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- (2) Date of repair _____
- (3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No. 1928-49

Press
Misc

Dated

18/11

Not to be folded or roughly handled

No. 369. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 4th July 1871, No. 301 :—

From the Agent of the Great Southern of India Railway, to the Acting Consulting Engineer for Railways, dated Negapatam, 29th June 1871, No. 4,089.

THE Chief Engineer addresses me as follows :— “ I shall be very glad if you “ can move Government to sanction some work preliminary on account of construc- “ tion. The remodelled plans and estimates on the narrow gauge principle are “ not yet finished, but they are getting so far completed as to be now more the “ work of subordinates, copyists, and draughtsmen, and I am falling short of “ occupation for my Assistant Engineers.

“ If the location of the line has not yet received sanction, perhaps Govern- “ ment might see their way to permitting us to examine and survey the country “ between Tanjore and Combaconum, so as to prepare the way for a decision “ regarding the point of bifurcation in extending our line towards the Carnatic “ one.”

2. Will you be good enough to obtain the sanction of Government to my complying with the application of the Chief Engineer.

SUBMITTED to the Government.

2. The Government of India wrote in September 1870 that, until orders *Vide G. O., No. 2,406, dated 5th October 1870.* were passed deciding the location of the line, no outlay should be incurred on the construction of bungalows, or the preparation of materials for bridges.

3. In paragraph 10 of letter No. 469, dated 17th March 1871, the Government of India approve of the location of the extension of the Great Southern of India Railway, provided the decision of the Madras Government is in favour of the narrow gauge; and in paragraph 4 of their Order, No. 939, dated 30th March 1871, the Government intimate that they see no objection to requiring the Railway Company to adopt the gauge of 3 feet 3 inches, if the Company can be relieved of the large quantity of permanent-way materials for a broad gauge line already sent out, or can be indemnified for their outlay thereon.

4. No instructions have been given on the question of the disposal of the permanent-way materials for a broad gauge, and the Directors of the Company have not officially signified their concurrence in the alteration of gauge.

5. As, however, the location of the Southern Extension on the narrow gauge has been fully approved, I would recommend that the Chief Engineer be authorized to proceed with the preliminary expenditure of Rupees 1,69,060, provisionally sanctioned by the Government of India, No. 1,598, 21st September 1870, as soon as it is known officially that the Directors raise no opposition to the new gauge. In the meantime also I recommend that the sanction of Government be accorded to the examination and survey of the country between Tanjore and Combaconum, in order that the services of the Engineers in the country may be utilized, and that the first steps may be taken towards the prolongation of the narrow gauge line to meet the Carnatic Railway on the banks of the Coleroon.

(Signed) H. L. PRENDERGAST, Major, R.E.,
Acting Consulting Engineer for Railways.

*Proceedings of the Madras Government, Public Works Department,
22nd July 1871.*

No. 370.

ORDER THEREON, 22nd July 1871, No. 1,928.

RAILWAY, No. 43.

ORDERED that this application be
forwarded to the Government of India.

(Here enter No. 1,929, dated 22nd July 1871.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 22nd July 1871.

No. 371.

No. 1,929.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 44.

SIR,—In their letter of the 21st
September 1870, No. 1,598-R., the
Government of India sanctioned an

expenditure of Rupees 1,69,060 for the collection of materials for bridges, the
construction of bungalows, etc., in connection with the proposed extension of the
Great Southern of India Railway to Tuticorin, but directed that, pending their
orders deciding the location of the line, no outlay should be incurred.

2. The location for the extension was reported on in Colonel Orr's letter of
the 14th February 1871, No. 457, and in No. 469-R., dated 17th March 1871, the
Government of India expressed their full approval of the direction proposed to be
followed if the narrow gauge be adopted. The Madras Government having in their
letter of the 30th March 1871, No. 940, intimated their entire acquiescence in the
opinion that the narrow gauge is the system on which it is most desirable that the
extension should be constructed, I am to forward, for favourable consideration,
the accompanying letter from the Consulting Engineer, and to recommend that, as
soon as official intelligence is received of the Directors of the Great Southern of
India Railway agreeing to the adoption of the narrow gauge for the extension,
sanction be accorded to the preliminary expenditure of Rupees 1,69,060 provision-
ally authorized by the Government of India, and permission be granted for the
examination and survey of the country between Tanjore and the banks of the
Coleroon viâ Combaconum with a view to the services of the Engineering Staff
being fully utilized.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,

Secretary to Government.

Exd. E. C. Shunker.

No. 11089

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, June 29th 1891.

From

THE AGENT,

Great Southern of India Railway,

To

The Acting Consulting Engineer
for Railways
Madras.

SIR,

The Chief Engineer addresses me
as follows: " I shall be very glad
" if you can move Government to
" sanction some work preliminary on
" account construction. The remodelled
" plans and Estimates on the narrow
" gauge principle are not yet finished
" but they are getting so far completed
" as to be now more the work of subordinates.
" Copyists and draughtsmen, and I am
" falling short of occupation for my
" Assistant Engineers -

" If the location of the line has not
" yet received sanction, perhaps Govern-
" ment might see their way to permitting
" us to examine and survey the country
" between Tanjore and Combaconum so
" as to prepare the way for a decision
" regarding the point of bifurcation in
" extending our line towards the Carnatic
" one."

Will you be good enough to obtain

obtain the sanction of Government
to my complying with the application
of the Chief Engineer -

I have the honor to be

Yours most ^{Sir} obedient servant

William A. Smith
Agent

Vide G. O. No.
2406 of 5th
October 1870.

No 301.

Submitted to the

Government.

The Government of
India wrote in September 1870, that
until orders were passed deciding
the location of the line, no outlay
should be incurred on the construction
ofungalows or the preparation
of materials for bridges

In para 10 of letter No.
469 dated 17th March 1871, the
Government of India approve of
the location of the extension of the
Great Southern of India Railway,
provided the decision of the Madras
Government is in favor of the
narrow gauge; and in para 4 of

He 1889

Wm A. Smith
Agent

To the Agent for
the Great Southern of India
Railway

Obtained by the Agent
Rece'd 1871

G. O. No. 3188 of 11th

Applying for Government
sanction to the above work

Preliminary on account
construction

their order No 939 dated 30th March 1871, the Government intimate, that they see no objection to requiring the Railway Company to adopt the gauge of 3 feet 3 inches, if the Company can be relieved of the large quantity of permanent way materials for a broad gauge line, already sent out: or can be indemnified for their outlay thereon.

2. No instructions have been given, on the question of the disposal, of the permanent way materials for a broad gauge; and the Directors of the Company have not officially signified their concurrence in the alteration of

gauge.

3. As however the location of the Southern Extension, on the narrow gauge has been fully approved, I would recommend that the Chief Engineer be authorised to proceed with the preliminary expenditure of Rupees 169,060; provisionally sanctioned by the Government of India, No 1598, 21st September 1870; as soon as it is known officially that the Directors raise no opposition to the new gauge. In the mean time also, I recommend that the sanction of Government be

accorded to the examination
and survey of the country between
Sanyore and Combarium; in order
that the services of the Engineers
in the country, may be utilised,
and that the first steps may be
taken towards the prolongation
of the narrow gauge line to meet
the Carnatic Railway on the banks
of the Coleroon.

Wm. L. Sandercock Major R.E.
Madras 3
4th July 1871
Ag. Comr. Eng. & J. & R.

To The Secy to Govt
P. W. Deptt
Fort Saint George

No 369
613. July 7/1871.

Public Works Dept
No. 301 of 1871
To the Secy to Govt
P. W. Dept
Fort St. George

Dated 4th 3 July 1871
Recd 1st 3 July 1871

No. 301
Enclosed are
Submitting
Agents' letter No
4089 of 29 June 71
regarding the work
on Southern Extension
No 1928-1929-22 July 71

For Review

P. W. Dept
No 1928.

Proceedings of the Madras Government.

Under date the 22nd July 1871.

I read the following

From the Chief Engineer
for Railways } A. B. No. 301 of 18 July 1871.

Ordered that this
application be forwarded
to the Govt. of India.

30
10th The Chief Engineer for Railways

No. 1929.
The Secretary to the
Govt. of India. P. W. D.

Sir,

In their letter of
the 21st Sept 70, No 1598 R,
the Govt. of India sanc-
tioned an expenditure of
Rs. 16,900 for the collection
of materials for bridges,
the construction of

Mungalore R. in connection
with the proposed extension
of the Great Southern of
India Railway to Tuticorin,
but directed ^{that} pending their
orders deciding the location
of the line, no outlay
should be incurred.

The location for the
extension was reported on
in Govt. Order of the
14th Feb/71, No 457, and
in No 469 R, dated 17th
March/71, the Govt. of
India expressed their
full approval of the
direction proposed to be
followed if the narrow
gauge be adopted. The
Madras Govt. having

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in their letter of the 30th March
1871, No 940, intimated their
entire acquiescence in
the opinion that the
narrow gauge is the sys-
tem on which it is most
desirable that the ex-
tension should be con-
structed, I am to for-
ward for favorable con-
sideration, the accom-
panying letter from the
Comptroller, and to re-
commend that, as soon
as official intelligence
is received of the Directors
of the Great Southern of
India Railway agreeing
to the adoption of the
narrow gauge for the
extension, sanction be

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(1)

accorded to the preliminary
 expenditure of Rs. 169,060
 provisionally authorized
 by the Govt. of India, per-
 mission be granted for the
 examination and survey
 of the country between
 Tanjore and the banks
 of the Coleroon via
 Combaconum with a
 view to the services of the
 Engineering Staff being
 fully utilized.

10/10/71

Recd 24/7/71 with copy
 of G.O. 1928 of 1871.

16/10/1915

Extension of the Great Indian
 of India Railway to meet the
 Carnatic Railway-

3/88

Govt of Madras.

- PUBLIC WORKS.

To The *Eng. Consulting Engrs*
for Railways
and
To The Secretary to the Govt
of India

Date

Recd.

1

G. O 22nd July 1928-1929.

Order
Nos. 369-270 & 271

Extension (Railway) - Passing

Order on a letter from the
C. Engrs for Rly relative to the
Southern Extension of the Great
Southern of India Railway to
meet the Carnatic Railway -

Letter Forwarding copy of letter
from the C. Engrs for Rly request-
ing sanction to a preliminary estimate
of Rs 16,900 in connection with the