Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 554. Ry

DATED 10th May 1899.

Proof 120/2

[Despatch Abstract.]

Station at Tirunellikaval

Sanction accorded to the estimate amounting to Rs 9143 for constructing a — on the Mayavaram-Mutupet Railway.

[P. W. 26. / 200—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.
Regd. } 1899.

Enclosures

Spare copies

G.O., No. 554 Ry., 10th May 1899.

MAY.

Station at Tirunellikaval

Sanction accorded to the estimate, amounting to Rs. 9,143, for constructing a — on the Mayavaram-Mutupet Railway.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways.
Dated—27th October 1897, No. 1049.

From—The Consulting Engineer for Railways.
To—The Agent, South Indian Railway.
Dated—2nd November 1897, No. 3387.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways.
Dated—1st April 1898, No. 296.

From—The Consulting Engineer for Railways.
To—the Agent, South Indian Railway.
Dated—8th April 1898, No. 1000.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways.
Dated—22nd June 1898, No. 600.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways.
Dated—2nd September 1898, No. 824.

From—The Consulting Engineer for Railways.
To—The Agent, South Indian Railway.
Dated—20th September 1898, No. 163/O.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways.
Dastd—24th September 1898, No. 888.

From—The Consulting Engineer for Railways.
To—The Agent, South Indian Railway.
Dated—4th October 1898, No. 187/O.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 8th April 1899, No. 321.

With reference to correspondence ending with your letter, No. 187/O., dated 4th October 1898, regarding the provision of a station at Tirunellikaval on the Mayavaram-Mutupet Railway between the existing stations of Tirunattiyattangudi and Ponnirei, I have the honour to forward, in supersession of all previous estimates, an estimate, No. 14/99, amounting to Rs. 9,155, chargeable to Capital, for providing the station.

I also forward a tracing of drawing No. 381/98 showing the proposed station arrangements, as well as ferrotype copies of drawings :—

No. 261/98, Station house.
„ 269/98, Latrine.
„ 435/98, Station Master's house.

I recommend that for the present the expensive *permanent* latrine be omitted, and if any latrine is required, that a tarred bamboo mat enclosure be erected at a cost of about Rs. 80.

From—The Consulting Engineer for Railways, Madras.
To—The Agent, South Indian Railway.
Dated—17th April 1899, No. 1221.

With reference to your letter, No. 321, dated 8th April 1899, I have the honour to forward herewith copy of the following note by the Examiner, Guaranteed Railway Accounts, on the estimate which is herewith returned for resubmission accordingly.

Enclosure.

Office-note from—The Examiner, Railway Accounts.
Dated—Madras, 14th April 1899.

* * * * *

The estimate includes, under Land, the capitalized value of the abatement of land revenue; this, it should be pointed out to the Agent, is incorrect, as it is only on the South Indian Railway that such charges should be included as direct Capital outlay.

On the Mayavaram-Mutupet Railway this value should continue to be recorded as indirect expenditure.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 1st May 1899, No. 406.

In compliance with the request contained in your letter, No. 1221, dated 17th April 1899, I have the honour to resubmit duly revised the estimate for providing a station at Tirunellikaval on the Mayavaram-Mutupet Railway, and to request sanction to the proposed expenditure of Rs. 9,143 chargeable to Capital.

Order—No. 554 Ry., dated 10th May 1899.

The estimate amounting to Rs. 9,143, chargeable to Capital, for constructing a station at Tirunellikaval on the Mayavaram-Mutupet Railway, between the existing stations of Tirunattiyattangudi and Ponnirei, is sanctioned.

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

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

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

Exd. T. K. Narayana Aiyangar.

SERIAL
No. 1

KW

GENERAL.
ACCOUNT.

Government {1897} of Madras.
PUBLIC WORKS.

Recd. } 1897. *Enclosures*
Regd. } *Spare copies*

G.O., No. 2121 W., 3rd August 1897.

AUGUST.

Restriction of Expenditure

Government of India telegram withdrawing the orders regarding — on Provincial and Local Fund works and stating that orders regarding Imperial expenditure will follow, communicated to the officers concerned.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

Read—the following papers :—

Telegram from the Secretary to the Government of India, Public Works Department, to the Secretary to the Government of Madras, Public Works Department, dated Simla, 24th July 1897, No. 138 A.G.

Orders issued in Public Works Department telegram 106 A.G., dated 19th June regarding restriction of expenditure withdrawn as regards Provincial and Local Fund works. Orders regarding Imperial expenditure will follow.

From A. R. BECHER, Esq., Officiating Deputy Secretary to the Government of India, Public Works Department (Account—General), to the Secretary to the Government of Madras, Public Works Department, dated Simla, 24th July 1897, No. 139 A.G.

Orders issued in Public Works Department telegram 106 A.G., dated 19th June, regarding restriction of expenditure withdrawn as regards Provincial and Local Fund works. Orders regarding Imperial expenditure will follow.

In continuation of Public Works Department telegram No. 138 A.G., dated 24th July 1897, reproduced in the margin, withdrawing the orders regarding restriction of expenditure as regards works constructed from Provincial and Local funds, I am directed to explain that, although the present orders may be considered as actually removing the restriction of outlay from Provincial and Local funds, yet it is desirable that the withdrawals from treasury should, for the present, be kept as low as is consistent with adherence to the budget programme of expenditure.

2. As regards Imperial expenditure orders will shortly follow.

Order—No. 2121 W., dated 3rd August 1897.

Communicated to the officers concerned with reference to G.Os., Nos. 1712 W. and 1986 W., dated 28th June and 23rd July 1897, respectively.

2. Orders regarding Imperial expenditure will be awaited.

(True Extract.)

(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Secretary to Government.

To Superintending Engineers.
" the Consulting Architect to Government.
" the Examiner, Public Works Accounts.
" the Chief Engineer for Irrigation.
" the Consulting Engineer for Railways.
" the Revenue Department.
" the Financial Department.
" the Public Department.
" the Judicial Department.
" the Ecclesiastical Department.
" the Educational Department.
" the Local and Municipal Department,
with copy of G.O., No. 1712 W., dated 28th June 1897.

Exd. T. K. Narayana Aiyangar.

SERIAL No. 2

KW

RAILWAY.

Government (1897) of Madras.
PUBLIC WORKS.

Recd. } 1897. Enclosures
Regd. } Spare copies

G.O., No. 601 R., 27th August 1897.

AUGUST.

Agreement for working the Máyavaram-Mutupet Railway

Government of India letter approving and confirming the — entered into on behalf of the Secretary of State with the South Indian Railway Company, communicated to the Agent of that railway.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Officiating Joint Secretary to the Government of Madras, Public Works Department. Railway Branch, to the Secretary to the Government of India, Public Works Department, Simla, dated Ootacamund, the 24th July 1897, No. 498 R.

With reference to your letter No. 983 R.T., dated the 29th December 1896, I am directed to enclose, for favour of formal confirmation, a copy of the agreement which has been entered into on behalf of the Secretary of State with the South Indian Railway Company for working the Máyavaram-Mutupet Railway.

For giving effect to the provision of clause 12 of the agreement, correspondence is proceeding between the Consulting Engineer, Madras, and the Railway Company's Agent in regard to the schedule of capital expenditure at Máyavaram and Tiruvallur junctions. The result shall in due course be communicated to you.

Enclosure.

This indenture, made the twenty-second day of July 1897, between the Secretary of State in Council of India of the one part, and the South Indian Railway Company Limited of the other part, whereas under the provision contained in clause 10 of an Indenture dated the 24th day of November 1890 and made between the Secretary of State in Council of India of the one part and the South Indian Railway Company Limited of the other part, the Secretary of State in Council of India has called upon the said Company to work the line of Railway between Máyavaram and Mutupet. Now this indenture witnesseth and it is hereby agreed and declared as follows :—

Definition clause.

1. In this agreement, unless there is something repugnant thereto in the subject or context, the following words and expressions shall have the following meanings :—

The Secretary of State.

"The Secretary of State" means the Secretary of State in Council of India.

The Company.

"The Company" means the South Indian Railway Company Limited.

The Mayavaram-Mutupet Railway.

"The Máyavaram-Mutupet Railway" means the line of Railway extending from Máyavaram on the South Indian Railway to Mutupet.

The undertaking.

"The undertaking" means the South Indian Railway, purchased by the Secretary of State, and includes any other Railways or parts of Railways handed over to or left in the possession of the Company on the 1st day of January 1891, or which may have been or may be handed over to or left in the possession of the Company after the aforesaid date, in accordance with the provisions contained in the hereinbefore mentioned contract dated the 24th day of November 1890, and made between the Secretary of State of the one part and the Company of the other part.

Gross receipts.

"Gross receipts" means and includes all receipts from Coaching and Merchandize traffic, and from the carriage of mails, and the use of the telegraphs, and all other sums received in respect of rents and tolls on bridges, and from all other sources the receipts from which are generally treated as revenue on Indian Railways.

Capital expenditure.

"Capital expenditure" means and includes the cost of New Works, plant and machinery, and of substantial improvements of, and additions to, old works, permanent way, plant and machinery, including the cost of any temporary New Work the construction of which is requisite for the construction of a work properly chargeable to Capital. Provided nevertheless that any item of expenditure properly chargeable to Capital in accordance with this principle shall from time to time, if not exceeding Rs. 1,000, be classed as a "Minor Work" and be charged to Revenue expenditure within a maximum amount in each half-year of Rs. 15 per open mile of Railway, and provided that if at any time the old rails and fastenings orgiually laid be replaced by new rails and fastenings the difference in cost between such old and new material shall be borne by Capital, and provided also that no portion of the salaries or allowances of any of the Company's permanent supervising or other administrative Staff although employed for the time being partly or wholly in directing or superintending work chargeable to Capital shall, except with the express sanction of the Secretary of State, be charged to Capital, and that no expenses connected with the engagement or passage from or to England of any person in the Service of the Company shall be charged to Capital unless such person shall have been specially engaged to carry out work chargeable to Capital, and been actually employed upon such work.

Revenue expenditure.

"Revenue expenditure" means and includes the same percentage of the gross receipts of the Máyavaram-Mutupet Railway as that of the gross receipts of the undertaking which the Company shall expend in accordance with its rules in force from time to time on working and maintaining the whole of the undertaking, including any lines which the Company work and maintain from time to time with the addition of the costs of making good any damage affecting the said Máyavaram-Mutupet Railway due to any extraordinary casualty, or otherwise as provided for in clause 2 of this agreement, and also the payment for the use of the Company's rolling-stock of a sum of 5 per cent. upon the gross receipts of the Máyavaram-Mutupet Railway for each half-year as provided for in clause 3 hereof, and with the addition also of all sums to be charged or debited to the Máyavaram-Mutupet Railway on account of the Capital expenditure by the Company at the joint stations as provided for in clause 12 hereof.

Working expenses.

"Working expenses" means and includes the expenses incurred by the Secretary of State, or by the Company with the sanction of the Secretary of State in or about or in connection with the management, maintenance and working of the undertaking and Railways worked and maintained by the Company, with the exception of the costs of making good any damage affecting the Máyavaram-Mutupet Railway due to any extraordinary casualty, or otherwise as provided for in clause 2 hereof, and also the payment for the use of the Company's rolling-stock as provided for in clause 3 hereof, and excluding also all sums to be charged or debited to the Máyavaram-Mutupet Railway on account of the Capital expenditure by the Company at the joint stations as provided for in clause 12 hereof.

Through traffic, South Indian Railway.

"South Indian Railway through traffic" means all traffic of the South Indian Railway between places on the South Indian Railway on either side of Máyavaram or Tiruvallur and therefore only passing through one of those stations.

Through traffic, Máyavaram-Mutupet Railway.

"Máyavaram-Mutupet Railway through traffic" means all traffic of the Máyavaram-Mutupet Railway between places on the Máyavaram-Mutupet Railway on either side of Tiruvallur and therefore only passing through that station.

Cross traffic.

"Cross traffic" means all traffic passing over the Máyavaram-Mutupet Railway but not originating or terminating on that line.

Interchanged traffic.

"Interchanged traffic" as regards Máyavaram junction, means all traffic booked or invoiced between stations other than Máyavaram on the South Indian Railway and other than Máyavaram on the Máyavaram-Mutupet Railway, and as regards Tiruvallur, all traffic booked or invoiced between stations other than Tiruvallur on the South Indian Railway and other than Tiruvallur on the Máyavaram-Mutupet Railway.

Local traffic, South Indian Railway.

"South Indian Railway local traffic" means all traffic booked or invoiced between Máyavaram or Tiruvallur and any station on the South Indian Railway.

Local Traffic, Máyavaram-Mutupet Railway.

"Máyavaram-Mutupet Railway local traffic" means all traffic booked or invoiced between Máyavaram or Tiruvallur and any station on the Máyavaram-Mutupet Railway.

Maintenance.

2. On and from the 2nd April 1894, the date on which the Máyavaram-Mutupet Railway was opened by the Company for public traffic, the Company shall be deemed to have maintained and shall maintain such Railway in good repair and in good working order and condition—Provided always that the costs and expenses of such maintenance shall be borne by the Company so far only as such maintenance shall have been or be necessary to make good damage caused by the ordinary wear and tear incident to the use and working of the said Railway and the works in connection with the same by the Company, and the conveyance of traffic thereon by the Company and not further or otherwise, and the Company shall not bear nor be put to any cost or expense for, or in respect of, any repair, restoration, renewal or replacement necessary to make good any damage that may have occurred to the said Railway and works or any portion thereof, which may have been or be due to extraordinary casualty affecting the said Railway and works, or to any cause other than the ordinary wear and tear of a Railway incident to the use and working thereof and the conveyance of traffic thereon, and to the occurrence of which the Company shall not have in any way contributed by any act, neglect or default of their own.

Rolling stock.

3. The Company further undertake to provide sufficient rolling stock for the movement of traffic over the Máyavaram-Mutupet Railway in consideration of the payment of a sum of 5 per cent. upon the gross receipts of the Máyavaram-Mutupet Railway for each half-year.

Rates and fares.

4. The Company shall charge such rates and fares for the carriage of passengers and goods over any portion of the Máyavaram-Mutupet Railway as shall from time to time be agreed upon between the Company and the Secretary of State, such rates and fares not being greater than the maximum rates and fares, nor less than the minimum rates and fares, for the time being respectively in force on the undertaking.

Revenue accounts.

5. The Company shall keep, in rupee currency, a distinct and separate account of the gross receipts derived from the working of the Máyavaram-Mutupet Railway—Such account shall be made up half-yearly to the 30th day of June, and the 31st day of December in each year, and shall be regularly submitted by the Company to the Secretary of State who may audit the same and correct any error which may be discovered therein. The Company shall also within three calendar months after each of the said half-yearly days, render to the Secretary of State a summary of the said account for the half-year ending on such half-yearly day.

Payment of gross receipts into treasury.

6. The said gross receipts shall, at such times and in such manner as the Secretary of State may from time to time direct, be paid without deduction into any such Treasury of the Government of India as the Secretary of State may approve. The Revenue expenditure shall be adjusted on the monthly accounts of the Máyavaram-Mutupet Railway in accordance with the results of each month's working and a final adjustment made at the end of each half-year to bring it into accord with the result of that half-year's working.

Company to execute new capital works.

7. The Company shall execute such new works as are chargeable to Capital expenditure in accordance with the provisions contained in clause 1 hereof and as may from time to time be necessary, after having first obtained the sanction of the Secretary of State for so doing and the cost of all such works shall be borne by the Secretary of State in accordance with the last mentioned provisions as to Capital expenditure.

Police.

8. The Secretary of State shall provide and maintain such a Police force as the Company with the approval of the Secretary of State shall from time to time require. The cost of providing and maintaining this force shall be defrayed in the following manner; that is to say, three-tenths shall be borne by the Secretary of State and the remaining seven-tenths shall be included in working expenses.

Telegraphs.

9. The Company shall arrange with the Secretary of State or otherwise for the supply and maintenance of the requisite telegraphs, and the costs of the supply of such telegraphs shall be borne by the Secretary of State, and all payments on account of the rental and maintenance thereof shall be chargeable to working expenses; and the necessary equipment of the telegraph offices at stations together with any additions thereto which may from time to time be found necessary shall be provided, furnished and equipped by the Company at the expense of the Secretary of State.

Land.

10. The Secretary of State shall provide free of cost for the Company any land that may at any time be required for the purposes of the Máyavaram-Mutupet Railway.

Books, records and periodical returns.

11. The Company shall record and keep in proper books full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Máyavaram-Mutupet Railway or the business thereof, or any of the matters, or things, included or referred to in this agreement, so as at all times to exhibit fully and truly the state of its affairs in relation thereto in the same manner as prescribed in the aforesaid contract of the 24th day of November 1890, and made between the Secretary of State and the Company.

The Company shall for the above purposes maintain a separate journal and ledger, and shall also furnish all the returns required by Government including the following, viz. :—

Weekly—
- (*a*) Approximate statements of traffic.
- (*b*) Audited statements of traffic.

Monthly—
- (*c*) Capital Accounts.
- (*d*) Return of grants, receipts and expenditure.

Half-yearly—
- (*e*) Capital and revenue accounts for the half-year.

Yearly—
- (*f*) Six months' estimates.
- (*g*) Revised and budget estimates, capital.
- (*h*) Revised and budget estimates, revenue.
- (*i*) Finance accounts, capital and revenue.

Interest on Company's Capital outlay at joint stations.

12. The Máyavaram-Mutupet Railway shall be debited with an annual rental or charge of 4½ per cent. per annum upon the total amount of all capital outlay expended by the Company upon buildings, sidings, permanent way, and other works solely used by the said Máyavaram-Mutupet Railway at the joint stations at Máyavaram and Tiruvallur.

There shall also be an annual rental or charge of 4½ per cent. per annum upon the total amount of all capital outlay expended by the Company upon buildings, sidings, permanent way, and other works jointly used by the Company and the Máyavaram-Mutupet Railway at the aforesaid joint stations at Máyavaram and Tiruvallur; and the same shall be distributed and debited as follows :—viz., one-fifth of the said rental or charge shall be treated as the proportion to be borne by the Company in consideration of the South Indian Railway through traffic and one-tenth shall be debited to the Máyavaram-Mutupet Railway in consideration of the Máyavaram-Mutupet Railway through traffic at Tiruvallur, and of the remainder of the said rental or charge there shall be debited to the Máyavaram-Mutupet Railway a share proportional to the weight which its traffic (cross, local and interchanged) bears to the total weight of traffic (cross, local and interchanged) of the said joint stations and the residue shall be treated as the proportion to be borne by the Company in respect of its traffic other than through traffic.

Arbitration.

13. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this contract, or if in any case not herein specially provided for any dispute, question, or contraversy shall at any time arise between the Secretary of State and the Company touching these presents or any section or thing herein contained, or the construction hereof, or any matter connected with these presents or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to two arbitrators, one to be appointed by each party, pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that-behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof.

Termination of contract.

14. This contract shall remain in force until either party gives to the other twelve months' previous notice of their intention to terminate the same, such notice to expire on the 31st day of December in any year.

In witness whereof Francis Joseph Edward Spring, acting for and on behalf of the Secretary of State in Council of India, and Archibald Douglas Graham Shelley, as agent in India for and on behalf of the South Indian Railway Company, Limited, have hereunto set their respective hands and seals the day and year first above written.

Signed, sealed and delivered by the abovenamed Francis Joseph Edward Spring.	F. J. E. SPRING, Offg. Joint Secy., P.W.D., Madras.
Signed, sealed and delivered by the abovenamed Francis Joseph Edward Spring, acting for and on behalf of the Secretary of State in Council of India in the presence of Edmund Augustus Waller.	*Witness.* E. A. WALLER, Exr., Guaranteed Ry. Accts., Madras.
Signed, sealed and delivered by the abovenamed Archibald Douglas Graham Shelley.	A. D. G. SHELLEY, Capt., R.E., Agent, South Indian Railway Company, Ld.
Signed, sealed and delivered by the abovenamed Archibald Douglas Graham Shelley, acting for and on behalf of the South Indian Railway Company, Limited, in the presence of Herbert Dent Johnston, Resident Engineer, South Indian Railway.	*Witness.* H. D. JOHNSTON.

From the Under Secretary to the Government of India, Public Works Department (Railway Traffic), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, the 17th August 1897, No. 643 R.T.

With reference to your letter No. 498 R., dated the 24th July 1897, forwarding a copy of the agreement entered into on behalf of the Secretary of State with the South Indian Railway Company for working the Máyavaram-Mutupet Railway, I am directed to state that the Government of India are pleased to approve and confirm the said agreement, a copy of which will now be transmitted to the Secretary of State.

Order—No. 601 R., dated 27th August 1897.

Communicated to the Agent, South Indian Railway.

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

To the Agent South Indian Railway.
„ Examiner, Guaranteed Railway Accounts.
„ Local and Municipal Department.
„ Financial Department.

Exd. S. J. Pereira.

5

R/papers

Sir attache at

SOUTH INDIAN RAILWAY
4-4-97
AGENT
56

To

THE AGENT,

South Indian Railway,

TRICHINOPOLY.

Most Honored Sir,

The humble petition of V. R. R. M. Sokkalinga Chettiyar, residing at Tiruvalur, Panchayethar of Thirunellikkaval temple and other undersigned most respectfully showeth:—

That in the Mayaveram–Muthupet Railway line, 3 miles to the south of Thirunattiyathangudi Station, there is a large village named Thirunellikkaval.

2. That the said village of Thirunellikkaval is situated on the boundary limit of the three taluqs of Negapatam, Tiruturaipundi and Mannargudi, near the junction of Nannilam to Tiruturaipundi and Mannargudi to Negapatam roads, and has within a radius of one mile, the following important villages with a population of over 5,000; namely,—(1) Thiruthangur (2) Pudur (3) Seravamani (4) Thurakkudi (5) Utharangudi (6) Namasivayapuram (7) Pangal (8) Iluppur (9) Marangudi (10) Alathur (11) Thirukkollikkadu (12) Kiralathur Madapuram (13) Puttaharam (14) Kotbangudi (15) Komal (16 Andangarai (17) Thamaraippallam and (18) Manjavadi.

3. That the village of Thirunellikkaval is itself a place of great pilgrimage and festival and also a chief centre of traffic.

4. That the village has in itself and in its vicinity big and noted Siva Temples which attract the attention of the general public and particularly the Nattukkottai Chettis for repairing them on an extensive scale.

5. That owing to the want of a Railway Station in the said village, traffic—in paddy alone to the extent of twenty thousand kalams with Petitioner Sokkalinga Chettiar alone—is being now carried on by means of common country carts, because it is not found advantageous in any way to band communication through the stations of Thirunattiyathangudi and Ponnirai.

6. That the Station Master Thirunattiyathangudi and Ponnirai have no chance of knowing anything beyond their own stations, so as to give any information about these matters.

7. That even at the time of the construction of the Mayaveram–Muthupet Railway, it was thought fit by Mr. Narasimhalu Naidu Garu, the Land Acquisition Deputy Collector to have a Station at Thurakkudi, the northern limit of Thirunellikkaval, for the convenience of the general public and for the benefit of the Company which fact would be testified by a reference to the said Deputy Collector, now at Tanjore.

8. That establishing a station at Thirunellikkaval would best redress the grievances of the public and prove highly advantageous to the Company; and would not in the least, be prejudicial to the Stations of Thirunattiyathangui and Ponnirai.

9. That Sokkalinga Chettiar, the undersigned, undertakes to give lands for the construction of the Station &c., and further undertakes to pay an advance of any sum that may be fixed for the purpose of recouping from it any loss that might occur in the course of one year, during which period Your Petitioners' pray to have a trial-Station at least.

10. That a muchilika has been already executed to this effect in the presence of the Deputy Collector Mannargudi Division.

11. That Your Honor will find no loss to the Company in granting the wishes of the bublic embodied in this petition and signed by more than 300 individuals.

12. That the petitioners are ready to show Your Honor a plan showing the respective positions of the several villages, roads &c.

13. That Sokkalinga Chettiar Your Petitioner is ready to appear through vakil Veerasawmy Iyer before Your Honor to answer anything, if so directed.

That, in conclusion, Your Petitioners most humbly pray that the neceasary steps be taken for establishing a station at Thirunellikkaval.

For which act of kindness, Your Petitioners, shall, as in duty bound ever pray.

We beg to remain,
Most Honored Sir,
Your Honor's most humble petitioners,

Enc. No. 1 to C.E.'s C. No. 4724 of 1897
Letter No. 1049 d/ 27-10-97
From A

SERIAL 3

No. 1049 **South Indian Railway Co., Ld.**
AGENT'S OFFICE,
Trichinopoly, 27th October 1897.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
28 OCT. 1897
MADRAS.

From

THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

C. No. 4724
Recd. 28/10/97

Sir,

I have the honor to forward herewith (to be kindly returned when done with) a petition received from the Punchayethar of Thirunellikkaval temple and other parties asking for the opening of a trial station at Thirunellikkaval at mile M $\frac{206}{12}$ between Tirunattiyattangudi and Poonerei stations, and to inform you that as I have also received several other petitions asking for the accommodation, it has been thought advisable to open a trial station at the proposed site. I therefore forward an estimate No. $\frac{48}{97}$ amounting to Rs.8,941/-, chargeable to Capital, for constructing a station in accordance with the general arrangements shown on drawings Nos. $\frac{33}{97}$ and $\frac{535}{97}$ sent herewith, and shall be glad if, under the terms of Clause 7 of the Agreement for working the Mayavaram Mutupet Railway, sanction can be accorded to the proposed expenditure. It is assumed that the recent orders regarding restriction of expenditure do not affect the Mayavaram Mutupet Railway.

[illegible] in G.O. No 601 R 27-8-97 [illegible]

I have the honor to be
Sir
Your most obedient Servant
W. de Mesurier
for Agent

4 Enclosures, one to be kindly returned } by Ry- [illegible]

Ind. 2/11/97

Offg. C.R.

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

500—26-6-97.
Conso. Engr.'s No. 21.

No. 4

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 28th October 1897.

EXAMINED
Regr. No. 619
28 OCT. 1897
Enclosures........
RAILWAY ACCOUNTS, MADRAS.

No. 3343

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 1049, dated 27th October 1897, forwarded to the Examiner of Railway Accounts for favour of check as to allocation and budget provision.

Fowler
for E. R

EXAMINER'S REPLY.

The estimate is correct as to allocation and requires the sanction of the Local Govt.

C. R., Trichy, has certified as to funds.

It is for C. R., to decide whether it is necessary to spend so much as Rs 9.000 on a trial station which if found unsuitable will be abandoned.

The orders regarding restriction of expenditure applied to Local Funds from which source the outlay on this estimate will be met, but this restriction was subsequently removed - Vide M. G. O No. 2121 dated 3rd August 97.

1.11.97

Flag A

A The Madras Ry. do it much cheaper by making an old wagon do duty as a station building. Why shouldn't S.I.R. do the same - their covered goods are smaller of course but might be adapted.
[illegible]

F.D.F. 2/11/97

A Grant
Offg. C.R.

FORM No. 10.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 2d November 1897

Railway Department.

C

To

The Agent. S.I.Ry.

SERIAL 5

No. 3387 Reply No. 296, dated [illegible]

SIR,

Reminders.

In reply to your letter No. 1049. of the 27th Oct 97. I have the honour to inform you that I am not prepared to advise Government to sanction nine thousand rupees for what you describe as a trial station.

2.- Very excellent permanent stations exist in considerable numbers on the East Coast Railway which have not cost upwards of six thousand rupees.

3.- If you really look on the success of the proposed station at Thirunellikkaval, mile 206/12 of the Mayavaram Mutupet Ry. as only doubtful. but are still prepared to try the experiment of stopping there. I would suggest your widening the bank a bit at one side for a length of say 300 feet. at rail level and placing a couple of old waggon bodies on the widening. The whole thing ought not to cost, in this way, more than a thousand rupees.

4. If on the other hand you are satisfied that the station will be a success, I shall be prepared to advise Govt. to sanction something on the scale of the S.I.R. stations referred to, plans of which I have no doubt the Manager will be pleased to send you on application.

5. The enclosures to your letter are herewith returned.

I have &c

F.M.

Encls: 4

1 Estimate
1 Typedrawing
1 Plan
1 Memorial.

Despatched 2/11/97

[illegible]

[illegible]

Pattaramaiyar

[illegible]

Sambhasaiyer

V. Ramaswamaiyer

[illegible]

Subbianannan

[illegible]

[illegible]

பொந்தியபூ

மாணிக்கம்பூன்

சுந்தராபூ

செல்லபூ

வேலுபூ

[illegible]

வேலுபூ

[illegible]

தியாகஐன்

[illegible]

அப்பாசாமிபிள்ளை

[illegible]

Eng. 1626 8
No. 296 1. 4. 98
From A

No. 296

South Indian Railway Co., Ld.,

AGENT'S OFFICE,

TRICHINOPOLY, 1st April 1898.

SERIAL No. 6

C. No. 1626
Recd. 4.4.98

RECEIVED
4 APR 1898

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Referring to your letter No. 3387 dated 2nd November 1897, regarding the construction of a trial station at Tirunellikkaval at mile M $\frac{206}{12}$ on the Mayavaram Mutupet Railway between Tirunattiyattangudi and Ponnerei stations, I have the honor to forward herewith an amended estimate No. $\frac{16}{98}$, amounting to Rs 5,901/-, chargeable to Capital, for constructing the proposed station, and shall be glad to know if, under the terms of clause 7 of the Agreement for working the Mayavaram Mutupet Railway, sanction can be accorded to the proposed expenditure.

The accompanying two ferrotype copies of drawings No. $\frac{771}{97}$ and $\frac{772}{97}$ give details of the proposed station arrangements and buildings which it is hoped will meet with approval.

Shp A

The petition forwarded with my letter No. 1049 of 27th October 1897 is herewith re-submitted to be kindly returned when done with. I think the station promises to be successful.

EVR

I have the honor to be
Sir
Your most obedient Servant

A. O. G. Shelley
Capt R.E.
Agent

4 Enclosures, 1 to be returned
by Ry Parcel

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

Form No. 7.

Madras, 8 April 1898.

To

Agent, S. I. R.

SERIAL 7

No. 1000. Reply No. 600, dated 22.6.98

Sir,

In reply to your letter No. 296 d. 1/4/98 I have the h. to remark that the maintainance of the station building which is of a semi-permanent nature is likely to prove expensive and to request that you will submit a revised design and estimate on the model of the East Coast Railway stations to which a reference was made in my previous letter No. 338 d. 2/10/97

8/4

Reminders.

1000/1 d. 14.6.98

CMS 14/6

despd on 16/6/98

8/4/98

Subject.

In reply to your letter No 296
of 11/4/98 I have the h[illegible]
[illegible] the [illegible]
the station building [illegible]
[illegible]
[illegible]
and to [illegible] that you
[illegible] revised design
and estimate [illegible]
[illegible] of the [illegible]
Railway Station [illegible]

No. 600

South Indian Railway Co., Ld. 8
AGENT'S OFFICE,
TRICHINOPOLY, 22nd June 1898.

2953
23.6.98

From
The AGENT,
SOUTH INDIAN RAILWAY,

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

F

CRW 23/6

With reference to your reminder No 1000/1 of 16th June 1898 regarding the revised design and estimate for the trial station proposed to be provided at Sirunellikkaval (at mile M 206/12 on the Mayavaram Mutupet Railway), I have the honor to inform you that the general design of these trial stations having only been recently decided upon the required estimate and drawings cannot be submitted immediately — endeavours are however being made to expedite the submission of Drawings and estimates for all the trial stations under consideration.

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

Await receipt of estimate & drawings

CRW
for ER

Put up for inspection
CRW 27/6

Noted

Plans settled
Work will be commenced shortly after revised estimate have been submitted
CRW 6/7/98

10

300—30-6-98.

9

No. 824

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
5 SEP 1898
MADRAS.

4115
5.9.98

South Indian Railway Co., Ld.,
AGENT'S OFFICE,
TRICHINOPOLY, 2nd September 1898.

From
The Offg. AGENT,
SOUTH INDIAN RAILWAY,

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Regt.
Reg M

Advertising to correspondence embodying your letter No. 1000 of 8th April 1898 and my letter No. 600 of 22nd June 1898, regarding the trial station at Tirunellikaval on the Mayavaram Mutupet Railway (between Tirunattiyattangudi and Ponnirei stations) I have the honor to forward an amended estimate No. 88/98, amounting to Rs 8,548, for providing the proposed station arrangements and buildings, and shall be glad to receive sanction to the expenditure, being, under Clause 7 of the Agreement for working the Mayavaram Mutupet Railway, charged to the Capital account of that Railway.

Reg Q

The accompanying ferrotype copies of drawings Nos. 282/98, 261/98, 269/98 and 253/98 give details of the proposed works, as regards the designs of which I beg to refer you to the third paragraph of my letter No. 821 of today concerning Perambair station.

with C.R.

I have the honor to be
Sir
Your most obedient Servant
Francis J. Smith
Offg. Agent

5 Enclosures by Ry parcel }

19.9.98

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

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

10

300—30-6-98.

Form No. 33.

Office of the Consulting Engineer for Railways,
Madras, 7th September 1898.

Examiner, Railway Accounts, Madras.
Regr. No. 455
7 - SEP. 1898
Enclosures

No 2573

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No 824, dated 2nd September 1898, forwarded to the Examiner of Railway Accounts for favor of check as to allocation and budget provision.

CRW
for E. R.

EXAMINER'S REPLY.

DR
CRW
12/9

The estimate is correct as to allocation and requires the sanction of the Local Govt: Funds have been certified to by C. R. Trichy.

10-9-98.

EWallen
C. R

In my opinion
Distant signals
are unnecessary;
a main signal at
the layby points
& (Annett) interlocked
with them is all that
is necessary.
CRW 14/9.

E. R.
Please see flag D. re
This estimate is, of
course, for a pucca station:
with waiting shed & latrine;
also S.M.'s qrs. Estimate
provides for 10 lamps on
platform @ 4/- each.
~~Signals are estimated~~ Distant signals
at only are provided about 1300'
from platform. It is not a
crossing station: so it appears that
there are not the right
signals to have.
JCH
19.9.98.

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

No. 11

No. $\frac{163}{O}$

~~Madras,~~ Ooty, the 20th Septr 1898

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

Reminders.

To

THE AGENT S. I. RY.

Reply No.________

dated________

SIR,

I beg to acknowledge the receipt of your letter No. 824 dated the 2nd Sept 98., in which however I see no reference to the point raised in para 3 of my letter No. 3387 dated the 2nd Nov. 97.

May I ask you to be good enough to further explain matters; as that for what may properly be described as a "trial" station, I consider ~~that~~ an expenditure of a few hundred rupees is sufficient.

I have &c

Despatched on 20/9/98

12 3 8

No. 888

South Indian Railway Co., Ld.
AGENT'S OFFICE,
TRICHINOPOLY, 24th September 1898.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
26 SEP. 1898
MADRAS

From
The AGENT,
SOUTH INDIAN RAILWAY,

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

4456
26.9.98

PP005

Sir,

flag R

1 With reference to your letter No. 163/0 dated 20th September 1898, I have the honor to inform you that although it is impossible to foretell whether the proposed Station at Tirunellikaval will or will not be a financial success, there seem to be fair reasons for anticipating that the traffic will be sufficient to pay for the experiment. The Village is a place of pilgrimage and the centre of a small export trade in paddy and cocoanuts. It is also understood that extensive alterations of and additions to the temple are about to be made by the Nattukottei Chetties, a work which should produce a fair though temporary traffic in Stone. A Station to be of any use at Tirunellikaval must have a lay-bye and if this is not given there is no use providing the Station.

2. The provision of a lay-bye involves expenditure amounting to nearly Rs 2,000 and immediately raises the cost beyond the limit of "a few hundred rupees" which you consider sufficient for a trial Station. I have analysed the proposed expenditure at Tirunellikaval and it is obvious that even if no Station-house, latrine and Station master's bungalow were built it is quite an impossibility to provide platform (rail level) and siding accommodation in 5 feet bank at much under Rs 4,000. For your information I subjoin the expenditure at Tirunellikaval abstracted by works but would remark that the first item is susceptible of reduction by Rs 250 if 6 of the 10 post lamps be omitted. If after studying these figures you are unable to modify the opinion

Expressed

1st/98

expressed in your letter under reply, the idea of giving a trial station at Tirunellikaval must, I fear, be abandoned. There are at present no wagon bodies available, and if any are required they will have to be specially obtained from the Locomotive Department.

		Rs
(1)	Platform at rail level - fenced with wire except round waiting shed, and provided with two gates, a name board and 10 post lamps	1035
(2)	Laybye 100 yards in length (total) with points crossings and buffer stop and including land	1971
(3)	Passenger approach road	392
(4)	Signals (2 distant only)	717
(5)	Station and Office furniture and platform weighing machine	696
(6)	Electric Telegraph	71
(7)	Station House	1869
(8)	Station Latrine	457
(9)	Station Masters Bungalow	1340
		8548

I have the honor to be,
Sir,
Your most Obedient Servant,
R.O.G. Shelley
Captain R.E.,
Agent.

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

0/29.9.98

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

7

No. 187/0

13

~~Madras,~~ Octr the 4th Octr 1898

From
The CONSULTING ENGINEER FOR RAILWAYS,
Madras,

Reminders.

To
The AGENT S. I. Ry.

1/

Reply No.
dated

Sir,

I am prepared to recommend Government to sanction a station (not a "trial station") at Tirunellikaval, on receipt from you of a revised abstract of the estimate modified as follows.

(a) Six instead of 10 platform lamps to be provided.

(b) One home signal only, to be fixed at the lay bye points, and Annett-interlocked with them. No distant.

2. - It would save misunderstanding if you would give up the use of the misleading term "trial station" in future, except when all that you propose is a hut, a flag, and a rail level platform 300 ft × 10 ft. An 8000 rupee station of the sort proposed has quite all the elements of permanence in it as have perhaps 25 per cent of the stations usually proposed by the projectors of a new railway, whose future traffic can only be guessed at.

I have &c
F.W.S.
4/10/98

Despatched on 4/10/98

No. 321

South Indian Railway Co., Ld.
AGENT'S OFFICE,
TRICHINOPOLY, 8th April 1899.

Print

7

From
The Ag AGENT,
SOUTH INDIAN RAILWAY,

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

1840
10.4.99

Sir,

With reference to correspondence ending with your letter No. 187/0 # dated 4th October 1898 regarding the provision of a Station at Tirunellikaval on the Mayavaram Mutupet Railway between the existing Stations of Tirunattiyattangudi and Ponnirei, I have the honor to forward, in Supersession of all previous Estimates, an Estimate No. 14/99, amounting to Rs 9,155 chargeable to Capital for providing the Station.

I also forward a Tracing of Drawing No. 381/98 showing the proposed Station arrangements, as well as Ferrotype copies of Drawings Nos:—

261/98 ——— Station house
269/98 ——— Latrine
435/98 ——— Station Master's house

I recommend that for the present the expensive permanent latrine be omitted, and if any latrine is required that a tarred bamboo mat enclosure be erected at a cost of about Rs 80/-

× Given to D.C. 8/5/99

I have the honor to be
Sir
Your most obedient Servant
W. H. Spalding
Acting Agent

4 Enclosures by railway parcel

Rd 14.4.99.

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

Form No. 33.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 13th April 1899.

EXAMINER
Regr. No. 205
13 APR 1899
Enclosures
RAILWAY ACCOUNTS, MADRAS

No. 1168

15

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 321, dated 8th April 1899, forwarded to the Examiner of Railway Accounts for check as to allocation and budget provision.

a/ Bewley
for E. R.

EXAMINER'S REPLY.

The estimate is correct as to allocation, & requires the Sanction of the Local Govt. C. R. J. has certified as to funds.

The estimate includes, under Land, the capitalised value of the abatement of land revenue. this, it Should be pointed out to the Agent, is incorrect as it is only on the S. I. Ry that such Charges Should be included as direct Capital outlay.

On the Mayavaram - Mutupet Ry this value Should continue to be recorded as indirect expenditure.

J. G. H. 14/4/99
C. R.
R. B. 14.4.99.

3 P

Don't print

Examiner's remarks to be com^d. to the A. and the Est. returned for resubmission in accordance therewith
a/ B 15/4/99

D2 for orders

Print

14.4.99

[500—1-12-98.]

From ER

No. 1221
17.4.99.

To A

With reference to your letter No: 321 of 8th April 1899, I have the honour to forward herewith copy of the following note by the Examiner of Rly Accts on the estimate which is herewith returned for reconsideration accordingly.

+ [illegible] this

48

a/
B.

for ER

15/4.99

Despatched on 17.4.99

No. 406

South Indian Railway Co., Ld.,
AGENT'S OFFICE,
TRICHINOPOLY, 1st May 1899.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
2 MAY 1899
MADRAS.

Urgent

2251
2.5.99

From
The Ag ~~AGENT~~,
SOUTH INDIAN RAILWAY,

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

58

515

In compliance with the request contained in your letter No. 1221 dated 17th April 1899 I have the honor to re-submit duly revised the Estimate for providing a Station at Tirunellikaval, on the Mayavaram - Mutupet Railway and to request sanction to the proposed expenditure of Rs 9,143 chargeable to Capital

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

1 Enclosure ~~by book post~~
[illegible]

[500—1-12-98.]

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

Form No. 33.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 2nd May 1899.

R No 256
2 - MAY. 1899
RAILWAY ACCOUNTS, MADRAS

No. 1399.

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 406, dated 1st May 1899, forwarded to the Examiner of Railway Accounts for favor of check as to allocation and budget provision.

G. B.

for E. R.

EXAMINER'S REPLY.

The Estimate is now in order, and may be sanctioned by the Local Government, if approved.

JGH 5/5/99

To E.R. for sanction JGH 5.5.99

Draft G.O. [illegible] sanctioning
[illegible] 8/5/99

C.R. 4.5.99

[500—1-12-98.]

A (Print)

Read.

Letter from the Agent S. I. Ry	No.	1049	dated	27th Oct 1897.	1 Quote
„ to	„	No. 3387	dated	2nd Nov 1897.	
„ from	„	296	„	1st Apl 1898.	
„ to	„	1000	„	8th Apl 1898.	Quote
„ from	„	600	„	22nd June 1898.	
„ from	„	824	„	2nd Septr 1898.	
„ to	„	163/0	„	20th Septr 1898.	
„ from	„	888	„	24th Septr 1898.	
„ to	„	187/0	„	4th Octr 1898.	
„ from	„	321	„	8th Apl 1899.	Print X
„ to	„	1221	„	17th Apl 1899.	
„ from	„	406	„	1st May 1899.	

Order thereon No. 554 Ry dated 10th May 1899.

The estimate amounting to Rs 9,143, chargeable to Capital, for constructing a station at Tirunettikaval on the Mayaveram Mutupet Railway between the existing stations of Tirunattiyattangudi & Porneri, is sanctioned.

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

FWS

R

3/5/99

To the Agent S. I. Ry

„ Exr Gtd Ry Accts ✓

„ Consg Engr for Rys ✓

M/S fair + Despatched 10/5

Despatched on 31/5/99.

78