M.S.O.1—77,004—8-6-31.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Reference _____

MADRAS RECORD OFFICE.

Government of Madras.

PUBLIC (GENERAL) DEPARTMENT.

G.O. No. 1951-1503 Press Mis.

Dated 18 .

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
14th May 1872.

No. 238. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 26th April 1872, No. 204:—

With reference to paragraph 11 of the letter from the Government of India, to which my attention is called by this Government in their Order of the 21st ultimo, No. 803, I have the honour to enclose copy of a letter* from the Chief Engineer of the Great Southern of India Railway Company, which I have received through the Agent, in which Mr. Logan explains that "as the arrangements for working the traffic at Trichinopoly depend on whether the present open line is to be converted in part or altogether to the narrow gauge," and as that question was unsettled when the extension plans were completed, he left the junction arrangements an open question.

* No. 297 of 9th April 1872, with Plan.

2. Mr. Logan shows that the question presents three aspects:—

1*st*.—The conversion of the whole line from Negapatam to Erode into a narrow gauge.

2*nd*.—The conversion of part only of the present line to a narrow gauge, as from Trichinopoly to Tanjore, or wherever the point of divergence for the Northern Extension to join the Carnatic Railway may be fixed.

3*rd*.—The stoppage of the narrow gauge at Trichinopoly.

A reference to Mr. Logan's letter, and to the accompanying plan, will show that in each case a different arrangement of the station traffic is suggested.

3. In their letter† to the Secretary of State, dated the 13th July 1871, the Government of India have placed on record that they regard as inevitable the conversion to the narrow gauge of the whole Great Southern of India line from Erode to Negapatam. My own opinion is that the arrangements for working the new station should be planned with reference to the certain ultimate conversion of the whole line to the narrow gauge, and that the conversion should commence with the section east of Trichinopoly. In their letter which I have quoted, the Government of India allude to the fact that the Great Southern of India Railway is sparingly equipped with rolling stock; and when the conversion has been completed, there need be no difficulty in the way of their being relieved by the Madras Railway of their remaining broad gauge stock.

† *Vide* G. O., 19th August 1871, No. 2, to4.

4. With the approval of Government, I will call on the Chief Engineer to prepare a scheme for working the new station, keeping in view the certainty of the ultimate conversion of the whole line to the narrow gauge, but perhaps it may be deemed advisable to refer the question to the Government of India.

From D. LOGAN, Esq., Chief Engineer, to the Agent of the Great Southern of India Railway Company, dated Trichinopoly, 9th April 1872, No. 297.

With reference to paragraph 11 of the letter from the Government of India sanctioning our Southern Extension estimates, I have to explain that as the arrangements for working the traffic at Trichinopoly depend on whether the present open line is to be converted in part or altogether to the narrow gauge, and as that question was unsettled at the time of my completing our extension

plans and estimates, I left as you are aware the junction arrangements open, hoping that the question would be settled in time to enable me to decide upon and send forward plans before the estimates of the line were finally reviewed by Government. As this settlement has not yet taken place, I must ask for instructions in order to enable me to mature a scheme for working the new traffic at Trichinopoly.

2. There are three aspects in which the question presents itself :—

1*st*.—The conversion of the Negapatam to Erode line into a narrow gauge one, in which case goods and passengers would run east and west from Trichinopoly without any special arrangements there other than are ordinary at junction stations.

2*nd*.—The conversion of part only of the present line to a narrow gauge as from Trichinopoly to Tanjore, or wherever the point of divergence for the Northern Extension to join the Carnatic Railway may be fixed. In this case a transshipping arrangement would have to be made at the proposed or upper Trichinopoly station, so as to avoid running goods and passengers from south to east, and *vice versa*, of Trichinopoly, down hill into the present goods station at the Fort, involving an extra haulage of five miles (namely, 2½ miles down to, and 2½ miles back from, the present station), and a total rise and fall of 94 feet, the distance and difference of level between the two stations being respectively 2½ miles and 47 feet.

3*rd*.—The stoppage of the narrow gauge system at Trichinopoly, in which case the present station would have to be converted into a mixed gauge and transshipping station for traffic to the westward, while at the new or upper station and arrangement for the transshipment of goods and passengers would have to be planned for goods and passengers to the north and east.

3. I send herewith a plan showing the relative positions of the present and proposed stations at Trichinopoly, upon which the lines as described in the foregoing paragraph have been laid down. There is also a section to show the relative heights of the stations.

No. 239. ORDER THEREON, 14th May 1872, No. 1,227.

RAILWAY, No. 34.

ORDERED that these papers be forwarded to the Government of India.

(Here enter No. 1,228, dated 14th May 1872.)

(True Extract.)

Colonel, R.E.,
Officiating Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 14*th May* 1872.

No. 240.

No. 1,228.

To

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

RAILWAY, No. 35.

SIR,—With reference to paragraph 11 of the letter from the Government of India, dated 2nd March 1872, No. 325, G. R., I am directed to forward the accompanying letter from the Consulting Engineer for Railways giving cover to one from the Chief Engineer of the Great Southern of India Railway, in which Mr. Logan reports the circumstances under which no proposals were submitted for working the traffic at Trichinopoly when the plans and estimates for the Southern Extension were forwarded. Mr. Logan now explains what the arrangements will be under three different aspects of the question, and as it is most probable that the whole line now open from Erode to Negapatam will be ultimately converted into the narrow gauge, it seems expedient that the scheme for working the traffic at Trichinopoly should be prepared to suit such an arrangement, but before directing its submission, I am to request the definitive orders of the Government of India.

I have the honour to be,
Sir,
Your most obedient servant,

Colonel, R.E.,
Officiating Secretary to Government.

Exd. E. C. Shunker.

Govt. of India 1872. 30 Copies.
PUBLIC WORKS.
(DIE SECRETARY TO THE GOVERNMENT
OF INDIA.
Fort St. George
Public Works Dept.
67 & 10th May 1872. No. 210.

MAY
No. 210

Forwarding, with remarks, letter from the Consulting Engineer for Railways giving cover to one from the Chief Engineer of the Great Southern of India Railway stating the arrangements to be made for the working of traffic at Trichinopoly owing to the Southern Extension.

Railway Department Consulting Engineer's Office

No. 206.

From

Lieut.-Colle. A. M. M. Shaw-Stewart R.E.

Cons Engr for Railways.

To

The Secretary to Government

Public Works Department

Fort St. George.

Sir,

With reference to paragraph 11 of the letter from the Government of India, to which my attention is called by this Government in their order of the 21st ultimo No 803, I have the honour to enclose copy of a letter from the Chief Engineer of the Great Southern

× No 297 of 9th April 72. with plans.

of India Railway Company which I have received through the Agent, on which Mr. Logan explains that "as the arrangements for working "the traffic at Trichinopoly depend "on whether the present open line "is to be converted in part or "altogether to the narrow gauge", and as that question was unsettled when the extension plans were completed, he left the junction arrangements an open question.

2. Mr. Logan shows that the question presents three aspects.

1st. The conversion of the whole line from Negapatam to Erode into a narrow gauge.

2d. The conversion of part only of the present line to a narrow gauge; as from Trichinopoly to Tanjore, or wherever the point of divergence for the Northern Extension to join the Carnatic Railway may be fixed.

3d. The stoppage of the narrow gauge at Trichinopoly.

In reference to Mr. Logan's letter and to the accompanying plan will show that in each case a different arrangement of the station traffic is suggested.

3

3 In their letter to the Secretary of State dated the 13th July 1871, the Government of India have placed on record that they regard as inevitable the conversion to the narrow gauge of the whole Great Southern of India line from Erode to Negapatam. My own opinion is that the arrangements for working the new Station should be planned with reference to the certain ultimate conversion of the whole line to the narrow gauge: and that the conversion should commence with the section East of Trichinopoly. In their letter which I have quoted

× Vide G.O. 19th Augt 1871 No 2134

quoted, the Government of India allude to the fact that the Great Southern of India Railway is sparingly equipped with rolling stock; and when the conversion has been completed, there need be no difficulty in the carrying of their Stock followed by the Madras Railway of their remaining broad gauge stock.

4 With the approval of Government, I will call on the Chief Engineer to prepare a scheme for working the new Station, keeping in view the certainty of the ultimate conversion of the

No 297

W. S. Betts Esquire

My dear Sir

With reference to para 11 of the letter from the Government of Rhodesia enclosing our Northern Extension Estimates I have to explain that as the arrangements for working the traffic on Erichsonpoly depend on whether the present open line is to be converted in part or altogether to the narrow gauge, and as that question was unsettled at the time of my composing our Extension plans and Estimates, I left as you are aware the junction arrangements open. hoping that the question would be settled in time to enable me to decide upon and send forward plans before the Estimates of the line were finally reviewed by Government. As this settlement has not yet taken place I must ask for instructions in order to enable me to mature a scheme for working the new traffic at Erichsonpoly.

2. There are three aspects in which the question presents itself.

1st The conversion of the Beyerbaan to Enode line into a narrow gauge one in which case goods and passengers would run back and west from Erichsonpoly without any special arrangements there other than are ordinary at junction stations.

Received 8½ Nov 1910
From Govt Engrs
Dated 26 Oct 1910
Rec'd 1st Nov 1910
No 2064.
Encl.

To Govt Rhod
Chief Engr
Letter from Mr
Betts Esq
Respecting
Junction
Arrangements
at Erichsonpoly

2nd The conversion of part only of the present line to a narrow gauge as from Erichsohn to Lanyon, or wherever the point of divergence for the Northern Extension to join the Carnarvon Railway may be fixed. In this case a transhipping arrangement would have to be made at the proposed or upper Erichsohn station so as to avoid running goods and passengers from South to East, and vice versa, of Erichsohn, down line into the present goods station at the cost involving an extra haulage of 5 miles (viz 2½ miles down to, and 2½ miles back from the present station) and a total rise and fall of 94 ft, the distance and difference of level between the two stations being respectively 2½ miles and 47 feet.

3rd The stoppage of the narrow gauge system at Erichsohn, in which case the present station would have to be converted into a mixed gauge and transhipping station for stuff to the westward, while all the new or upper station and arrangement for the transhipment of goods and passengers would have to be planned for goods and passengers to the North and East.

I send herewith a plan showing the relative positions of the present and proposed stations at Erichsohn, upon which the lines as described in the foregoing paragraph have been laid down. I have also a section to show

the respective heights of the stations.

I am faithfully
Sig[d] David Logan
Chief Engineer

Chief Engineers office
Erichsonsbay 9 June 1872

True Copy
Isaac Robertson
Capt.

Ellb

Public Works Depart.

No 1227

Proceedings of the Madras Government

Read the following

From The Consulting Engr for Railways } P.W. No 204 dated 26th April 72

Ordered that these papers be forwarded to the Government of India

No 1228.

To

The Secretary to the Government of India

Sir,

With reference to Para 11 of the letter from the Government of India dated 2nd March 1872. No 320 Rl I am directed to forward the accompanying letter from the Consulting Engineer

To the Con Engineer

Dated 15/5/72

for Railways giving Cost
to one from the Chief
Engineer of the Great Southern
of India Railway, and
which Sir Logan refers to
the Circumstances under which
no proposals were submitted
for working the traffic of
Trichinopoly when the
plans & estimates for the
Southern extension were
forwarded - Sir Logan
now explains what the
arrangements will be under
three different aspects of
the question, and as it is
most probable that the
whole line now - open & will
be ultimately Converted
into the narrow gauge, it
seems expedient that the

From Errol
Rep Patam.

5

scheme for working the traffic
at Trichinopoly should be
prepared to such Rules as
arrangement, but before
directing the advertisement
I am to request the
determine orders of the
Govt of India.

Ellis

Despe 15/5/72 with the
plan & bds of Govs 1227
of 1872.

Transmitted with Sundry
Letters from the Governor of
Virginia Concerning the Imp
ovement of Trade &c. Read
Ordered, That a Representation
be made for the Improvement
of Trade &c. Read
& Referred to Consideration.

Ofc 2126

Govt. of Fort St. George.

PUBLIC WORKS.

To The Committee Engrs for Railways and To the Secretary to the Govt of Madras

Dated

Read

No 1

14th May 1857-1858

Nos. 238-239 & 260

Southern Extension - Papers ordered to be called from the Engr. giving Copies to the Chief Engr. & Sec to Govt for Station the arrangements to be made for working the Traffic at Trichinopoly during the Southern Extension -

61 Letters 52 R. 7 C