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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	2056	Press
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Dated	18.8.	1873.

Not to be folded or roughly handled

*Proceedings of the Madras Government. Public Works Department,
18th August 1873.*

No. 287. Read the following Proceedings of the Government of India in the Public Works Department, (Guaranteed Railways,) dated Simla, 19th July 1873, No. 1,268 G. R. :—

Extensions of the Great Southern of India and Carnatic Railways.

Read again—

To Government of Madras, No. 1,221-R, dated 13th July 1871.

Despatch to Secretary of State, No. 75-R, dated 13th July 1871.

To Government of Madras, No. 306 G. R., dated 25th February 1873.

Despatch to Secretary of State, No. 45-R, dated 25th February 1873.

Read also—

From the Secretary of State for India, to the Government of India, dated India Office, London, 12th June 1873, No. 84 R.

I HAVE considered in Council your Excellency's Despatch of the 25th of February 1873, No. 45, forwarding estimates for the railway from Madras to Cuddalore; and adding that as the Madras Railway Company have declined to amalgamate with the other two Companies carrying on operations in the Madras Presidency, the line from the neighbourhood of Cuddalore to Tanjore may now, you presume, be sanctioned, as having been a main feature of the scheme contemplated when the amalgamation now agreed to of the Great Southern of India and the Carnatic Companies was suggested.

2. I take the same view of the matter, and accordingly convey to you the sanction of Her Majesty's Government to the whole scheme recommended by your Government in Despatch, No. 75, dated 13th of July 1871, viz., a line from Madras to Tanjore, thence by the existing line to Trichinopoly, and thence *via* Dindigul and Madura to Tuticorin. If in addition a third rail be laid on the section of the existing line between Tanjore and Trichinopoly, a continuous narrow (metre) gauge railway will have been established between Madras and Tuticorin, a distance of upwards of 450 miles.

3. I have not failed to notice that, in the opinion of your Government, the estimates will require revision in consequence of insufficient provision of accommodation and waterway, and are also liable to enhancement by reason of a further possible rise in the price of iron; rails in the estimates being taken at £11-5 per ton, whereas the present price is about £14 per ton.

4. The question whether it would be desirable to convert the existing railway between Negapatam and Erode from standard to metre gauge need not yet be taken up, and that of an extension line from Dindigul to Coimbatore must also be postponed until certain other railway projects of greater urgency, which are awaiting settlement, shall have been disposed of.

5. The precise location of the new lines, and their precise points of junction with the existing railway, are left to your decision, in communication with the Government of Madras.

6. Your Excellency will not fail to perceive, with reference to the state of the iron market, that it is desirable that indents for materials should be submitted as soon as possible, so as to enable the Directors to take every favourable opportunity for making contracts.

*Proceedings of the Madras Government, Public Works Department,
18th August 1873.*

ORDER.—Ordered that copies of the Despatches read be forwarded to the Government of Madras for information.

(Signed) A. H. VAUX,
Under Secretary.

No. 288. ORDER THEREON, 18th August 1873, No. 2,056.

RAILWAY, No. 39.

COMMUNICATED to the Consulting
Engineer for Railways for information.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Enclosure to Resolution No. 1268 G.—R.

No. 75 R, dated 13th July 1871.

*From—The Government of India,
To—The Secretary of State for India.*

IN your Grace's Despatch, No. 48 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 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 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 "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 connexion 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, viz., 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 264 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 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 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, they are glad to find from the enclosure of Your Grace's Despatch No. 28 of the 21st 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 Arcotum 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 Arcotum; but whenever the occasion may arise, it will be an easy matter to convert the existing 19 miles on the 3 feet 6 inches gauge to the 3 feet 3 inches 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 debateable 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.

(4)

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

No. 45R, dated 25th February 1873.

From—The Government of India,
To—The Secretary of State for India.

WITH reference to the correspondence quoted in the margin, we have the honour to report, for Your Grace's information, that we have received from the Government of Madras an estimate of the cost of a railway on the metre gauge from Madras to Cuddalore, 128 miles, amounting, as submitted by the Agent, Carnatic Railway Company, to Rs. 94,47,707.

2. This estimate, after most careful consideration, has been reduced by the Government of Madras to Rs. 69,10,522, exclusive of the cost of the terminal station at Madras, the exact site of which has not yet been settled. We have decided to accept for the present at least the modifications made by the Madras Government, and have sanctioned the sum of Rs. 69,10,522, and have authorized the collection and preparation of materials.

3. Having been advised in Your Grace's Despatch No. 142 R, dated 12th November 1872, that the Madras Railway Company have declined amalgamation with the Great Southern of India and the Carnatic Railway Companies, we presume that the system of railways, as originally proposed to be constructed by the two latter Companies combined into one, will be approved by Her Majesty's Government, and that it now only remains to decide the manner and place of junction between the northern and southern sections of that system, viz., between Cuddalore and Tanjore, or from the neighbourhood of those towns.

18th Aug 1873 Bk:287

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

GUARANTEED RAILWAYS.

To

No. 1268 G—R.

Dated SIMLA, July 19, 1873.

Received — 31 "

Env. 1.

Extensions of the Great Southern of India and
Carnatic Railways.

In the Order

P.C.E. for C.E. 11/11/13

11/11/13

Engineers for Railways for information.

Communicated to the Consulting

11-20-57

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CP 4274
Govt. of 1873 Madras.
PUBLIC WORKS.

To The Honorable Engineer
for Railways

Dated

Recd.

Encl. /

G. O. 18 Aug 73. No. 2056

No. 287 / 288

Railway Extensions.

To Mr. Mr. Mr. India
Remanding copy of
Memorandum from the Secy
State ~~for~~ ~~the~~
letter on the subject
the extensions of the
S of I & C. M. & C.
Railways, Comd to
The Engg.