

Government of Madras

Public works

DEPARTMENT

G.O. No.

1518-19

Press

B.P. No.

112-113-114

Mis.

Dated

4-6

1873

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
7th June 1873.*

No. 112. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-
STEWART, R. E., Consulting Engineer for Railways, to Colonel
G. W. WALKER, R. E., Secretary to Government, Public Works
Department, dated Madras, 14th May 1873, No. 269:—

ADVERTING to the Proceedings* of Government noted in the margin, I have
the honour to submit, for the consi-
deration of the Government of India,
two letters† from the Agent of the Great
Southern of India Railway, upon the
subject of the proposed junction arrange-

* 24th January 1873, No. 244.
22nd March 1873, No. 898.

† No. 5,008, 22nd April 1873.
No. 5,025, 8th May 1873, with enclosures.

ments at Trichinopoly and the conversion of the existing line to the metre gauge.
2. In reply to paragraph 3 of the letter dated the 27th February, from the
Agent of India, it will be seen from the Agent's letter that the workshops at
Negapatam were from the first designed and stocked with the view to meet the
requirements of the entire system of the Great Southern of India Railway
Company, according to the original proposals, which are now being carried out,
viz., from Tuticorin to Trichinopoly, and from Negapatam to Erode. Mr. Betts
explains that the cost of the workshops, without the machinery, has been about
Rupees 3,50,000, and the cost of the machinery about Rupees 3,02,534. The
plan of the shops which accompanies the Agent's letter shows the existing arrange-
ments, and the proposed extensions, when such a measure becomes necessary.

3. In reply to paragraph 4 of the letter from the Government of India, the
Agent states that some of the locomotives are expected before the end of this year.
A portion of the iron-work of the rolling stock is also expected then, and Mr. Betts
explains that the wood-work will be begun immediately on receipt of the plans,
which are looked for early in June.

4. An estimate, which accompanies the Agent's letter, shows that the Chief
Engineer calculates the cost of laying a third rail between Negapatam and Trichi-
nopoly at Rupees 9,05,513; and Mr. Logan states that "under ordinary circum-
stances and supposing all material in stock at Negapatam, the laying of the third
rail between Negapatam and Trichinopoly could be done in about one month."

5. It will be seen that the Agent again brings forward the question of the
early conversion of the open line to the metre gauge, urging "the advisability of
effecting the conversion as soon as a sufficient quantity of engines and other
rolling stock can be erected for working the new gauge." Mr. Betts adds that a
large sum would thus be saved in the handling of the material for both northern
and southern extensions.

6. An estimate, prepared by the Chief Engineer, shows that the cost of
converting the gauge between Negapatam and Trichinopoly will amount to
Rupees 83,074; but it is shown that, of this sum, nearly Rupees 30,000 would be
saved if the conversion of the western section (between Trichinopoly and Erode)
were taken in hand immediately after the eastern section had been changed to the
narrow gauge: and this measure is strongly pressed by the Railway Authorities.

7. In a separate letter Mr. Betts explains that, when sufficient rolling stock
for the metre gauge is available, probably early in 1874, he would "propose to
alter the line by sections,—say, from Negapatam to Needamangalam, Needaman-
galum to Tanjore, etc.,—between the passage of the last train on a Saturday and

*Proceedings of the Madras Government, Public Works Department,
7th June 1873.*

the first train on a Monday, work being conducted by night as well as by day, and the trains on Sundays over the section of the line under conversion being stopped. The mails could be conveyed by cart or runners over such sections."

8. Upon the important questions discussed in these papers I entirely agree with the Railway Authorities. I have already had the honour of laying my views before Government, and after carefully re-considering the subject, and discussing it with the officers of the Company, and with the Local Revenue officers, I cannot too strongly express my opinion as to the advisability of converting the whole of the open line at the earliest possible date. The Railway Authorities should at once be authorized to make the necessary preparations; and as soon as sufficient narrow gauge rolling stock is available, the conversion should be begun from Negapatam. The arrangements for the junction station at Trichinopoly, as

* Vide Proceedings of Government, 18th September 1872, No. 2,203.

recommended by the Chief Engineer in his letter* dated the 24th August 1872, should, in my opinion, be at once sanctioned, or the progress of work on the southern extension will materially suffer. I cannot recommend the laying of a third rail upon the open line. The measure would be very costly, and the results would not be commensurate with the expense.

With the information now before them, I trust that the Government of India will be able to sanction the proposals brought forward. Those proposals have met with unanimous support from all the Local Authorities, whether in the services of Government or of the Railway Company, who have had opportunities of studying upon the ground the bearings of the various questions.

9. In paragraph 5 of their letter, the Government of India inquire as to the progress which has been made on the surveys southwards from Cuddalore towards the Coleroon river and Tanjore. In reply, I beg to refer to the papers printed with the Proceedings of the Madras Government, dated the 14th May 1872, No. 1,339 A, which contain much of the information available in connection with the survey. It will be remembered that the work was divided; the northern portion being entrusted to the Carnatic Railway Company,* and the southern portion

* Vide G.O., 14th September 1871, No. 2,331, and 21st September 1871, No. 2,414.

to the Great Southern of India Railway Company. The plans and sections for the southern part, accompanied by estimates, were received from Mr. Logan early in February 1872; but the work on the northern part was unfortunately delayed, and Mr. Dibblee was not able to send in the plans and estimates until the end of January 1873. The general direction of the line was approved of by Government in their above quoted Proceedings of the 14th May 1872; and, under ordinary circumstances, the estimates would have been already laid before Government. Looking, however, to the approaching amalgamation of the two Companies, and to the almost certainty that the works on both sections will be carried out under Mr. Logan's orders, I took advantage of that gentleman's visit to Madras last month to discuss with him and with Mr. Dibblee some of the details in the plans and estimates. These have since been returned for revision to the two Chief Engineers, and Mr. Logan has undertaken to prepare a joint abstract for the two portions of line. I trust, therefore, that I shall be able before long to submit to Government the plans and estimates for the whole line between Cuddalore and Tanjore.

*Proceedings of the Madras Government, Public Works Department,
7th June 1873.*

From W. S. BETTS, Esq., Agent of the Great Southern of India Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, dated Negapatam, 22nd April 1873, No. 5,008.

Your letter No. 66 of the 14th February last. I beg to forward, for the information of Government, a copy of Mr. Logan's reply to the reference which was made to him regarding the Trichinopoly junction arrangements.

The Government of Madras is so fully aware of the necessity for an early conversion of the gauge of the open line between Trichinopoly and Erode, that I do not think any further remarks from myself will be looked for on the subject.

From D. LOGAN, Esq., Chief Engineer, to W. S. BETTS, Esq., Agent of the Great Southern of India Railway, dated Trichinopoly, 1st April 1873, No. 769.

With reference to your letter No. 564 of 17th February last, I am decidedly of opinion that the approaches to the proposed junction station at Trichinopoly ought to be carried out as designed, even on the assumption ordered by Government that the narrow gauge system is to stop at Trichinopoly, and that no extension is to be undertaken from our present line to meet the Carnatic Railway.

I presume, however, that this assumption refers merely to a temporary stoppage of the narrow gauge system at Trichinopoly; because the very ground upon which it was decided by Government that the southern extension should join our present system at Trichinopoly instead of at Caroor, was, that the system was certain to be extended northwards along the East Coast to Madras. If this is not to be the case, we shall have constructed 15 miles of railway more than if we had gone straight to Caroor, while the traffic to Madras will have to be carried a round of more than 60 miles. Considering, therefore, that the arrangement proposed at present is merely a temporary one, I think it would be advantageous to construct the line D to C (Plan No 222) referred to in my letter No. 2,134 of 24th August last, as well as that from B to C. I would run both lines into C on the broad gauge, and the rails in both cases could, as suggested by the Government of India, be the light narrow gauge ones, laid upon a suitably extra number of sleepers. If line D to C is not constructed now, a very great extra expenditure, both of time and money, will result in working the traffic to and from the south, as doubtless you will, in giving expression to your own views, as Traffic Manager, point out, and I need not therefore take up time, for which I am at present very much pressed, by going over the same ground.

From W. S. BETTS, Esq., Agent of the Great Southern of India Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, dated Negapatam, 8th May 1873, No. 5,025.

I have now the honour to forward to you the information called for in your letters marginally noted.

No. 24, 18th January 1873.
No. 139, 26th March "

2. The Government of India have, as already pointed out by you, stated that the

conversion of the open line to the metre gauge must be considered inevitable. I therefore beg to press upon them the advisability of effecting the conversion as soon as a sufficient quantity of engines and other rolling stock can be erected for working the new gauge. A large sum would be saved in the handling of a portion of the material for the northern (from Tanjore) and the southern (from Trichinopoly) extension if, as the lines are telescopically laid, the girders, rails, etc., could be taken on in the same vehicles in which the material is loaded at Negapatam.

3. I would further urge that the alteration in gauge of the eastern section is altered, otherwise a large sum of money would have to be expended at Trichinopoly to provide for the working of the mixed gauges. It will be seen that the Chief Engineer estimates the cost of laying a third rail in the station yard for siding accommodation at Rupees 26,400. Besides which there would have to be borne the cost of transshipment of all traffic passing between stations on the western section and stations on the other sections—northern, eastern, and southern—of the Company's system.

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7th June 1873.

4. Transshipment would still have to take place at Erode; but that would only be for through traffic, which after the main line between Madras and the south has been opened will be very much smaller than the local traffic referred to in the preceding paragraph. I would not propose to lay a third rail from our junction into the Erode station. I consider that we might effect transshipment at the junction.
5. A portion of the locomotives and of the iron-work of the rolling stock it is expected will reach this country at the close of the current year. Directly the plans are received from England, and they will probably be here in about a month's time, we shall commence to prepare the wood-work for which timber has been more than two years in stock.
6. The Chief Engineer estimates the cost of converting the gauge between Negapatam and Trichinopoly at Rupees 83,073-10-0; but if the western section be altered at the same time nearly Rupees 30,000 (Rupees 26,400 plus 5 per cent. for contingencies and 5 per cent. thereon for tools and plants of that sum would be saved, which is sufficient to cover the cost of altering the gauge between Trichinopoly and Erode, for on that section there are no wooden sleepers, the cost of renewing which on the eastern section amounts to Rupees 23,760.
7. With reference to your remarks that the Government of India are under the impression that the workshops at Negapatam have been constructed for a small system of railways, and that their existence can have no important bearing on the general question, I beg to explain that the workshops in question were designed and stocked with a view to meeting the requirements of the entire system of this Company as at first sketched, viz., from Tuticorin to Trichinopoly, and from Negapatam to Erode. The estimates sent in for the several buildings amount to about Rupees 3,50,000, and the recorded cost, to 30th June last, of equipping these buildings with the requisite machinery and tools, was Rupees 3,02,534. A plan is herewith forwarded which shows the general arrangements of the buildings, and, in red ink, how they can be extended if need arises.
8. I also forward an estimate of the cost of laying a third rail between Trichinopoly and Negapatam which amounts to Rupees 9,05,513-2-0. Regarding this Mr. Logan remarks, "the time occupied in carrying out the work would of course depend entirely on the necessity that there is for speed; under ordinary circumstances and supposing all material in stock at Negapatam, I think the laying of the third rail between Negapatam and Trichinopoly could be done in about one month, and the whole of the work estimated for in the accompanying paper within three months."
9. Connected with the alteration of the gauge of the eastern section is the question of renewals during next year. It is estimated we have now in hand sufficient iron-pot sleepers to keep up renewals to the end of December next. You are aware we have been renewing the wooden sleeper road with iron-pots, taking up, say, a mile at a time, and re-using those wooden sleepers which we find sufficiently good, to put in here and there at different parts of the line in place of defective sleepers. An indent must now be sent Home for either wooden or iron sleepers, the renewals, so that the supply may reach here by the close of this year. If Government wishes the renewals to be effected with wooden sleepers, we should only order a sufficient stock to keep up repairs until the gauge is converted, otherwise we might have on hand a supply of sleepers of greater dimensions than would be required for the metre gauge. I shall feel obliged by your obtaining immediate orders on this subject.

No. 113.

ORDER THEREON, 7th June 1873, No. 1,518.

RAILWAY, No. 13.

THESE papers will be forwarded for the consideration and orders of the Government of India with the expression of the opinion of His Excellency the Governor in Council that an early decision should be arrived at on the questions whether the whole of the open line of the Great Southern of India Railway shall be converted to narrow gauge, and the connecting link between it at Tanjore and the Carnatic Railway at Cuddalore be

Proceedings of the Madras Government, Public Works Department,
7th June 1873.

carried out as soon as the plans and estimates now under revision shall have been submitted. It would appear to this Government that the latter question was virtually decided by the amalgamation of the two Companies and the circumstances under which it has been brought about; and the former question was, to their minds, set at rest by the view taken in letter of the Government of India to the Secretary of State for India, recorded in G. O., No. 2,134, of 19th August, wherein the whole region south and east of the Madras South-West Line was regarded as a narrow gauge territory, and the conversion to narrow gauge of the Great Southern of India open line as inevitable.

2. The only action that His Excellency the Governor in Council feels himself competent to take under existing circumstances, is to direct that, if not already acquired, sufficient land for the proposed station at C and for connecting it with the open line at B be taken up. The orders of the Government of India will be awaited as to the description of line to be laid down from C to the main at B, as well as the re-alignment from C to D.

(Here enter No. 1,519, dated 7th June 1873.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

the Consulting Engineer for Railways.

Exd. S. T. Austin.

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PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 7th June 1873.

No. 114.

No. 1,519.

FROM

COLONEL G. W. WALKER, R. E.,
Secretary to the Government of Madras,
Public Works Department.

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

RAILWAY, No. 14.

SIR,—I am directed to submit, for consideration and orders, a letter from the Consulting Engineer for Railways,

and enclosures, containing the information called for in paragraphs 3 to 5 of letter from Government of India, No. 323 G. R., of 27th February.

2. Paragraph 2 of that letter referred this Government to former orders, No. 1,809 G. R., of 26th November 1872, which merely acknowledged the merits of the site C recommended for the new station at Trichinopoly, permitted sufficient land to be taken up for it, and left it to the Madras Government to decide whether C to B should be laid down on the broad or narrow gauge. As matters stand there would appear to be no option but to adopt the broad gauge; but His Excellency the Governor in Council is, I am directed to state, most unwilling to incur what will be an unnecessary expense if the open line of the Great Southern of India Railway is converted to narrow gauge, and the connecting link between it at Tanjore and the Carnatic Railway at Cuddalore is carried out. I am instructed to press for an early decision of these questions which have become urgent in consequence of the amalgamation of the two Companies and the circumstances which led to it, and the declaration of the views of the Government of India contained in their letter to the Secretary of State for India, No. 75 R., of 13th July 1871.

3. Looking to the expense of laying a third rail as compared with immediate conversion to narrow gauge, shown in the correspondence herewith forwarded, I am instructed to withdraw the opinions expressed in paragraphs 3 and 4 of my letter No. 245, of 24th January, and to advocate the earliest possible conversion of the entire line between Negapatam and Erode to narrow gauge, and the location of the break of gauge at the latter station.

I have the honour to be,
Sir,

Your most obedient servant,

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Abstract of Orders on the Station Arrangements at Trichinopoly

In their Despatch
No 325 G. R. of 2nd March
1872, sanctioning the esti-
-mates for the Great South-
-ern of India Extension
from Trichinopoly to Tutu-
corin para II inquires
how it was proposed to
work the traffic at Trichi-
-nopoly Station

Reply No 1228 of 14 May
1872 requested definitive
orders of the Govt of India
Whether the arrangements
were to be planned on the
assumption that the
whole open line from
Negapatam to Erode
was to be connected into
narrow

narrow gauge, such
assumption being based
upon the statement made
by the Govt of India to
the Secretary of State for
India in their letter No 758
of 13th July 1871 that they
considered the conversion
to be inevitable.

No such definite
orders being passed, the
Government ordered
that the arrangements
should be planned on
the assumption of the con-
version of the whole line
to the narrow gauge. GO
No 1788 of 26th July 1872.

Letter No 2204 of 18th
September 1872 recommend-
ed to the Govt of India
that

that sanction should be
accorded to an estimate
of Rs 58,605 for carrying
out a junction station
at Trichinopoly, by a
line marked No 1 on an
accompanying plan.

Letter from the
Govt of India recorded
with G. O. No 244 of 24th
January 1873 definitely
approved of Site C though
which it was stated that the
new Railway should
be carried from the South
up to the existing line at
B, all south of C being
of the metric ^{gauge}, the question
of gauge on the mile
from C to B being left
to the Madras Govern-
ment but the broad
gauge

gauge being recommended -
So that break of gauge
should occur at C -
Govt of India stated
further that if the con-
version of gauge throughout
the Great Southern of
India open line were
a settled question and
the connecting line between
Bangalore and Mysore
determined on, they would
probably consent to the
adoption of all the ar-
rangements proposed
at Trichinopoly.

GMR

G.C. P. & S. 2:15/8/73

Great Southern of India Ry

Letter from the Chief Engineer to the Agent dated
Trichinopoly. April 1st 1873 No 769.

With reference to your letter No 564 of 14th
February last I am decidedly of opinion, that the appor-
aches to the proposed junction station at Trichinopoly,
ought to be carried out as designed, even on the
assumption ordered by Government, that the narrow
gauge system is to be adopted at Trichinopoly, and that no
extension is to be undertaken from our present line
to meet the Carnatic Railway.

I presume however that this assumption
refers merely to a temporary stoppage of the narrow
gauge system at Trichinopoly, because the very ground
upon which it was decided by Government, that the
Southern Extension should join our present system
at Trichinopoly instead of at Baroor, was, that the
system was certain to be extended Northwards along
the East Coast to Madras. If this is not to be the
case, we shall have constructed 15 miles of Railway
less, we shall have gone straight to Baroor, while
the traffic to Madras will have to be carried a
round of more than 60 miles. Considering therefore
that the arrangement proposed at present is merely
a temporary one, I think it would be advantageous
to construct the line D to B (plan No 222 referred to
in my letter No 2134 of 24th August last, as well as
that from B to C. I would run both lines into B,
on the broad gauge, and the rails in both cases
could, as suggested by the Government of India,
be the light narrow gauge ones, laid upon a suitably
extra number of sleepers. If line D to B is not
constructed now, a very great extra expenditure,
both of time and money will result, in working
the

The Traffic to and from the South. It is therefore you
will, in giving expression to your own views as Traffic
Manager, point out, and I need not therefore take
up time, for which I am at present very much
pressed, by going over the same ground.

(True Copy)
W. C. C. C. C.
Chief Clerk.

No. 5006

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM,

May 7th 1873

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

10.39.13 Jan'y 73 }
139.26 March 73 } I have now the honor to forward
to you the information called for
in your letters, marginally noted

The Government of India have, as
already pointed out by you, stated that
the conversion of the open line to the
metre gauge must be considered in-
evitable; I therefore beg to press upon
them the advisability of effecting the
conversion as soon as a sufficient
quantity of engines and other rolling
stock can be erected for working the
new gauge. A large sum would be
saved in the handling of a portion
of the material for the northern (from
Layone) and the Southern (from
Trichinopoly) Extension if, as the lines
are telescopically laid, the girders,
rails,

rails, &c &c could be taken on in the same vehicles in which the material is loaded at Negapatnam.

I would further urge that the alteration in gauge of the Western section of the open line should be effected immediately after the gauge of the eastern section is altered, otherwise a large sum of money would have to be expended at Trichinopoly to provide for the working of the mixed gauges. It will be seen that the Chief Engineer estimates the cost of laying a third rail in the station yard for siding accommodation, at Rs 26,400. Besides which there would have to be borne the cost of transshipment of all traffic passing between stations on the western section and stations on the other sections - northern, eastern, and southern - of the Company's system.

Transshipment would still have to take place at Erode, but that would only be for through traffic, which after the main line between Madras and the South has been opened will be very much smaller than the local traffic referred to in the preceding ^{paragraph} traffic. I would not propose

No.

GREAT SOUTHERN OF INDIA RAILWAY

AGENT'S OFFICE.

NEGAPATAM,

18

From

THE AGENT,

Great Southern of India Railway,

To

SIR,

3.

propose to lay a third rail from our Junction into the Erode station, I consider that we might effect transshipment at the Junction.

A portion of the Locomotives, and of the iron work of the rolling stock, it is expected will reach this country at the close of the current year. Directly the plans are received from England and they will probably be here in about a months time, we shall commence to prepare the wood work for which timber has been more than two years in stock.

The Chief Engineer Estimates the cost of converting the gauge between Negapatam and Trichinopoly at Rs 83073. 10. 0; but, if the western section be altered at the same time nearly Rs 30,000 (Rs 26,400 plus 5 per cent for contingencies and 5 per cent thereon for Tools and Plant), of that sum would be saved which is sufficient to cover the cost of altering the gauge between Trichinopoly and Erode, for on that section there are no wooden sleepers, the cost of renewing which on the eastern section amounts to Rs 23,760.

With

No.

GREAT SOUTHERN OF INDIA RAILWAY.

AGENTS OFFICE,

NEGAPATAM,

18

From

THE AGENT,

Great Southern of India Railway.

To

SIR,

4.

With reference to your remark that the Government of India are under the impression that the workshops at Negapatam have been constructed for a small system of railways, and that their existence can have no important bearing on the general question, I beg to explain that the workshops in question were designed and stocked with a view to meeting the requirements of the entire system of this Company as at first sketched, viz from Tuticorin to Trichinopoly and from Negapatam to Erode. The estimates sent in for the several Buildings amount to about Rs. 350,000, and the recorded cost, to 30. Some last, of equipping these Buildings with the requisite machinery and Tools was Rs. 302,534. A plan is herewith forwarded which shows the general arrangements of the buildings and in red ink - how they can be extended if need arises.

I also forward an estimate of the cost of laying a third rail between Trichinopoly and Negapatam which amounts to Rs. 9,06,513 2 0. Regarding this

No.

GREAT SOUTHERN OF INDIA RAILWAY

AGENTS OFFICE.

NEGAPATAM,

18

From

THE AGENT,

Great Southern of India Railway.

To

SIR,

15
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Thus Mr. Sagan remarks "the time
" occupied in carrying out the work
" would of course depend entirely on
" the necessity that there is for speed;
" under ordinary circumstances and
" supposing all material in stock at
" Negapatam I think the laying of
" the third rail between Negapatam
" and ~~Korot~~^{Trichinopoly} could be done in about
" one month and the whole of the work
" estimated for in the accompanying
" paper, within 3 months."

Connected with the alteration
of the gauge of the Eastern section, is the
question of renewals during next year.
It is estimated we have now in hand
sufficient iron-pot sleepers to keep up
renewals to the end of December next.
You are aware we have been renewing
the wooden sleepers road with iron-pots,
taking up say a mile at a time, and
re-using those wooden sleepers which
we find sufficiently good, to put in
here and there at different parts of
the line in place of defective sleepers.
An indent must now be sent home
for either wooden or iron sleepers
for

No.

GREAT SOUTHERN OF INDIA RAILWAY

AGENT'S OFFICE,

NEGAPATAM,

18

From

THE AGENT,

Great Southern of India Railway,

To

SIR,

for renewals so that the supply
may reach here by the close of this
year. If Government wishes the
renewals to be effected with wooden
sleepers, we should only order a
sufficient stock to keep up repairs
until the gauge is converted,
otherwise we might have on hand
a supply of sleepers of greater
dimensions than would be required
for the metre gauge; I shall feel
obliged by your obtaining im-
mediate orders on this subject.

I have the honor to be

Your most ^{Sr} old servant*William Bell*agent

No.

GREAT SOUTHERN OF INDIA RAILWAY,

AGENT'S OFFICE,

NEGAPATAM,

18

From

THE AGENT,

Great Southern of India Railway.

To

SIR,

Regarding the
attention of gauge
on the open line.

Recd 8th May 1873
Recd 10th May 1873

The Consulting Engineer
for Railways

To

No. 5008

Thiruv

No. 5008

No. 5008

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 22nd April 1873

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

Your letter No 66 of the 14 February
last. They to forward for the information
of Government a copy of Mr Logan's reply
to the reference which was made to him
regarding the Trichinopoly junction arrangements.

The Government of Madras is
so fully aware of the necessity for an
early conversion of the gauge of the open
line between Trichinopoly and Erode,
that I do not think any further remarks,
from myself, will be looked for on the
subject.

I have the honor to be

Sir

Your most obed^t servant
William R. Pitt
Agent

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 269

From
LIEUT.-COLONEL J. H. M. SHAW-STEWART, R.E.,
Consulting Engineer for Railways,

To
COLONEL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

Adverting to the proceedings of Government noted in the margin, I have the honour to submit for the consideration of the Government of India two letters from the agent of the Great Southern of India Railway upon the subject of the proposed fine line arrangements at Trichinopoly and the conversion of the existing line to the metre gauge.

In reply to paragraphs 2. of the letter dated the 27 February from the

* 24 Jan'y 73
no 244
22 Feb. 73
no 898.

* no 5008
22 April 73
no 5025
3 May 73
with enclosures.

Received
The Consulting Engineer
for Railways
25 April 1873
Regarding the
Trichinopoly fine line
arrangements
P. M. 29 April 73

the Government of India, it will be seen from the Agent's letter that the workshops at Tregapatam were from the first designed and stocked with the view to meet the requirements of the entire system of the Great Southern of India Railway Company, according to the original proposals, which are now being carried out, namely, from Tuticorin to Trichinopoly, and from Tregapatam to Erode. Mr. Betts explains that the cost of the workshops, without the machinery, has been about £150,000; and the cost of the machinery about £302,534. The plan of the shops which accompanies the Agent's letter shows the existing arrangements, and the proposed extensions, when such a measure becomes necessary.

3. In reply to paragraph

4 of the letter from the Government of India, the Agent states that some of the locomotives are expected before the end of this year. A portion of the iron-work of the rolling stock ^{is also expected} there; and Mr. Betts explains that the wood-work will be begun immediately on receipt of the plans, which are looked for early in June.

4. An estimate, which accompanies the Agent's letter, shows that the Chief Engineer calculates the cost of laying a third rail between Tregapatam and Trichinopoly at £9,05,013; and Mr. Logan states that "under ordinary circumstances and supposing all material in stock at Tregapatam, the laying of the third rail between Tregapatam and ^{Trichinopoly} ~~Erode~~ could

"could be done in about one month."

5. It will be seen, that the agent again brings forward the question of the early conversion of the open line to the metre gauge, urging "the advisability of effecting the conversion as soon as a sufficient quantity of engines and other rolling stock can be erected for working the new gauge."

Mr. Belts adds that a large sum would thus be saved in the handling of the material for both northern and southern extensions.

6. An estimate, prepared by the Chief Engineer, shows that the cost of converting the gauge between Trichinopoly and Trichinopoly will amount to £83,074; but it is shown that, of this sum, nearly £30,000 would be saved if the conversion of the

the western section (between Trichinopoly and Erode) were taken in hand immediately after the eastern section had been changed to the narrow gauge: and this measure is strongly pressed by the Railway authorities.

In a separate letter Mr. Belts explains that, when sufficient rolling stock for the metre gauge is available, probably early in 1874, he would "propose to alter the line by sections, - say from Trichinopoly to Trichinopoly, - Trichinopoly to Tanjore, - &c. - between the passage of the last train on a Saturday and the first train on a Monday; work being conducted by night as well as by day; and the trains on Sundays over the section of the line under conversion being stopped. The mails could be

be conveyed by cart or runners over such sections."

8. Upon the important questions discussed in these papers I entirely agree with the Railway authorities. I have already had the honour of laying my views before Government, and after carefully reconsidering the subject, and discussing it with the Officers of the Company, and with the local Revenue Officers, I cannot too strongly express my opinion as to the advisability of converting the whole of the open line at the earliest possible date.

The Railway authorities should at once be authorised to make the necessary preparations; and as soon as sufficient narrow gauge rolling stock is available, the conversion should be begun from Tregapatam. The arrangements for the

the junction station at Trichinopoly as recommended by the Chief Engineer

*
Vide Proceedings in his letter dated the 24th August 1872,
of Government
18 September 1872. Should in my opinion be at once
No 2203

sanctioned; or the progress of work on the southern extension will materially suffer. I cannot recommend the laying of a third rail upon the open line. The measure would be a very costly one, and the results would not be commensurate with the expense.

With the information now before them, I trust that the Government of India will be able to sanction the proposals brought forward.

Those proposals have met with unanimous support from all the local authorities, whether in the service of Government or of the Railway Company, who have had opportunities of studying upon

upon the ground the bearings of the various questions.

9. In paragraph 5 of their letter the Government of India inquire as to the progress which has been made on the survey Southwards from Cuddalore towards the Coleroon river and Tanjore.

In reply, I beg to refer to the papers printed with the proceedings of the Madras Government dated the 14th May 1872, No 1337-A, which contain much of the information available in connection with the survey. It will be remembered that the work was divided, the northern portion being intrusted to the Carnatic Railway Company, and the Southern portion to the Great Southern of India Railway Company.

The plans and sections for the Southern part, accompanied by estimates, were received

Vide G.O. 14 Sept/71
No 2334
and
21 Sept/71 No 2414

received from Mr. Logan early in February 1872; but the work on the northern part was unfortunately delayed, and Mr. Dibblee was not able to send in the plans and estimates until the end of January 1873. The general direction of the line was approved of by Government in their above quoted proceedings of the 14th May 1872; and under ordinary circumstances the estimates would have been already laid before Government. Looking however to the approaching amalgamation of the two Companies, and to the almost certainty that the works on both sections will be carried out under Mr. Logan's orders,

I took advantage of that gentleman's visit to Madras last month to discuss with him and with Mr. Dibblee some of the details in the plans and estimates

estimates. These have since been returned, for revision, to the two Chief Engineers; and Mr Logan has undertaken to prepare a joint abstract for the two portions of line. I trust therefore that I shall be able before long to submit to Government the plans and estimates for the whole line between Maddalore and Tanjore.

I have the honour to be
Sir

Your most obedient servant
 Wm Stewart Lt Col. & C
 Contr Engineer for Railways

Madras
14 May 1873
Ex. B. M. F.

[illegible]

P. W. D.

No 1518

Proceedings of the Madras Government,
Under date the

187

Read the following:—

From the General Manager (P.R. No. 269 of 14 May/73

These papers will be forwarded for the consideration and orders of the Government of India with the expression of the opinion of His Excellency the Governor in Council that an early decision should be arrived at on the question whether

G.O. No. 24 of 172-503-504
" 22nd March 1873-534-535
" 21st April 1873-261-262
" 14th " " 216-217

P. W. D. 1873
General Manager
RAILWAY DEPARTMENT.

From
The Consulting Engineer
for Railways,
1873
No. 2906.

To
The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 14th May 1873
Recd. 15th May 1873

No. 269.
No. 1518-1519-7 of 1873
General Manager

Two letters from the
Agent G. D. & Co.
upon the subject
of the proposed
junction arrangements
at Trichinopoly
and the construction of
the railway line to the outposts

Copy to P. W. D. 16 May 1873

1873

Governor in Council
feels himself competent
to take under existing
circumstances is to
direct that, if not
already acquired, suf-
ficient land for the
proposed station at
C and for connecting
it with the open line
at B be taken up.
The orders of the Govt
of India will be awaited
as to the description of
line to be laid down
from C to the main
line at B, as well as
the realignment from
C. to D.

G.M.W.

To. The Consulting
Engineer
for Railways
C.P. 11-8-73.

No 1519

The Secretary to the Govt
of India, P. & D.

Sir, I am directed to
submit for consideration
and orders a letter
from the Consulting
Engineer for Railways,
and enclosures, con-
taining the informa-
tion called for in
paras 3 to 5 of letter
from Government
of India No. 323 G. P.
of 27th February. Para

I am not sure
clear as to the
conversion of the
line between Khyber-
tan & Erode - Mi-
litary & Political
reasons are, I think,

Para 2 of that letter referred the Government to former orders No 1809 G.O. of 26 November 1872 which merely acknowledge the merits of the site & recommended for the new station at Trin-chinopoly, permitted sufficient land to be taken up for it, and left it to the Madras Govt. to decide whether C to B should be laid down on the broad or narrow gauge. As matters stand there would appear to be no option but to adopt the broad gauge; but His Excellency the Governor

again states - the line is to be laid in construction is lost - and there is nothing to show that in the new line from Trin-chinopoly to existing narrow gauge line the narrow gauge will be used to be found less expensive in working. I think we should have this information from the first the line from Trin-chinopoly to Errol is sufficiently long the work by itself I don't think

I am instructed to press for an early decision of these questions

in Council is, I am directed to state, most unwilling to incur what will be an unnecessary expense if the open line of the Great Southern of India Railway is converted to narrow gauge and the connecting link between it at Bangalore and the Carnatic Railway at Buddalore is carried out. And in pressing for an early decision of those questions, I am to state that their being still open to matter of surprise to the Local Govt.

look in the face of the which desiring a
amalgamation of the have become agents in consequence
two Companies and of the
the circumstances which
led to it, and the decla-
-ration of the views
of the Govt. of India
contained in their letter
to the Secretary of State
for India No. 75 R of
13th July 1871.

Looking to the ex-
- pense of laying a
third rail as com-
- pared with immediate
conversion to narrow
gauge, shown in the
correspondence herewith
forwarded, I am in-
- structed to withdraw
the opinions expressed

in paras 3 and 4 of
my letter No. 245 of
24th January, and to
advocate the earliest
possible conversion
of the entire line be-
tween Nagapatnam
and Erode to narrow
gauge, and the loca-
tion of the break of
gauge at the latter
station.

4m

depts with 30 copies of G. R. S. 12/18
of 1873 together with one Plan
and estimate on the 12-1-73

★
Op. 2936

Gobt. of (1873) Madras.

PUBLIC WORKS.

To The Hon'ble Chief
for Railways

To The Secretary to the
Govt of India

Dated

Recd.

Encl. 2

G. O. 7 June 1878. No. 1518-1519.

Nos. 112-113/14

Forward Corrs.
pendence affording in-
formation ^{regarding} ~~the~~ ~~proposed~~ ~~junction~~ ~~arrangements~~ ~~at~~ ~~Trichinopoly~~ ~~and~~ ~~the~~ ~~conversion~~ ~~of~~ ~~the~~ ~~line~~ ~~to~~ ~~the~~ ~~metre~~ ~~gauge~~ ~~and~~ ~~requesting~~ ~~early~~ ~~orders~~ ~~on~~ ~~the~~ ~~subject~~

Junction arrangements
at Trichinopoly. Passing
orders on letter from the
Chief Secy forwarding cor-
respondence on the subject
of the proposed arrange-
ments & the conversion
of the existing line to the
metre gauge.