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(2) Date of repair _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1450, 1421	1488	Press Mis.
Dated	26-7-	18 17/2

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
26th July 1872.*

⁴²⁰
No. 420 Read the following letter from the Officiating 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, 21st June 1872, No. 897-G. R. :—

I AM directed to acknowledge the receipt of your letter No. 1,228, dated the 14th May 1872, with enclosures, reporting the circumstances under which no proposals were submitted for working the traffic at Trichinopoly when the plans and estimates for the Southern Extension of the Great Southern of India Railway were forwarded, and explaining what the arrangements will be under the three different aspects of the question as presented by Mr. Logan, the Chief Engineer.

2 These modes of treatment appear from the plan submitted to be needlessly expensive. There is already one station at Trichinopoly, but the Chief Engineer's plan and letter do not explain why the new line should not run into that station. Possibly it is inconveniently placed, and a new junction station may be necessary, but it should have been explained why the junction is not placed on the old line of railway instead of at some distance from it, involving the construction of a new railway and the abandonment of part of the old line, or a duplication of railway lines in a place where two lines are not wanted.

3. A reference to the plan shows that there is an extremely abrupt turn in the existing railway between A and D, and that the route shown by the red line from A to C and from C to D is preferable, but there is already a station at A, and there is also a line of railway, one and half miles long, from B to D. If it is known that the present station at A will not answer, the question arises why the junction should not be effected on the existing line near D or at B where the road is for a short distance level.

4 The formation level at C is 47 feet higher than it is at A which is 2½ miles from C, and goods from the south which may be going to Tanjore or the north will have to descend 47 feet and again rise 47 feet if the junction be at A. With a uniform gauge the existing station at A would form a sufficiently convenient site for a junction. With a change of gauge the proposed site at C would suit the Northern and Southern traffic, but the intermediate point B, notwithstanding the steep gradients on either side, appears to present many advantages, and should be considered.

5 From an engineering point of view, and disregarding the question of expense, the proposed site is undoubtedly a good one, but for many years to come the traffic on this part of the railway will be small, and the Government of India cannot without much more certain information assent to the proposed situation of the junction. I am therefore desired to return the plan with the request that an endeavour may be made to place the junction on the existing line of railway.

⁴²¹
No. 421. ORDER THEREON, 26th July 1872, No. 1,788.

RAILWAY, No 86

COMMUNICATED to the Consulting Engineer for Railways, with reference to G. O. No. 1,227, dated 14th May 1872.

*Proceedings of the Madras Government, Public Works Department,
26th July 1872*

2 The Government of India not having passed the definite orders as to conversion of the present open line in part or altogether to the narrow gauge which it was the object of this Government in their letter No 1,228 of 14th May, to elicit, Lieutenant-Colonel Shaw Stewart will be so good as to call on Mr Logan to prepare the scheme for working the new station in view to the certainty of ultimate conversion of the whole line to narrow gauge. In doing which he will take into consideration the suggestions and objections of the Government of India

(True Extract)

Colonel, R E,
Secretary to Government.

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*No 897 G.P.
Government of India
Public Works Department
Railway*

*The Secretary to the Government of India
Public Works Department (Railway).*

Simla 21st June 1872.

Sir,
I am directed to acknowledge the receipt of your letter No 1228, dated the 14th May 1872, with enclosures, reporting the circumstances under which no proposals were submitted for working the traffic at Lucknowpohly, when the plans and estimates for the Southern Extension of the Great Indian Peninsula Railway were forwarded, and explaining what the arrangements will be under the three different aspects of the question as presented by Mr Logan the Chief Engineer.

2. These modes of treatment appear from the plan submitted to be needlessly expensive. There is already one station at Trichinopoly, but the Chief Engineer's plan and letter do not explain why the new line should not run into that station. Possibly it is inconveniently placed, and a new junction station may be necessary but it should have been explained why the junction is not placed on the old line of Railway instead of at some distance from it, involving the construction of a new Railway, and the abandonment of part of the old line, or a duplication of Railway lines in a place where two lines are not wanted.

3. A reference to the plan shows that there is an extremely abrupt turn in the existing Railway between A and B, and that the route shown by the red line from A to C and from C to D is preferable, but there is already a station at A and there

is

is also a line of Railway, one and a half miles long, from B. to D. If it is known that the present station at A will not answer, the question arises why the junction should not be effected on the existing line near D or at B. where the road is, for a short distance, level.

4. The formation level at B is 47 feet higher than it is at A, which is $2\frac{1}{2}$ miles from B, and goods from the South which may be going to Tanjore or the North, will have to descend 47 feet and again rise 47 feet if the junction be at A. With an uniform gauge the existing station at A would form a sufficiently convenient site for a junction. With a change of gauge the proposed site at C would suit the northern and southern traffic, but the intermediate point B, notwithstanding the steep gradients on either side, appears to present

many

many advantages and should be considered.

5. From an Engineering point of view, and disregarding the question of expense the proposed site is undoubtedly a good one, but for many years to come the traffic on this part of the Railway will be small, and the Government of India cannot without much more certain information, assent to the proposed situation of the junction. I am therefore desired to return the plan with the request that an endeavour may be made to place the junction on the existing line of Railway.

I have the honor to be
Sir

Your most obedient servant

M. Brunner, Colonel R. E.
Offg Deputy Secretary

G. H. J.

5/11/1911
10/11/1911

7A

P. W. 1872 Depar
Pm off 1/9 July
No 323

From.

The Govt of Sec

Dated 21st June
Recd 3rd July } 1872

Env. 1. No 897 G.

Referring our
relative to the prop
for working the line
at Trichinopoly &
connection with the
Southern Extension
the Great Southern
India Railway -
No 1788-26 July/72.

No 420

Despatch to Secy 4 July/72 & 22nd July/72

P. W. Depar
No 1788

Proceedings of the Madras Government
Under date the 1st July 1872.
Read the following.

From the Offy Secy to the
Govt of India (Received 1897 G. P.
7th June/72)

Communicated
to the Consulting Engr
for Railways with re-
ference to G.O. No 1227
dated 14th May 1872.

The Government
of India not having
passed the definite
orders as to conversion
of the present open line
in part or altogether
to the narrow gauge
which it was the
object of this Govern-
ment in their letter

No. 1228 of 14th May,
to elicit, Lieutenant
Colonel Shaw, who
will be so good as to
call on Mr. Logan,
to prepare the scheme
for working the new
Station in view to the
certainty of ultimate
conversion of the
whole line to narrow
gauge. In doing
which he will take
into consideration the
suggestions and ob-
jections of the Govt
of India. W.W.

To the Genl. Secy. Plan

Recd. 2/8/12

(2542) 2/8/12

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C/2 3234

Govt. of 1872 Madras.

PUBLIC WORKS. ✓

To The Consulting Eng^r
for Railways

Dated

Recd.

Encl

G. O. 26th July 1888.

No. 420421

Southern Extension of the
G. O. of India Railway.

Letter from the Govt of India
bearing orders relative to
the proposals for work-
ing the traffic at Sri-
chinopoly in connection
with the Southern Extension
of the G. O. of I. Ry., sent to the
Comd^r with instructions.

(21 Dec 1888)

14/12