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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

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Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
19th August 1871.

No. 241. Read the following letter from the Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Simla, 13th July 1871, No. 1,221 R —

March.

In acknowledging receipt of your letter No. 940, of the 30th June 1871, relating to the gauge of the proposed extensions of the Great Southern of India and Carnatic Railway Companies, and the direction in which they should be taken, I am directed to enclose copy of a despatch addressed by the Government of India to the Secretary of State on those subjects, as also copy of a despatch recently received from the Duke of Argyll relating to the gauge to be adopted on the extension of the Great Southern of India Railway.

2. I am to express the satisfaction of the Governor-General in Council that the views of the Government of Madras on these important questions, so nearly coincide with those of the Government of India, and I am to request, if the Government of Madras desire to address the Secretary of State on the subject, that they will lose no time in doing so.

Despatch from the Government of India, Public Works Department, (Railway,) to the Right Honourable the Secretary of State for India, dated Simla, 13th July 1871, No 75 R

In your Grace's despatch No. 40 of 1870, it was desired that we should consider whether the reasons urged in our despatch No 25 of 1869, in favour of the adoption on the Carnatic Railway of the standard Indian gauge, are still to be regarded as conclusive. The re-laying of the existing section of the narrow gauge between Arconum and Conjeveram, involved in the adoption of the standard gauge for the extension of this line, was alluded to, and it was suggested that the inconvenience of a break of gauge at the point of junction with the Madras Railway might be minimised by laying a third rail on the section of that railway between Arconum and Madras.

2 On receipt of that despatch we addressed the Government of Madras, intimating that we should "be prepared to give a ready hearing to such renewed representation as the Governor of Madras in Council may think right, under the circumstances, to make in favour of the adoption of the gauge originally recommended for this railway by His Excellency's Government"*

*Enclosure No 1

3 But, inasmuch as it appeared to us that "the extension of the sanctioned section of the Carnatic line to join with the Great Southern of India Railway at Tanjore or elsewhere may fairly be regarded as a certainty of the future," we suggested that it would "be desirable that the further question of the gauge that should be adopted on the sanctioned extension of the latter railway to Tuticorin should also be taken into consideration by the Government of Madras, and reported on at the same time" Applying to the existing line of the Great Southern of India Railway Company your Grace's suggestion of a third rail, we pointed out that "by laying a third rail on the section of the Great Southern of India Railway intervening between the junction of its extension and that of the Carnatic Railway, an uninterrupted communication by rail, upwards of 450 miles in length, would be secured equally as in the case of its being determined to adhere to the standard gauge," and it was added that "the essential point to be kept in view in dealing with these questions is that the districts traversed by the proposed railways shall be accommodated sufficiently at the least outlay If the adoption of a narrow gauge will lead to a material diminution of outlay, there would not seem to be any serious objections to its introduction on the score of the disadvantage of breaking bulk, especially if that gauge should be recommended for the entire length of new line to be constructed as far south as Tuticorin"

4 In January and February last the Government of Madras submitted for our consideration papers relating to the point of bifurcation from the main line of the Great Southern of India Railway of the extension to Madura and Tuticorin, with the reasons of that Government for preferring that the junction should be at Trichinopoly, and that the extension should be taken *via* Dindigul As to the adoption of the narrow gauge would, by reducing the outlay, place the Government in a better position for considering in a comprehensive manner the developments of" this scheme as well as of the Carnatic Railway that would be most suited to the country, it seemed to us "that the point of bifurcation of the Great Southern of India extension, the possible extension of the Carnatic Railway to join the Great Southern of India Railway, and the gauge of both, should now be re-considered in mutual connection with one another, the more especially as any such extension of the Carnatic Railway would present an alternative, and, under certain circumstances, shorter means of communication between the southern districts of the Presidency and Madras"

5. The question is discussed in all its bearings in enclosure No 6 of which we must ask your Grace's perusal It is sufficient here to note our general conclusion, namely, that if the narrow gauge be adopted on both lines and their possible developments, the Madras Presidency might have 477 miles of connected Railway instead of 260 miles, or in other words nearly 90 per cent additional length of Railway, with only about 15 per cent more capital outlay, while, with net receipts equal to the average of those of the Great Southern of India during the last eight years, the guaranteed interest would be almost fully covered

The reasons in favour of the adoption of the narrow gauge for these Railways seem to us to be irresistible, for in this way only does it appear "that complete as well as continuous railway communication between Madras and the more southern districts can be obtained within a reasonable time, and without serious pressure on the finances"

6. An early decision of the question of the point of junction of the extension of the Great Southern of India Railway is of great importance, and we therefore left it to the Madras Government to adopt Trichinopoly as the junction, with a location through Dindigul to Madura, as recommended by them irrespective of the question of gauge, if they should concur with us in the adoption of the narrow gauge The reply of the Madras Government (enclosure No 7) shows, we are glad to find, that there is a complete agreement with us on the question of gauge, and if it be conceded that the Coleroon should be made the boundary up to which each Company should work, there are some grounds for believing that the proposed change of gauge for their sanctioned extension will not be unacceptable to the Great Southern of India Company . We are not aware what these grounds are, or whether they are in any way dependent on the concession to this Company of a further extension from Dindigul to Coimbatore, the early construction of which, it will be observed, the Madras Government strongly urge and would entrust to that Company , but we are glad to find from the enclosure of your Grace's despatch, No 28, of the 24th May 1871, that there is no reason to apprehend any serious opposition on the part of the Directors to the adoption of the narrow gauge on the sanctioned extension

7. As respects the difficulty suggested by the Madras Government that this Company has already got out permanent way materials for 100 miles of heavy line, at a cost of about £180,000, it has doubtless occurred to the Directors that even if they cannot be relieved of it, this material might be used on the narrow gauge with an apparent loss that may be estimated at not more than £250 per mile over the 250 miles of extensions which this Company may look for with the adoption of the narrow gauge

8 The objection, suggested in the despatch just referred to, that it would be undesirable that two gauges should be used on one short system of Railway, like that of the Great Southern of India, will doubtless be held by your Grace to disappear, when the continuous system of the Carnatic and Great Southern of India Companies, upwards of 450 miles in length, is considered in the light in which the matter has been viewed by us , and should anything occur to delay the connection of the lines of those two Companies, the temporary inconvenience of two gauges on the same system might be at once obviated by the conversion to narrow gauge of the existing line of the

Great Southern of India, which, it will be remembered, is but sparingly stocked, while its length is actually less than that of the sanctioned extension In fact, we do not see any other satisfactory settlement of this matter than to make the whole region south and east of the Madras South-West line a narrow gauge territory, including the Great Southern of India line between Erode and Negapatam, the conversion of which we regard as inevitable sooner or later if the extensions be made on the narrow gauge, while, if done at once, it would involve merely laying a third rail, and then gradually taking up an outer rail to lay on the extensions

9 As to any further extensions from Dindigul to Coimbatore, we think it is very necessary to be cautious in encouraging railway projects, at present at least, in the comparatively small tract of country in question. As it is, no point on the proposed line will be more than 45 miles from a railway, when the extension already sanctioned is made to Dindigul, and before this additional line can be approved, there must be far stronger reasons, than have been yet adduced, for encircling with railway communication a tract not 90 miles in length by 60 miles in width The link between Dindigul and Coimbatore cannot be regarded as a necessary part of the scheme under discussion, and notwithstanding that a considerable quantity of cotton is grown in the Coimbatore district, and that the Pulney Hills would be made very accessible by such a line, it must, we think, be left for future consideration

10 Your Grace will observe that the Madras Government are in favour of making Madras the terminus of the Carnatic Railway, a proposal in which we fully concur, although it adds 13 miles to the length of new line to be constructed They would not abandon the existing line from Arconum to Conjeveram so long, at least, as it pays its working expenses, but they appear to be indifferent to an extension from Conjeveram to unite at Chingleput with what would be the main line, if Madras be the terminus It may, we think, be left for time to show the necessity of a second connection between the main line of the Carnatic Railway and the Madras Railway at Arconum , but whenever the occasion may arise, it will be an easy matter to convert the existing 19 miles on the 3' 6" gauge to the 3' 3" gauge The general location proposed for the line between Madras, Chingleput, Panrooty, and Cuddalore, has our approval. French interests will doubtless be fully met by a branch from Belpur to Pondicherry, should the French Government still desire to encourage the Carnatic Company in its construction The extension towards the Great Southern of India Railway would proceed from Panrooty leaving Cuddalore on a branch, and the Madras Government have already ordered that opportunities should be taken for determining the direction which it should follow Chellumbrum and Combaconum are spoken of as points on the extension, and Tanjore as the junction. The wide detour to serve Chellumbrum, if this route be adhered to, will doubtless be justified by the local authorities

11. As already remarked, the Madras Government would make the Coleroon the boundary up to which each Company should work The effect of this would be to give 35 miles more to the Great Southern of India Railway, and 35 miles less to the Carnatic, the system of which must, under any circumstances, be very restricted, while the bridging of the Coleroon, an expensive affair, might become a debatable point between the Companies The systems of both these Companies must remain so limited for many years to come that it is highly desirable that they should be induced to amalgamate, and we would urge this suggestion on your Grace's consideration. Besides the direct economy that would result in direction, both in England and in India, there would be an end to conflicting interests whether as respects present limits or future extensions, and the working of the lines, when open, would be much facilitated.

12 We have sent your Grace the telegram entered on the margin, and we trust that Her Majesty's Government will now be in a position to arrive at an early and final decision as to the precise extensions of these two railways, and the gauge on which they shall be carried out We have forwarded a copy of this despatch to the Government of Madras, and requested them to lose no time should they desire to address your

Madras Government agrees with us in desiring narrow gauge for both Carnatic and Great Southern Extensions See our Railway Proceedings, No 295, of March last, and Madras Proceedings of 27th and 30th March The two Companies should be got to amalgamate, if possible Despatch follows

Grace direct on the subject, and we beg that the decision of Her Majesty's Government may be communicated to us by telegraph

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From the Right Honourable the Secretary of State for India, (Railway,) to His Excellency the Right Honourable the Governor-General of India in Council, dated India Office, London, 24th May 1871, No 28

HEREWITH is transmitted copy of letter* from the Directors of the Great Southern of India Railway Company, in which it is stated that their Agent has been informed that it is your wish that the narrow gauge recently decided on for State Railways shall be adopted on the Southern Extension of their line I have received no intimation from your Excellency as to your wishes in this respect, and I request you will communicate to me your proceedings on the subject without delay. I will only add that it appears to me to be undesirable that two gauges should be used on one short system of Railway like that of the Great Southern

* No 448, dated 10th May 1871.

From the Secretary to the Board of Directors of the Great Southern of India Railway Company, to the Under Secretary of State for India, dated London, 10th May 1871, No 448.

I HAVE the honour to inform you that the Directors of this Company have received a letter from their Agent in India, communicating the intention of the Government of India to require that the Southern Extension of this Railway from Trichinopoly to Tuticorin, 215 miles, shall be constructed as a narrow gauge line, and requesting the instructions of the Board as to the course to be pursued

2. The Secretary of State is aware that the opened line of this Company, 168 miles in length, from Negapatam to its junction with the Madras Railway at Erode, is on the same (broad) gauge as that adopted for lines hitherto constructed in India.

3. While the Directors are decidedly opposed to a change in the uniformity of gauge, unless circumstances can be adduced showing that advantages will be gained counterbalancing the inconveniences which have been proved (from experience in this country) to result from a break of gauge, they would respectfully wish to be informed of the views of His Grace the Secretary of State on the subject, and whether there are any peculiar circumstances, with regard to this Company's line, which call for the contemplated change

4. The Board are quite ready cheerfully to acquiesce in his decision and to give instructions to their Agent in consonance therewith.

No. 242. ORDER THEREON, 19th August 1871, No. 2,134.

RAILWAY, No. 32.

COMMUNICATED to the Consulting Engineer for Railways, with reference to the undermentioned Orders —

G. O, No. 910, dated 27th March 1871.
" " 939, " 30th " "
(True Extract.)

Captain, R E.,
Under Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd S. T. Augustin.

All communications should be addressed to the Secretary

No 1221/R

GOVERNMENT OF INDIA

PUBLIC WORKS DEPARTMENT.

RAILWAY

To

The Secretary to the Government
of Madras
Public Works Department (Railway)

Simla, 13th July 1871

Sir,

In acknowledging receipt of your letter No 940 of the 30th March 1871 relating to the gauge of the proposed extensions of the Great Southern of India and Carnatic Railway Companies, and the direction in which they should be taken, I am directed to enclose copy of a Despatch addressed by the Government of India to the Secretary of State on those subjects, as also copy of a Despatch recently received from the Duke of Argyll relating to the gauge to be adopted on the extension of the Great Southern of India Railway. —

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2. I am to express the satisfaction of the Governor General in Council that the views of the Government of Madras on these important questions, so nearly coincide with those of the Government of India, and I am to request, if the Government of Madras desire to address the Secretary of State on the subject, that they will lose no time in doing so.—

I have the honor to be,
Sir,
Your Most Obd.t Servt.

E.F. Williams Major, R.E.
Deputy Secretary

E.F.

10 J.C of Dec.r to Govt.

India Office
London, 24th May 1871

Railway
No. 28

His Excellency, the Right Honble,
the Governor General of India
in Council.

My Lord,

Herewith is transmitted copy
8 & 10th May 1871 letter from the Directors of the Great Southern
of India Railway Company, in which it is
stated that their Agent has been informed
that it is your wish that the narrow
gauge recently decided on for State
Railways shall be adopted on the
Southern Extension of their line - I have
received no intimation from your Excellency
as to your wishes in this respect, and I re-
= quest you will communicate to me
your proceedings on the subject without
delay. I will only add that it appears
to me to be undesirable that two gauges
should be used on one short system
of Railway like that of the great
Southern

Southern of India.—

Shaw, & Co.
Ld Argyll.

Jmy

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9 | 87

Great Southern of India Railway Company
2 Leadenhall Street.

No 448 London, 10th May 1871

To
The Under Secretary of State for
India—

Sir,

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P. W. 3530/71.

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The Board are quite ready cheerfully to acquiesce in his decision and to give instructions to their Agent in consonance therewith.—

Sam, Rey
d/f H. W. Notman.
Secretary

Public Works 1871 Department

№ 3536.

From
The Government of India
G. W. D.

Dated 13th July 1871
Received 24th " "
№ 1121 B. Works.

Forwarding extract correspondence between the Government of India and the Secretary of State on the question of the extension of the Great Southern of India and Carnatic Railways and the gauge on which they should be carried out

№ 2134.

Communicated to the Consulting Engineer for Railways with reference to the undermentioned orders.—

Government Order No 910 dd 27 March /71
" " 939 dd 30 " "

Secretary

Dated 22/8/71 To The Chief Engineer for Rlys

C/12 3536

Govt of 1871 Madras.

PUBLIC WORKS.

To The Acting Consulting Engr for Railways

Dated

Rd Encl. 3

G O 19 Augt 1871, No 2134

Nos. 241 & 242

Extensions of the Ry 3 Rt

Carnatic Rys. Letter

From the Govt of Madras.

Forwarding certain Correspondence on the question of the extensions of the Govt Carnatic Rys and the gauge on which they should be carried out.

11-12-331
22-1-91
25-5-36 III

Con[n]d with the Govt Mys for Ry[s].

Rec[d] 23/8/71. To the Govt of Mys