Revenue (1897) Department.

MISCELLANEOUS SERIES.

G.O., No. 2441

DATED 13th May

[Despatch Abstract.]

Comm[r] to the B[d] of Rev. memo from the P.W.D. (Ry) req[g]. that traffic stations may be established at Ammayanarchinna & Periyakulam for the collection of statistics

BACK PAPERS.

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

FURTHER PAPERS.

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

Revenue (1897) Department.

CURRENT No. 3835

GOVERNMENT OF MADRAS
7 MAY 97

From Re P.W. Department
Railway Branch

No. 1302

Dated 6th May 97
Received 7.5.97
Registered 8.5.97
Enclosures -
Spare copies -

Order Misc No. 24418/13th May 97.
Communicated to the
Board of Revenue (R.S.L.R & A)
for the issue of the necessary
instructions.

SUBJECT.

Railway between Ammayanayakanur and Kuruvanatt

Requesting that traffic statistics may be established at Ammayanayakanur and Periya Kulam for the collection of statistics, in connection with the proposed ——, which are required by 1st April 1898

BACK PAPERS.

G.O.	No	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date

R. Form No. 20.

No. 1305

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH,

Ootacamund 6th May 1897.

THE following is forwarded to the Revenue Department with the request that registering stations may be established at Ammayanaikanur and Periakolam for the collection of statistics of traffic which are required by 1st April 1898.

Offg: Joint Secretary.

I. Letter from Messrs: Wilson & Co., dated 17th December 1896 (with enclosures)

We have the honour to acknowledge receipt of your letter No. 4848 dated 14th instant, and have now the pleasure to hand you herewith a revised application to the Government of India embodying the proposal to use for the purposes of the Railway a portion of the Provincial road in connection with our proposal to construct a Railway from Ammayanayakanur to Periakolam and Kuruvanuth with a short branch to Kistnama naicken Tope at the foot of the Palny Hills.

Enclosure.

Copy of letter from Messrs. Wilson & Co. Madras. to the Secretary to the Government of India. P.W.Department.Railway Branch, through the Secretary to Government of Madras. P.W. Department, Railway Branch, Madras, dated the 17th December 1896.

With reference to our application dated 11th August

1896, we have the honour to submit here under a revised proposal for the provisional concession for the construction of a metre gauge line of Railway from Ammayanaikanur on the South Indian Railway to Periakolam and Kuruvanuth on the road between Madras and Travancore with a short branch from Periakolam to Krishnamanaiken Tope at the foot of the ghat leading to the sanitarium at Kodaikánal on the Palny Hills, also on the road, on the general conditions laid down in Resolution of the Government of India, in the Public Works Department, No. 514 R.C, dated 17th April 1896.

With regard to clause 2 (1) of the Resolution, we shall be prepared on making our printed application for a definitive concession in accordance with memorandum "A", to communicate to the Secretary of State the names of the financial firms which will give the necessary financial support.

With regard to clause 2 (6) we have to request that financial assistance may be given, as provided under (a) in the form of a guarantee of 3 percent. Surplus profits being divided in the proportion of 2/3 rd to the Company and 1/3rd to the Government.

With regard to enclosure No. 1 of the Resolution, the following information is submitted.

2. (b) The terminals of the proposed line will be at Ammayanayakanur and at or near Kuruvanuth, and Kistnamanaicken Tope at foot of Ghat leading to Kodaikanal as already stated, and it will pass through or near the towns of Battlagunda, Periakolam, Chinnamanur, Uttambalayam and Cumbam. The whole length will be within the Madura District of the Madras Presidency.

(c). The length of the proposed line will be about 75 miles. The line to be constructed along and upon a sufficient portion of the provincial road as far as may be practicable. With through sidings to be constructed off the road about every 5 miles for crossing trains. The up keep of the said road for the whole distance traversed to be taken over by the Company on the Madura District Board undertaking to pay the Company a rate per mile per annum to be agreed upon, the Company undertaking to maintain the said provincial road so traversed in good condition for ordinary wheel traffic for a period hereafter to be agreed upon. The Company to be at liberty, free of charge to take road metal and materials from Government Quarries. Proposed speed not to exceed 12 to 15 miles an hour as the intention is to stop trains any where along the route to put down or pick up passengers or goods.

(d) The gauge will be the metre and the weight of rails from 35 to 45 lbs. per yard.

(e) The motive power to be employed will be ordinary locomotives, subject to a possibility of alteration in the future to electrical power, should the development of the Periyar water power, to be referred to hereafter, render such a change feasible and economically desirable.

(f & g). The maximum tolls, rates, and fares intended to be charged will be the same as sanctioned by Government on the South Indian Railway, and it will probably be desirable that the working of the line shall be undertaken by that Rail way, under the terms of clause 3 (5) of the Resolution, but no agreement has yet been made upon this point.

We further beg to submit that one most useful effect of the proposed line will be the development of the water power available from the Periyar river, which we are informed will supply a minimum discharge of 500 cubic feet per second with a fall about 1000 feet, representing about 4000 horse power.

A necessary preliminary to the development of any large portion of this power is the construction of a Railway to the site, and we therefore ask, in addition to the concession for the construction of the line, for the right to the use of the water from the Periyar Tunnel, up to 500 cubic feet per second as a maximum for which right we shall be prepared to pay at the rate of ten rupees per horse power per annum for the power actually utilized, as measured by the amount of water passed through the Tunnel.

It

It is believed that no surveys exist in sufficient detail to enable the proposed Railway to be traced, and we therefore ask for a provisional concession for one year to enable the necessary surveys to be made, and detailed estimates to be framed but is believed that the total cost of construction will not exceed £ 3,00,000 which amount we shall be prepared to raise by shares and Debentures in due course.

II. Letter from the Government of India, Public Works Department No. 633 R.C., dated 22nd April 1897.

I am directed to acknowledge the receipt of your letter No. 221 R., dated 31st March 1897, forwarding an application dated 17th December 1896, from Messrs. Wilson and Company, Madras, for a provisional concession for one year for the construction of a railway from Ammayanayakanur to Kuruvanuth, with a branch to the foot of the Kodaikanal Ghat, a total distance of 75 miles.

2. In reply I am to say that this project will be considered simultaneously with other schemes at the Conference which is to assemble this summer and I am to request that Messrs. Wilson and Company may be informed accordingly and I am at the same time to ask that a reliable estimate of the traffic may be prepared and furnished to this Government together with a report shewing in what terms the Madras Government would be prepared to lease the power to be derived from the Periyar irrigation scheme water fall to this or any other Company so as to reach this Government prior to the 15th July 1897.

3. I am to add that the Government of India have no objection to Messrs. Wilson and Company. in the meanwhile, proceeding with a Survey of the proposed railway and with the preparation of estimates, if they desire to do so, at their expense and risk, and on the distinct understanding that the permission thus accorded gives them no prior right to hereafter construct the line or any guarantee that the railway will be made.

When given for copying _____
When copied _____
When examined _____ } 189.
When signed _____

READ AGAIN G.O., No. 189 DATED

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT	A	A	A	A	A	A	A
LETTER OF GOVERNMENT.								
STATEMENT WITH DITTO.								
PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH IN ORIGINAL.								

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