

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	244, 245,	Press
503, 504, 505,		Mis.
Dated	24-1-	1873.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
24th January 1873.*

No. 503. 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 Fort William, 26th November 1872, No. 1,809 G.-R.—

I AM directed to acknowledge the receipt of your letter, No. 2,204, dated 18th September 1872, forwarding, with remarks, a letter from the Consulting Engineer, submitting a report from the Chief Engineer of the Great Southern of India Railway explaining the grounds upon which the site for the new Rail Station at Trichinopoly was determined, and soliciting sanction to the proposed arrangements.

2. In reply I am directed to observe that an examination of Mr. Logan's clear report and plans confirm the Government of India in the opinion, which was expressed in my letter No. 897 G. R., dated 21st June 1872, that from an engineering point of view the proposed site for the new Trichinopoly Station marked C on the plans is the best that can be chosen. It appears to be the desire of the Railway Authorities in Madras to consider the new line from Tuticorin and Tinnevely to Madura, Trichinopoly, Tanjore, Cuddalore, and Madras as the trunk railway from which the Trichinopoly-Erode section and the Tanjore-Negapatam section of the existing Great Southern of India Railway should be worked as branches. To carry out this plan it is necessary that there should be a uniform gauge throughout the Great Southern of India Railway system.

3. A small station which was built at Trichinopoly for the accommodation of the European community has been found to be inconveniently situated and has been abandoned, and the large station, which is placed near the fort, does not meet the wants of the cantonment. The Chief Engineer desires to take advantage of the present opportunity to build a thoroughly efficient junction at a third station adjacent to the cantonment to realign the railway so as to avoid the awkward and unnecessary bend in the direction of the railway, and, as soon as the new works are finished, to remove the rails from $1\frac{1}{2}$ miles of the existing broad gauge railway.

4. If the gauge of the Great Southern of India Railway were to be immediately converted throughout, and, if the suggested extensions from Tanjore northwards across the Coleroon, to join a railway running southwards from Madras were to be at once carried out, on the line at present recommended, then the Government of India would probably consent to the adoption of all the proposed arrangements for the Trichinopoly junction, seeing that they would be undoubtedly effective, although they would prove rather costly. But a decision regarding these questions has not yet been come to. The route which the new Carnatic Railway will take is not settled, neither also is the direction of any Northern Extensions from the Great Southern of India Railway to meet the Carnatic Railway. The question is also complicated by the existence of 168 miles of broad gauge Railway from Negapatam to Erode, which are efficient in their present condition. It is probable that eventually it may be found to be desirable to convert the whole of this railway from the 5-6 to the 3-3 $\frac{1}{2}$ gauge and to dispose of the existing rolling stock, but this change of gauge is not urgently necessary.

5. Such being the state of the case, the Government of India would desire to adopt some arrangement for the junction at Trichinopoly, which shall meet the

*Proceedings of the Madras Government, Public Works Department,
24th January 1873.*

requirements of the Great Southern of India Railway, after the opening of their Southern Extensions, but without necessarily involving an immediate change of gauge on the existing line, though the probability of its ultimate conversion into narrow gauge should be borne in mind.

6. The Governor-General in Council believes that an arrangement may be effected which shall not be adverse to the eventual adoption of the proposals which have been recommended. The weight of the arguments against the adoption of the site marked B on the plan as a permanent junction is admitted. The sites marked D, E and F may also be set aside for the reasons brought forward by the Chief Engineer. The merits of the site marked C are acknowledged, and His Excellency in Council thinks that land sufficient for the junction should be taken up there. The new railway should be carried from the south, as proposed, through the station site C up to the existing main line at B. The gauge would be 3-3½ from the south into the station at C.

7. From B to C is less than a mile, and the railway would be constructed nearly on the surface of the country, and would require only a few lineal feet of waterway and one level crossing for the passage of local traffic, and probably the same rail, if enough sleepers are inserted in the road, may be used for the broad gauge for slow speeds over this mile of railway.

8. The Governor-General in Council would leave to the Madras Government the decision whether this short length of railway from C to the existing railway should be of the broad or the narrow gauge. His Excellency in Council is inclined to the opinion that the broad gauge will be the more suitable, and if it be adopted the transfer of traffic from the wagons of one gauge to those of the other gauge will take place at C, where the necessary sidings will be laid down. The junction would be at C as recommended by the Madras Government, and would remain there if the realignment from C to D is carried out.

9. The interchange of traffic would take place at C for the present. If it be shown hereafter that the break of gauge should be at Erode rather than at Trichinopoly, and that the whole of the Great Southern of India Railway shall have a uniform gauge, 3-3½ wide, there will be but little lost as the rails on the broad gauge sidings at C, which will at first be arranged for the transfer of the traffic from broad to narrow gauge may be of the light section, and may at the proper time be taken up and relaid to suit the through narrow gauge traffic.

10. His Excellency in Council requests that the Government of India may be favoured with a further expression of the opinions of the Madras Government after the above remarks have been considered.

The plans are returned.

No. 504.

ORDER THEREON, 24th January 1873, No. 244.

RAILWAY, No. 62.

THE Consulting Engineer for Railways will obtain from the Chief Engineer of the Great Southern of India Railway an expression of his opinion upon the proposals of the Government of India, assuming that for the present the conversion of any part of the existing

*Proceedings of the Madras Government, Public Works Department,
24th January 1873.*

open line to the narrow gauge and the extension northward to join the Carnatic Company's line are not to be undertaken, and will forward the same with his own views on the subject for the consideration of His Excellency the Governor in Council; the Government of India will in the meantime be addressed on the subject of the Northern Extension and the early conversion of that part of the open line between Negapatam and Trichinopoly, both of which His Excellency considers are essential to the full development of the system already sanctioned.

Ordered that the following letter be sent:—

(Here enter No. 245, dated 24th January 1873.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.

No. 505.

No. 245.

To

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

RAILWAY, No. 63.

SIR,—I am directed to acknowledge the receipt of your letter No. 1,809, dated 26th November 1872, and with reference

to paragraph 4, in which you state that under certain conditions the Government of India would probably consent to all the proposed arrangements for the Trichinopoly Junction, I am to observe that His Excellency the Governor in Council has received with much regret this intimation of the possible postponement of measures which this Government consider of immediate importance, as being essential to the development of those portions of the scheme which have already received sanction, and are either already complete or far advanced towards completion.

2. I am to observe that the investigations already undertaken prove conclusively how ripe for railway accommodation the country served by the proposed Northern Extension is, and what an invaluable feeder to the existing open line such an extension will prove, and to state that, in the opinion of this Government, to postpone the completion of this line would be to deprive the southern trunk line now under construction of its most productive source of revenue, and to subject the outlay of capital recently sanctioned to those very disadvantages which have tended to make previous outlay so unremunerative and which are involved in the omission to complete through communication between important centres of trade.

3. In the opinion of this Government it is specially advisable at once to connect the extensive workshops at Negapatam and the port with the southern trunk line, on the metre gauge, by laying a third rail; to postpone this measure is to subject the permanent-way material and rolling stock of the new line to a heavy additional charge for break of bulk and additional workshop accommodation which would be quite unjustifiable.

4. The conversion of that portion of the line between Erode and Trichinopoly must be looked at from a different point of view, and is probably at present undesirable.

5. In conclusion, I am to urge the Government of India to accede to the proposals set forth in my letter No. 2,204, dated 18th September 1872, which His Excellency the Governor in Council is confident will recommend themselves most strongly when the matured project for the Northern Extension is laid before them.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,

Secretary to Government.

Exd. S. T. Austin.

conversion of any part

Public Works Department
No 264
Proceedings of the Madras Government
Read the following

From The Govt of India. } G.O. No 1809 G.O. of 26th }
Nov 7/72. }

The Consulting
Engineer for Railways
will obtain from the Chief
Engineer of the Great
Southern of India
Railway an expression
of his opinion upon the
proposals of the Govern-
ment of India, assuming
that for the present the
conversion of any part

M.E.
J.H.

of the existing open line
to the narrow-gauge
and the extension northward
to join the Carnatic Com-
pany's line are not to be
undertaken and will
forward the same with
his own views on the sub-
ject for the consideration
of His Excellency the Governor
in Council; the Government
of India will in the mean-
time be addressed on the
subject of the Northern
extension and the early
conversion of that part of the
open line between Nega-
patam and Trichinopoly
both of which His Excellen-
cy considers are essential
to

28
2

To the Engineer
Desp. 12/2/73

To
The Secretary to the
Government of India.
Sir,

I am directed to
acknowledge the receipt
of your letter No 1809 of
26th November 1872 and
with reference to Para 4
in which you state that
under certain conditions
the Government of India
would probably consent
to

to the full development
of the system already
sanctioned. It

Ordered that the
following letter be sent.

JCE No 7.

No 245

to all the proposed arrange-
ments for the Trichinopoly
junction; I am to observe
that His Excellency the
Governor in Council has
received with ^{much} ~~the~~ greatest
regret this intimation of
the possible postponement
of measures, which this
Government consider of
immediate importance
as being essential to the
development of those por-
tions of the scheme which
have already received
sanction and are either
already complete or far
advanced towards completion

I am to observe
that the investigations
already

115
already undertaken prove conclu-
sively how ripe for Rail-
way accommodation
the Country served by
the proposed Northern
extension is, and which
an invaluable feeder
to the existing open line
such an extension will
prove and to state that
in the opinion of this
Government to postpone
the completion of this line
would be to deprive the
Southern trunk line now
under construction of
its most productive
source of revenue and to
subject the outlay of
Capital recently sanctioned
to

to those very disadvantages
which have tended to
make previous outlay
so unremunerative and
which are involved
in the omission to com-
plete through Communi-
cation between important
centres of trade.

In the opinion of
His Government it is
specially advisable at
once to connect the ex-
tensive workshops at
Negapatam and the
port with the Southern
Trunk line, on the metro-
politan gauge, by laying a
third rail - to postpone
this measure is to subject
the

138
the permanent way
material and rolling
stock of the new line
to a heavy additional
charge for break of bulk
and additional workshop
accommodation which
would be quite unjustifi-
able.

The conversion of
that portion of the line
between Erode and
Trichinopoly must be
looked at from a different
point of view and is
probably at present un-
desirable.

In conclusion
I am to urge the Govern-
ment of India to accede
to

to the proposals set forth
in my letter No 2204 dated
18th September 1873 which
His Excellency the Governor
in Council is confident
will recommend themselves
most strongly when the
matured project for the
Northern extension is laid
before them.

Wm. O'J.

M.S. dispd 24/1/73
P-Cm 12/2/73.

(1)
Offering explanation
in connection with the
sake for the new Rail
way Station at Ri-
chinspo.

C/2, 6/15/

Govt. of 1873 Madras.

PUBLIC WORKS.

To the Consulting Eng^r
for Railways
&
To the Secretary to the
Govt. of India

Dated

Recd.

Encl. 6

G. O. 24th Jan^y. 244-245

Nos. 573-577 & 578

1. Railway Station

2. Richmond - Piping

reference to letter from the
Govt. of India on the sub-
ject of the site selected
for the new Railway
Station at Richmond