

(1) Number of pages \_\_\_\_\_

(2) Date of repair \_\_\_\_\_

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# MADRAS RECORD OFFICE.

Government of Madras.

*Public Works* DEPARTMENT.

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| G.O. No. 940  | Press<br>Mis. |
| Dated 30-3-18 |               |

Not to be folded or roughly handled

PUBLIC WORKS DEPARTMENT,  
FORT ST. GEORGE, 30th March 1871.

No. 699.

No. 940.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,  
PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 67.

SIR,—Adverting to Major William's letter of the 17th September 1870, No. 1,588-R, communicating a despatch,

No. 48 of the 4th August 1870, from the Secretary of State on the subject of the gauge of the Carnatic Railway, and intimating the willingness of the Government of India to give a ready hearing to any expression of the views of the Madras Government on the question, as well as on that of the gauge that should be adopted on the sanctioned extension of the Great Southern of India Railway to Tuticorin, I am directed to forward a copy of the Proceedings of this Government, under date the 27th March 1871, No. 910, which were in the printer's hands when the letter from the Government of India, No. 469-R, of the 17th instant on the same subject, and which I am here to acknowledge, was received.

2. From those Proceedings it will be observed that, on learning that the question of the gauge of the Carnatic Railway was not definitively settled, as it was believed that it had been under the terms of the contract between the Secretary of State and the Company, this Government took the opportunity of a trial survey being submitted of the line, as it has been proposed to locate it from Arconum to Cuddalore, via Conjeeveram, Wallajabad, Chingleput, Caroongooly, Tindivanum, Belpar and Panrooty, to give renewed expression to their opinion that, as the districts to be traversed are not in such a condition as to demand the accommodation which a first-class broad gauge railway is calculated to afford, but may have their requirements fully met by a narrow gauge line, a railway of that description is all that is needed.

3. With reference to the location of the line it will be seen that, as it is found that the great bulk of the traffic towards the south from Madras and its neighbourhood flows in the direction occupied by the Great Southern Trunk Road, and that, to accommodate this traffic, any railway into the southern districts must pass by Chingleput, which is 35 miles from the Presidency by road but 82½ miles round by Conjeeveram and Arconum, this Government is decidedly of opinion that it would be most inexpedient to carry a railway in the latter direction, and that, such being the case, the Carnatic line should start from Madras and run direct to Chingleput. The long and most probably unproductive *detour* by Wallajabad, Conjeeveram and Arconum will thus be avoided, and the railway will be carried straight into the Presidency city through or close by the important stations of Palaveram and St. Thomas' Mount, between which and Madras there is a large passenger traffic.

4. These views, both as to the gauge of the Carnatic Railway and as respects the direction in which that railway should be carried are, it is satisfactory to find, strictly in consonance with those entertained by the Government of India, and I am to explain that this Government have refrained from urging them at an earlier period not only in deference to what was supposed to be the final decision of the Secretary of State, but also in consideration of the foreign interest involved. It has been understood that the French Government, being desirous of placing Pondicherry in the most direct communication possible with the interior, stipulated for an inland terminus as an absolutely essential condition of their granting any concession for the construction of a branch to that town, and that, with the concurrence of the Secretary of State, they had pledged the Carnatic Company to connect their railway with Arcunum by a line of which the gauge should be that of the Madras Railway. These conditions will not, it is believed, be now insisted on, nor is it thought likely that any such objections will be raised by the French Government as will materially interfere with the interests of the Company in negotiating for the construction of a junction-line to Pondicherry.

5. Concurring entirely in opinion with the Government of India that the circumstances of the country make the adoption of the cheapest description of railway that will suffice to meet all the necessities of traffic, either present or prospective, essential to the financial success of these undertakings, His Excellency the Governor in Council is satisfied that the narrow gauge is the system on which it is most desirable that the sanctioned extension of the Great Southern of India Railway to Tuticorin as well as the Carnatic Railway should be constructed. The Madras Government are therefore quite prepared to recommend the adoption of that gauge on the extension, if no insuperable objection is found to exist under the terms of the Company's contract, and if the difficulty of effecting the change which arises from the fact of a large quantity of broad gauge permanent-way materials having been purchased under the direct sanction of the Secretary of State and sent out, can be removed. Of this material sufficient for 100 miles of railway has been received, but no more has been contracted for, and no rolling stock expressly for the use of the extension has been either received or ordered.

6. Working plans and estimates for the extension as a broad gauge line on No. 469-R., dated 17th March 1871. the location recommended in my letter of the 14th February 1871, No. 457, and now conditionally approved by the Government of India are, it is understood, nearly ready for submission, but orders will be issued for their being prepared for a line on the 3 feet 3 inches gauge adopted as the standard by the Government of India.

7. With the extension of the Great Southern of India Railway constructed on the same gauge as the Carnatic Railway, it is impossible to suppose that a prolongation of the latter line can be long delayed to form a junction with the former, and thereby to complete direct railway communication, some 435 miles in length, from Madras to the extreme south; and in view to this eventuality the Government have directed that opportunities should be taken for determining the line in which the Carnatic Railway should run south of Panrooty, so as to traverse the rich and more populous districts between that place and some point on the Great Southern of India Railway. This line will probably be found in the direction of Chellumbram, Mannargoody, and Combaconum to Tanjore.

8. From Tanjore to Trichinopoly the continuity of the narrow gauge may be maintained by means of a third rail, and in consideration of any inconvenience which this might cause the broad gauge traffic, and on the principle of apportioning to each Company the traffic within the well defined limits of the districts each may be said already to occupy, His Excellency the Governor in Council thinks that the Coleroon should be made the boundary up to which each should work.

9. If this be conceded there are some grounds for believing that the proposed change of gauge for their sanctioned extension will not be unacceptable to the Company concerned, for, taking the first cost of a broad gauge railway through the favourable southern districts of this Presidency at no more than £8,000 per mile and that of a railway on the narrow gauge at so much as £5,000 per mile, it is evident that fully fifty per cent. greater length of line can be made on the latter system than on the former with the same outlay of money, and it follows that, as the subscribed capital of the Great Southern of India Railway is calculated for the completion of some 215 miles of broad gauge railway, it will suffice for the construction of 129 additional miles of the cheaper and more remunerative gauge. The advantage that this offers to the Company is manifest as, without any augmentation of their capital, of which the greater part is paid up, they will be in a position to take up the construction of extensions from Tanjore to the banks of the Coleroon, via Combaconum on the one hand, a distance of 35 miles, and from Dindigul to Coimbatore, a distance of about 90 miles on the other.

10. The first of these extensions, although required to complete, with the Carnatic Railway, the line of unbroken railway communication from Madras to Tuticorin, has been already strongly advocated on its own merits as a very necessary addition to the Great Southern of India Railway system, and as likely to be, in itself, highly remunerative, while the second is one of which the Government consider that the construction should not be delayed as it will afford much needed accommodation to the large traffic from the westward passing by Dindigul to the coast, and will prove, it is believed, a most useful link in the general system of railway communication of the South of India. The Government would strongly urge the construction of both extensions and would entrust them to the Great Southern of India Railway Company.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,

Secretary to Government.

Exd. S. T. Augustin.

No 940.

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Adverting to Major  
William's letter of the 17<sup>th</sup> Sept.  
1870 No 1588 R, communica-  
ting a Despatch No 48  
of the 4<sup>th</sup> August 1870  
from the Secretary of State  
on the subject of the  
gauge of the Carnatic  
Railway, and intimating  
the willingness of the Govt  
of India to give a ready  
hearing to any expression  
of the views of the Madras  
Govt on the question,

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J. D. S.

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the gauge that should  
be adopted on the sanc-  
tioned extension of the  
Great Southern of India  
Railway to Tuticorin,  
I am directed to forward  
a copy of the Proceedings  
of this Govt. under date  
the 27<sup>th</sup> March/71 No 910  
which were in the printer's  
hands when the letter from  
the Govt. of India No 469 E  
of the 17<sup>th</sup> Instant on  
the same subject, and  
which I am here to  
acknowledge, was  
received.

2  
From those Pro-  
ceedings it will be

observed that, on learning  
that the question of the  
gauge of the Carnatic  
Railway was not defi-  
nitely settled, as it  
was believed that  
it had been under the  
terms of the Contract  
between the Secretary  
of State and the Com-  
pany, this Govt. took  
the opportunity of a  
trial survey being  
submitted of the line,  
as it has been proposed  
to locate it from  
Arcotum to Suddalore  
via Conjeevaram, Walla-  
jabad, Chingleput,

Caroongooly, Tindivanam,  
Belpat and Panrooby,  
to give renewed expression  
to their opinion that,  
as the Districts to be  
traversed are not in  
such a condition as  
to demand the accom-  
modation which a  
first class broad  
gauge railway is  
calculated to afford,  
but may have their  
requirements fully  
met by a narrow  
gauge line, a railway  
of that description is  
all that is needed.

3 With reference to  
the

the location of the line it  
will be seen that, as it  
is found that the great  
bulk of the traffic to-  
wards the south from  
Madras and its neigh-  
bourhood flows in the  
direction occupied  
by the Great Southern  
Trunk Road, and that  
to accommodate this  
traffic, any railway  
into the Southern Districts  
must pass by Nizingalpet  
which is 35 miles from  
the Presidency by road  
but 82½ miles round  
by Conjeevaram and  
Arconum, this Govt  
is decidedly of opinion

that it would be most  
inexpedient to carry a  
railway in the latter  
direction, and that,  
such being the case,  
the Carnatic line should  
start from Madras  
and run direct to  
Chingleput. The long  
and most probably  
unproductive detour  
by Ballajabad, Conjee-  
varam and Arcotum  
will thus be avoided,  
and the railway will  
be carried straight  
into the Presidency city  
through or close by

<sup>65</sup>  
the important stations  
of Palaveram and St.  
Thomas' Mount, between  
which and Madras there  
is a large passenger  
traffic.

4 These views, both  
as to the gauge of the  
Carnatic Railway and as  
respects the direction  
in which that Railway  
should be carried are,  
it is satisfactory to  
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sonance with those  
entertained by the  
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I am to explain that  
this Govt have refrained

from urging them at  
an earlier period not  
only in reference to  
what was supposed  
to be the final decision  
of the Secretary of State,  
but also in consideration  
of the foreign interest  
involved. It has been  
understood that the  
French Govt., being de-  
sirous of placing Pon-  
dicherry in the most  
direct communication  
possible with the interior,  
stipulated for an  
inland terminus as an  
absolutely essential  
condition

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condition of their granting  
any concession for the  
construction of a branch  
to that town, and that,  
with the concurrence of the  
Secretary of State, they  
had pledged the Carma-  
tic Company to con-  
nect their railway  
with Arcium by a  
line of which the gauge  
should be that of  
the Madras Railway.  
These conditions will  
not, it is believed, be  
now insisted on, nor  
is it thought likely  
that any such objections will  
be raised by the French

Govt. as will materially  
interfere with the interest  
of the Company in nego-  
tiating for the construction  
of a junction-line to  
Pondicherry.

Concurring entirely  
in opinion with the Govt.  
of India that the cir-  
cumstances of the country  
make the adoption  
of the cheapest descrip-  
-tion of railway that  
will suffice to meet  
all the necessities of  
traffic either present  
or prospective, essential  
to the financial success  
of these undertakings.  
His Excellency the Govr.

45  
in Council is satisfied  
that the narrow gauge  
is the system on which  
it is most desirable  
that the sanctioned  
extension of the Great  
Southern of India  
Railway to Tuticorin  
as well as the Farnatic  
Railway should be  
constructed. The Madras  
Govt. are therefore  
quite prepared to  
recommend the adop-  
-tion of that gauge  
on the extension, if  
no insuperable ob-  
-jection is found to  
exist under the terms  
of the Company's Contract,

and if the difficulty  
of effecting the change  
which arises from the  
fact of a large quantity  
of broad gauge per-  
manent way materials  
having been purchased  
under the direct sanction  
of the Secretary of State  
and sent out, can  
be removed. Of this  
material sufficient  
for 100 miles of railway  
has been received,  
but no more has been  
contracted for, and  
no rolling stock ex-  
pressly for the use of  
the extension has been  
either

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either received or ordered.  
6 Working plans and  
estimates for the extension  
as a broad gauge,  
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letter of the 14<sup>th</sup> February  
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mission, but orders  
will be issued for  
their being prepared  
for a line on the 3'-3"  
gauge adopted as  
the standard by the  
Govt of India.  
With

No 469 R. S. 17<sup>th</sup> March/71

7. With the extension  
of the Great Southern  
of India Railway con-  
-structed on the same  
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Railway, it is impossible  
to suppose that a  
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Madras to the extreme  
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to this eventuality, the  
Govt have directed

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be taken for determining  
the line in which the  
Carnatic Railway  
should run south  
of Paurroby, so as to  
traverse the rich and  
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between that place and  
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Southern of India Rail-  
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probably be found  
in the direction of  
Chellumbram, Man-  
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8 From Tanjore to  
Trichinopoly the continuity  
of the narrow gauge may

be maintained by means  
of a third rail, and  
in consideration of  
any inconvenience which  
this might cause the  
broad gauge traffic  
and on the principle  
of apportioning to each  
Company the traffic  
within the well defined  
limits of the Districts  
each may be said already to occupy.  
His Excellency the Gov.  
in Council thinks that  
the solution should be  
made the boundary up  
to which each should  
work.

9 If this be

115  
Conceded there are some  
grounds for believing  
that the proposed  
change of gauge for  
their sanctioned exten-  
-sion will not be un-  
-acceptable to the  
Company, <sup>concerned</sup> for, taking  
the first cost of a  
broad gauge railway  
through the favorable  
Southern Districts of  
this Presidency at no  
more than £8,000 per  
mile and that of a  
Railway on the narrow  
gauge at so much  
as £5,000 per mile,

it is evident that fully  
fifty per cent greater  
length of line can be  
made on the latter  
system than on the former  
with the same outlay of  
money, and it follows  
that, as the subscribed  
capital of the Great  
Southern of India  
Railway is calculated  
for the completion of  
some 215 miles of broad  
gauge railway, it will  
suffice for the con-  
struction of 129  
additional miles  
of the cheaper and more  
remunerative gauge.

125 10  
The advantage that  
this offers to the Company  
is manifest as, without  
any augmentation of  
their capital, of which  
the greater part is paid  
up, they will be in a  
position to take up  
the construction of  
extensions from Tanjore  
to the banks of the  
Coleroon via Comba,  
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a distance of 35 miles,  
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to Coimbatore, a  
distance of about  
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to the Great Southern  
of India Railway  
System, and as likely  
to be in itself highly  
penetrative, while  
the second is one of  
which the Govt. con-  
sider that the con-  
struction should

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not be delayed as  
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to the large traffic  
from the ~~South~~<sup>West coast</sup>  
passing by Sindigul  
to the coast, and will  
prove, it is believed,  
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link in the general  
system of railway  
communication of  
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The Govt. would  
strongly urge the  
construction of both  
extensions and would  
entrust them to the

Mr. J. B. ...  
...  
...

Great Southern of  
India Railway Com-  
pany.

L.H.

Sign copy despatch 30/3/71 with  
a copy of Genl 910 of 1871-  
25 spare copies of the letter despatch 23/3/71

Govt of 1871 Madras.

PUBLIC WORKS.

*The Secretary to the  
Govt of India*

Dated

Recd.

6. 10. 30 miles No. 940.

Nos. 699

*Forwarding, with re-  
marks, copy of No. 12913  
of 1871 on the subject of the  
line of the Carnatic Rail.  
way & the direction  
in which the extension  
of that line should  
be carried.*