

(1) Number of pages 8(2) Date of repair 15-12-43

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Public works* **DEPARTMENT.**

G.O. No. 2970	Press Mis.
227-28	
Dated 11 12 1862.	

Not to be folded or roughly handled

15-12-43

*Proceedings of the Madras Government, Public Works Department,
11th December 1862.*

No. 227. Read the following letter from Lieutenant-Colonel J. OUCHTERLONY, R. E.,
Deputy Chief Engineer, Southern Circle, to Colonel W. I. BIRDWOOD, R. E.,
Secretary to Government, Public Works Department, dated Madras, 29th November
1862, No. 133 :—

SIR,

¹ Letter from the District Engineer, No. 234,
dated 15th November 1862.

1. In pursuance of the Order of Government,
No. 2,604, dated 31st October 1862, I have the honor to
submit herewith for their information a letter from the District Engineer, dated 15th November
1862, No. 234, conveying his views upon the subject of the branch Railway projected from the
Needamungalum station to Combaconum to supersede the ordinary cart road between those
places now serving as a feeder to the Great Southern of India Railway.

2. I so fully concur in the sentiments which Captain Mullins has expressed that it is
almost unnecessary for me to take up the time of Government by offering for their perusal any
further remarks of my own upon the subject, but as Government have desired that a report
should be submitted, I will proceed briefly to recapitulate.

3. First as regards the rendering of the existing cart road available for a railway : there
can be no doubt that this can readily be done ; and if Government resolve to hand it over to the
Company in a better condition as to curves than obtains now, and with a surface fit for the
reception of rails, the cost will not exceed Rupees 60,000, or Rupees 4,000 per mile ; especially

if "Bailingham's (new) patent rolled iron
sleepers"* are employed, as they require no
other packing, on a vegetable soil, than sand.

* Vide my letter No. 327, dated 26th November 1862, on the
subject of the Coonoor Tramway Incline.
If the formation of the Railway should be decided on, it would perhaps be the simplest and most
convenient course to hand over this sum to the Company who undertake it, leaving them to
alter the curves and top dress the surface as they please. Under these circumstances I quite
agree with Captain Mullins that it would be wholly unnecessary to metal the parallel cart road,
and I think it will be quite sufficient if we maintain it in fair weather order at a cost of
Rupees 300 per mile. The saving to be effected by giving up this extent of metalling
(Rupees 60,000) Captain Mullins recommends should be handed over to the Company as a grant-
in-aid, in addition, I presume he means, to the Rupees 60,000 already alluded to. This
would certainly be a very liberal measure of encouragement, but I question whether Govern-
ment will consider it called for.

4. As regards fences to the branch Railway, I see no necessity whatever for them, looking
to the low speed at which it is contemplated to run trains on it. Crossings of course must be
established where village roads intersect the line ; but they could be of the simplest and most
economical description, like those occurring in England where turnpike roads cross lines of
tramway.

5. With regard to trees felled along the line it is clear from what Captain Mullins reports
that they cannot become the property of the Company, as they belong to the Mirasidárs and
not to Government.

6. Captain Mullins further enters into the general bearings of the question of the intro-
duction of branch Railways into his District, and apparently views with jealousy their being
preferred before projects which he considers of more direct importance to the Province. Here
I confess I am somewhat at issue with the District Engineer, for I cannot at the present epoch
conceive any scheme more directly tending to promote the well-being and to develop the
resources of a rich producing country like Tanjore, than one which conduces to bring all its
centres of trade into rapid, certain and economical communication with the sea coast on the one
hand and the main lines of the empire on the other, by means of low speed and economical
Railways.

Proceedings of the Madras Government, Public Works Department,
11th December 1862.

7. Upon the question of guage it does not appear that this Department is called upon to pronounce, but I may venture to remark in passing, that while the narrow guage has in many respects, and especially as regards economy, a great advantage over the broad width, the adoption of the latter in cases like the present where the Trunk Line Company are disposed to construct a branch, must be so much more for their interests, that it would be well to concede the question; especially when no greater disadvantage is involved to the public interests than the occupation of a couple of yards more of highway. If there is no break of guage all the rolling stock of the main line, except the heavier Locomotives, can at pleasure be run on the branch; and hence until a remunerative traffic has been established a Company can avoid the heavy outlay for special plant and stock at the outset of an undertaking which, where its scope is somewhat doubtful, often seriously cripples and mars its progress.

No. 228.

ORDER THEREON, 11th December 1862, No. 2,970.

Communicated to the Financial Railway Department, with reference to the Proceedings in that Department No. 588, dated 22nd October 1862.

(Signed) W. I. BIRDWOOD, Colonel, R. E.,
Secretary to Government.

Financial
Railway
Enclosure 1.

1. Letter from the
1st Lieut. Eng. No. 234
of 15th Nov. 1862

3a
Southern Circle Office 27th
Madras 29th Nov. 1862.

No. 133

From

Lieut. Col. J. Cuckterlong R. E.
Deputy Chief Engineer S. C.

To

Colonel W. I. Birdwood R. E.
Secretary to Government M. S.

Sir, In pursuance of the order of Govt. No. 2604, of 31st Oct 1862, I have the honor to submit herewith for their information a letter from the Assistant Engineer dated 15th Nov/62, No. 234, annexing his views upon the subject of the Branch Railway projected from the Heedanungalam Station to Combacorum to supersede the ordinary cart road between those places now serving as a feeder to the G. S. & India Railway.

2. I so fully concur in the sentiments which Capt. Mullins has expressed that it is almost unnecessary for me to take up the time of Govt. by offering for their perusal any further remarks of my own upon the subject. But as Govt. have desired that a report should be submitted, I will proceed briefly to recapitulate.

3. First as regards the rendering of the existing cart road available for a railway: there can be no doubt that this can readily be done; by Govt. resolve to hand it over to the Company in a better condition as to curves than obtains now, with a surface fit for the reception of rails, the cost will

not exceed Rs 60,000, or Rs 4000 per mile, especially if "Bailingham's" (new) patent rolled iron sleepers are employed as they require no other packing, or a vegetable soil, than sand.

If the formation of the Railway should be decided on, it would perhaps be the simplest most convenient course to hand over the run to the Company who undertake leaving them to alter the curves & top when the surface as they please. Under these circumstances I quite agree with Capt. Mullen that it would be wholly unnecessary to metal the parallel cart road; I think it will be quite sufficient if we maintain it in fair weather order at a cost of Rs 300 per mile.

The saving to be effected by giving up this extent of metalling (Rs 50,000) Capt. Mullen recommends should be handed over to the Co. as a grant-in-aid, in addition - I presume he means - to the Rs 60,000 already allotted to.

This would certainly be a very liberal measure of encouragement, but I question whether Govt. will consider it called for.

4. As regards fences to the Branch Railway - I see no necessity whatever for them, looking to the low speed at which it is contemplated to run trains on it. Crossings of course must be established where village roads intersect the line; but they could be of the simplest sort in economical description; like those occurring in England where turnpike roads cross lines

* note my letter N. 32 of 26th Dec/61 on the subject of the Company's Railway Inclined.

of Tramway.
5. With regard to trees felled along the line it is clear from what Capt. Mullen's reply that they cannot become the property of the Company, as they belong to the Meersaidan Trust to Govt.

6. Capt. Mullen further enters into the general bearings of the question of the introduction of Branch Railways into his District & apparently views with jealousy their being preferred before projects which he considers of more direct importance to the province.

Here I confess I am somewhat at issue with the District Engineer, for I cannot at the present epoch conceive any scheme more directly tending to promote the well being & develop the resources of a rich producing country like Surigoe, than one which conduces to bring all its centres of trade into rapid, certain economical communication with the sea coast on the one hand & the main lines of the empire on the other, by means of low speed economical railways.

7. Upon the question of gauge it does not appear that this Dept. is called upon to pronounce, but I may venture to remark in passing that while the narrow gauge has in many respects, & especially as regards economy, a great advantage over the broad width, the adoption of the latter in cases like the present where the Trunk Line Company are disposed to construct a Branch, must

he is much more for their interests, than it w^d.
be well to concede the question; especially when
no greater disadvantage is involved to the
Public interests than the occupation of a couple
of yards more of highway. If there is
no break of gauge all the rolling stock, ^{of the main line} ex-
cept the heavier locomotives, can at pleasure
be run on the branch; & hence until a remunerat-
ing traffic has been established a Company can
avoid the heavy outlay for special plant &
stock at the outset of an undertaking which,
where its scope is somewhat doubtful, often
seriously cripples & mars its progress.

James H.
Glueckelmey Secy. R.E.
Deputy Chief Eng. S.E.

To
Colonel W. J. Birdwood R.E.
Secretary to Government
P. B. D.

20th Nov 1862
No. 227 228

From
Lt Col. J. Buckleby R.E.
Lt. Col. J. G. S. S. S.

To
Lt. Col. J. G. S. S. S.

Dec 29 1862

Dec 29 1862

Dec 29 1862

Dec 29 1862

Dec 29 1862

Dec 29 1862

20th Nov 1862

Communicated to the Office

with reference to the Proceedings

in that department No. 588

dated 23rd Oct 1862

13. — 11th Dec 1862

13. — 11th Dec 1862

13. — 11th Dec 1862

13. — 11th Dec 1862