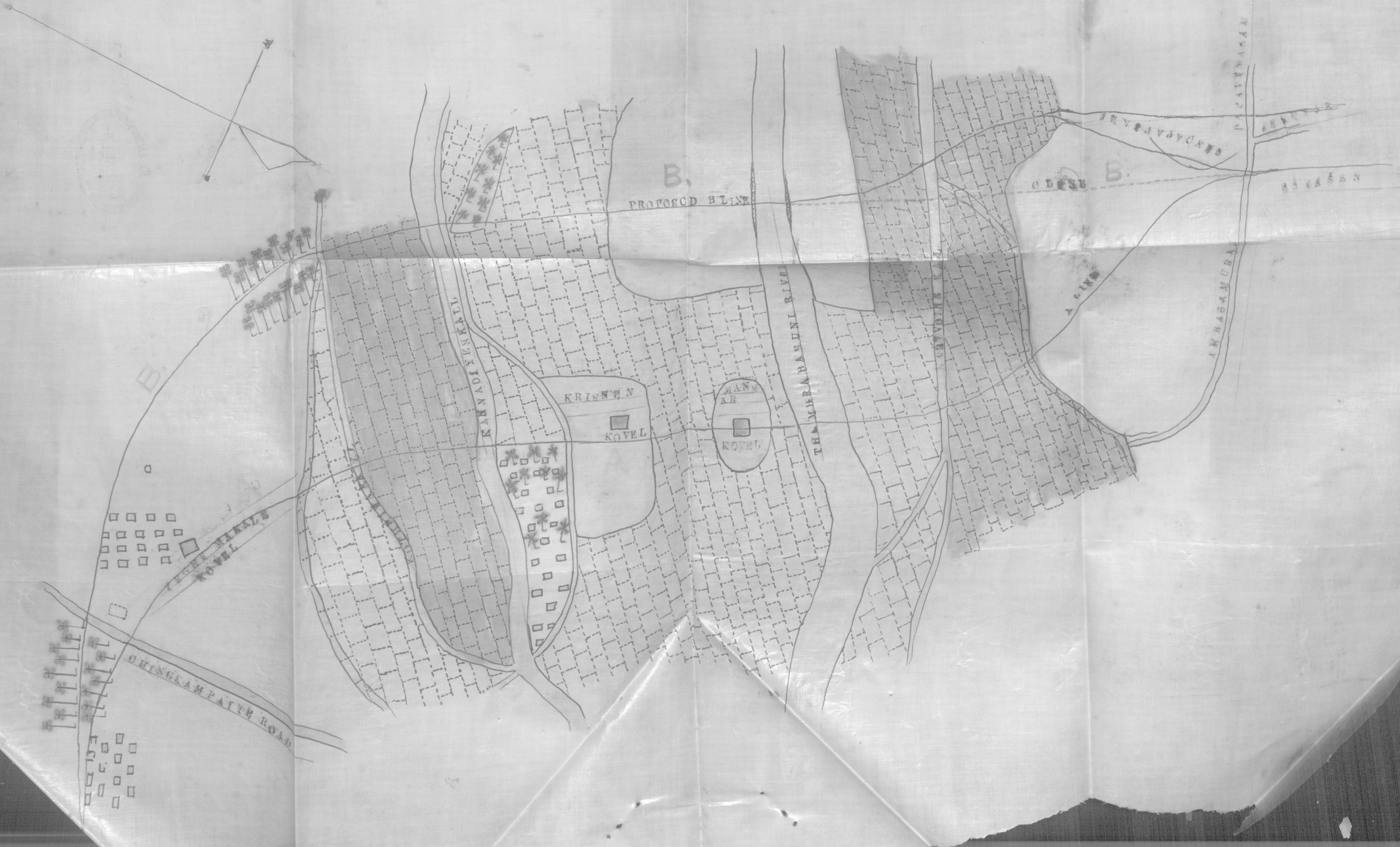


DRAWING OFFICE
5904
1 Tracing
GOVT. INDIA R

GOVT. OF INDIA P. W. D.
RECEIVED
14 NOV 19

15447 Rl6
0
1

SURVEY SHEWING
THE THAMBARABURNI RIVER CROSSING
NEAR AMBASAMUDRAM



8

No. 1197 South Indian Railway Co., Ld.
AGENT'S OFFICE,

TRICHINOPOLY, 5th December 1899

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
6 - DEC. 1899
C. No 6355
MADRAS.

From
THE Ag. AGENT.
SOUTH INDIAN RAILWAY,

To
THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

With reference to your endorsement No. J 3510 dated 17th November 1899 forwarding a petition from the inhabitants of Kallidaikurchi, I have the honor to inform you that the Engineer-in-Chief received a petition and a plan of a proposed deviation from a Mirasdar of Ambasamudram called Rama Subba Iyer in June last and as he was then trying to effect an improvement in the Ambasamudram station he had the proposed deviation looked into by the Assistant Engineer in charge of the Survey with the hope it would give us a better alignment.

A plan and Survey were made of a line adhering as near as possible to the deviation wanted and the section taken showed that although the new alignment was certainly an improvement as far as the eastern approach to the Tambrapurni river, it was far more expensive in works between the river and Ambasamudram station.

The Engineer-in-Chief went personally into the question when at Ambasamudram on August 1st and he unhesitatingly condemned the proposal as being a far more expensive alignment than

than that already selected and staked out.

On the 2nd August he met the petitioner and his friends, who were represented by a Vakil, as well as an opposition party of Mahomedans who had submitted a counter-petition on July 22nd and whose property the Mirasdar and his friends wished to be taken up in preference to their own. The claims of the original petitioners were fully advocated by their representative which were as strongly refuted by the opposite party and they were informed that the scheme having been carefully surveyed and levelled had proved to be a much more costly line and could not be entertained. The statement in para 2 of the petition is therefore incorrect, they had a final decision given them at the time the decision resting on Engineering grounds. With regard to the remaining paras of the petition the following are the replies of the Engineer-in-Chief.

"Para 3(a). Both schemes involved the taking up of "wet lands which is unavoidable (b) the "statement that our line passes too close "to their temples is not correct as can be "seen from a plan of the line; their tracing "shows the line to go right through a temple "which is an imaginary sketch they "offered the same plea to me but it was "proved to be false."

"Para 4(a). It is true their proposed alignment affects "them by taking up only a minimum of "their wet lands ~~by~~ but they forget it goes over "a lot of other wet lands belonging to "Mahomedans, (b) that their proposed line "passes mostly over elevated dry lands "is not true, a glance at the section will "prove

"prove this."

E

A copy of the counter petition from the Mahomedan inhabitants dated July 22nd is enclosed for your information as also the plan and section of the line as staked out and of the petitioners' proposal.

From the information now given it will be seen that the proposed scheme has received the careful consideration of the Engineer-in-Chief and the answer given the petitioners has been based on the merits of the two alignments.

The original sketch and petition are returned.

I have the honor to be
Sir
Your most obedient Servant

6 Enclosures—
4 by book post and }
2 by Ry parcel }

W H Spaeding
Ag. Agent

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

No. 1207

South Indian Railway Co., Ld.,

AGENT'S OFFICE,

Trichinopoly, 6th December 1899

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
7 - DEC 1899
C. NO. 6387
MADRAS

From

The ag Agent.
SOUTH INDIAN RAILWAY,

To

The Consulting Engineer for Railways,
MADRAS.

SIR,

In returning herewith your Endorsement B. No. 3700 of 4th December 1899 with connected papers regarding a petition from certain inhabitants of Kalaidakurichi concerning the alignment of the Travancore Branch near Ambasamudram Station, I have the honor to inform you that the matter has already been disposed of in my letter No. 1197 dated the 5th Instant to yourself.

I have the honor to be,
Sir,
Your most obedient servant.

W H Spaeding.
Acting Agent.

4 Enclosures herewith.

File with 40 1456 Ry
13-12-99.

13.12.99

Plan given to DC

No. 1207 South Indian Railway Co., Ld.

4th December 1899.

The Agent,

The Consulting Engineer for Railways,

MADRAS.

Sir,

[illegible]

From
The Agent,
South Indian Railway,
Trichinop

To
The Consulting Engineer for
Railways,
Madras.

Dated }
Received }

No.

Enclosure.

8

Form No. 10.

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

C. No. 6355 L1412

HIS EXCELLENCY THE GOVERNOR.
~~THE HON'BLE MR. ARUNDEL C.S.I.~~
THE HON'BLE MR. H. M. WINTERBOTHAM, I.C.S.

SUBJECT.

Deviation of the Travancore Branch at Kallidaikurichi village

FOR ORDERS.

This is one of a class of subjects on which I prefer always to seek H.E.'s orders instead of treating it as routine and in accordance with precedent: for it affects the ryots and their land.

I need add nothing to what has been said in the papers put up except that the gradient to be used on the given section of the Travancore branch be fixed at 1 in 150, the adoption of the alternative route asked for by the petitioners will be very much more expensive than that chosen by the Engineer which, as explained, a number of other ryots will have their grievance, and will probably counter petition.

The Collector when acquiring the land will doubtless take everything into ~~[illegible]~~ calculation in allotting compensation. We cannot make railways in such places without ousting a certain number of cultivators. So I have narrowed the land for the Travancore branch to the extreme limit in the

Note

H.E. has not returned the plan – Plan returned with 14/12/99

7.12.99. R/9/12/99

cultivated parts.

The order may be passed that full enquiry having been made Govt. finds itself unable to interfere in favour of the petitioners whose claims for compensation will doubtless be fully, and in due course, considered by the Collector.

7/12/99

Appd.
A.E.H.
9.12.99

Draft

7/12

Form No. 1.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

Papers to be read in Proceedings :—

Petition from the inhabitants of Kalidaik
Ambasamudram Tk. Tinnevelly dt. 6. 11
Letter from Agent S. I. Ry. No. 1197 of 5.

ORDER. No. 1456 Ry dated

Full inquiry ha
been made Government f
itself unable to interfere
favour of the petitioners w
claims for compensation
doubtless be fully, and in
due course considered by
Collector —

for 11.

To
The Petitioners ✓
" Agent S. I. Ry ✓

Despatched 13/12/