M.R.O. 1—10,006—28-2-50.

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(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1899-1900	Press.
B.P.—No.		Mis.
2776 279		
Dated	15- 7- 1874	195 .

Not to be folded or roughly handled

Read the following papers:—

No. 277. 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, 9th June 1874, No. 344.

In reply to the order of Government, without number or date, regarding the prolongation of the Arconum-Conjeveram line to form a junction at Chingleput with the Madras-Cuddalore line, and the conversion of the existing open line to the metre gauge, I have the honor to state that there is no record in this office of any special action taken by the Directors of the Company with a view to secure the Secretary of State's approval. A reference has been made to the Company's Agent, and his reply shall be communicated without delay.

2. It has however been always understood, both in this office and by the Railway Authorities, that the conversion of the Arconum-Conjeveram line to the metre gauge, and its prolongation to Chingleput, formed parts of the Carnatic Company's sanctioned scheme. In this light those works have been repeatedly alluded to, and it has been understood that the Government regarded them as having been finally approved of.

3. The important bearing which the early execution of the works in question will exercise upon the remainder of the Carnatic Company's system cannot be disputed. I also beg to draw special attention to the letter* from the Agent, which was laid before Government upon the 2nd instant, in which it is explained that the rolling stock now in use upon the 3½ feet gauge is old, and that large expenditure upon its up-keep will become necessary unless the Chingleput-Conjeveram section can be joined up, and the open line converted to receive the new rolling stock as soon as the main line from Madras to Chingleput has been finished.

* No. 498, 1st June 1874.

4. Independently of the beneficial influence which the construction of the Conjeveram-Chingleput section and the conversion of the open line will exercise upon the other parts of the Carnatic Company's system, it has always been understood that the French Government made a special point of Pondicherry being brought into direct connection with Arconum, and that, before bringing forward the proposal for a branch line between Pondicherry and Villapuram, they had secured the Secretary of State's concurrence in the construction of the link between Chingleput and Conjeveram.

No. 278. From the same Officer, dated Madras, 12th June 1874, No. 348.

In my letter, No. 344, dated the 9th instant, I stated that the Agent of the Carnatic Railway Company had been asked what action his Directors had taken in the matter of the extension of the Arconum-Conjeveram line to Chingleput, and the conversion of the existing line to the metre gauge, and I have the honor to lay Mr. Betts' reply* before Government for their information. The Carnatic Board does not seem to have taken any special action in the matter. The

* No. 504, 11th June 1874.

construction of the Conjeveram-Chingleput section, and the conversion of the Arconum-Conjeveram section, have always been looked upon by the Company's officials in this country as part of their scheme.

2. In explanation of the last part of Mr. Betts' letter, it may be mentioned that, on the 17th December* 1872, Mr. Fisher, the then Agent, represented that the engineering staff were idle, pending receipt of sanction to expenditure on the Madras-Cuddalore line. In communicating to the Agent the Proceedings of Government under date the 21st January 1873, No. 198, I suggested, with reference to paragraph 3 of that order that some of the staff should be employed upon the survey of the line between Chingleput and Conjeveram. My letter† upon the subject is enclosed for information.

* Letter No. 660, laid before Government with No. 701, dated 18th December 1872.

† To Agent, Carnatic Railway Company, No. 33, dated 24th January 1873.

From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to W. S. BETTS, Esq., Agent and Manager of the Carnatic Railway Company, dated Madras, 24th January 1873, No. 33.

REFERRING to previous correspondence upon the subject of the site for the passenger terminus of the Carnatic Railway, I have the honor to enclose a copy of the Order of Government, dated the 21st instant, No. 198, from which you will see that His Excellency the Governor in Council has consented to the establishment of the passenger terminus upon the triangular plot of ground situated between the Penitentiary, the People's Park, and Cochrane's Canal. It will also be seen that, with reference to the site for the goods terminus, and the extension of the line eastward, His Excellency in Council has signified his approval of the suggestions* made by the Municipal Commission, in modification of the proposals originally brought forward by the Company's Chief Engineer.

* *Vide* G. O., 25th October 1872, No. 2,518.

2. With reference to paragraph 3 of the order of Government now forwarded, also to your letter of the 17th December 1872, No. 660, I beg to suggest the advisability of some of the engineering staff being at once employed upon the survey, etc., of the line between Chingleput and Conjeveram. I shall be glad to hear from you upon this point at your early convenience.

From W. S. BETTS, Esq., Agent of the Carnatic Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 11th June 1874, No. 504.

YOUR letter No. 123 of the 9th instant. Under the terms of an Indenture bearing date the 1st March 1870, made between the Secretary of State in Council of India and this Company, it was agreed that the gauge of the line between Arconum and Conjeveram should be altered, and an extension line of railway should be made from Conjeveram to Cuddalore, or to such other place near Cuddalore as might be determined upon.

2. Subsequently it was decided by the Government of Madras that the extension from Conjeveram should be to Chingleput, there to join the main line, and in your letter No. 33, of the 24th January 1873, this Agency was requested to put the survey for such extension in hand.

No. 279. ORDER THEREON, 15th July 1874, No. 1,899.

RAILWAY, No. 40.

ORDERED that the following letter be sent:—

(Here enter No. 1,900, dated 15th July 1874.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.

Spare Copies

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 15*th July* 1874.

No. 280.

No. 1,900.

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. 41

SIR,—With reference to your telegram of the 21st May, I am directed to state that in paragraph 9 of their Order, No. 910 of 27th March 1871, this Government did certainly state that the alteration of site of the terminal station of the Carnatic Railway from Arconum to Madras would leave the existing length of railway from Arconum to Conjeveram *at first* a detached line. But the intention of connecting it with the southern line has never been lost sight of either by the Government or the Railway Company. The latter appear to consider the Indenture of 1st March 1870, between them and the Secretary of State, which stipulates for alteration of gauge of the Arconum-Conjeveram line and its extension to Cuddalore, as entirely unaffected by the arrangement for connecting Cuddalore also with Madras; and this Government, in considering the question of the position of the Carnatic terminus at Madras, held it to be matter of indifference that it should coincide with the Madras Railway terminus, on the ground that all north and south traffic, not bound for Madras itself, should be provided with direct communication between Arconum and Chingleput by a line forty miles in length only, instead of having to undergo a circuitous route of seventy-eight miles in length.

2. It cannot be intended that the Arconum-Conjeveram Line shall ever remain an isolated branch connected only with a line of different gauge, and its amalgamation with that line and conversion to broad gauge is not an alternative to be thought of as the gap of twenty-one miles must eventually be undertaken, and Arconum is without doubt the place where the break of gauge between the two railway systems should occur.

3. As special reasons why the Conjeveram-Chingleput line should be put in hand at once, I am to call attention to the Carnatic Railway Agent's letter, No. 498* of the 1st June 1874, in which it is pointed out that the rolling stock in use on the detached Carnatic line is old, and will require a large expenditure for its maintenance unless the proposed alterations are speedily made to admit of the main line stock being brought into use. There is no doubt also

* Proceedings, No. 1,508C, dated 9th June 1874.

that the interests of the southern districts generally call for the construction of the line, as it was a point much insisted upon by the French Government in connection with their proposed branch to Pondicherry.

4. Under these circumstances, I am to request that the Government of India may be moved to accord their support to the contemplated conversion of the Arconum to Conjeveram line and its prolongation to effect a junction with the main line at Chingleput, and to state that His Excellency in Council considers it extremely desirable that these operations should be taken in hand without delay.

I have the honour to be,

Sir,

Your most obedient servant,

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 3714.

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,

In reply to the Order of Govern-
-ment, without number or date, regarding the
prolongation of the Arconum - Conjeveram
line to form a junction at Chingleput with
the Madras - Cuddalore line, and the con-
-version of the existing open line to the
metre gauge, I have the honour to state
that there is no record in this office of
any special action taken by the Direc-
-tors of the Company with a view to
secure the Secretary of State's approval
A reference has been made to the Com-
-pany's agent, and his reply shall be
communicated without delay.

2. It has however been

always

always understood, both in this Office and by the Railway Authorities, that the conversion of the Arcanum-Tanjeveram line to the metre gauge, and its prolongation to Chingleput, formed parts of the Carnatic Company's sanctioned scheme. In this light those works have been repeatedly alluded to; and it has been understood that the Government regarded them as having been finally approved of.

3. The important bearing which the early execution of the works in question will exercise upon the remainder of the Carnatic Company's system cannot be disputed. I also beg to draw special attention to the letter* from the Agent which was laid before Government upon the 2nd instant, in which it is explained that the rolling-stock now in use upon the 3½ feet gauge is old, and that large expenditure upon its up-keep will become necessary unless the Chingleput-Tanjeveram section

* No 498-1 dt. June 1874.

section can be joined up, and the open line converted to receive the new rolling-stock, as soon as the main line from Madras to Chingleput has been finished.

4. Independently of the beneficial influence which the construction of the Tanjeveram-Chingleput section and the conversion of the open line will exercise upon the other parts of the Carnatic Company's system, it has always been understood that the French Government made a special point of Pondicherry being brought into direct connection with Arcanum, and that, before bringing forward the proposal for a branch line between Pondicherry and Villupuram, they had secured the Secretary of State's concurrence in the construction of the link between Chingleput and Tanjeveram.

I have the honour to be
Sir
your most obedient servant

Madras
9th June 1874
Ltd Bill 74

V. Mauritson Lt-Col, RE
Consulting Engineer for Rys

Railway Department. Consulting Engineer's Office

No. 33

To. The Agent and Manager
Carnatic Railway Company.

Sir,

Referring to previous correspondence upon the subject of the site for the temporary approach of the Carnatic Railway, I have the honour to enclose a copy of the Order of Government dated the 21st instant, No. 198, from which you will see that His Excellency the Governor in Council has commanded to the establishment of the temporary terminus upon the triangular piece of ground situated between the Peninsular & Oriental Co's Railway and the Cochrane Canal. I am to request that you will also see that, with reference to the sale for the goods terminus, and the extension of the line eastwards, His Excellency in Council has signified his approval of the suggestions made by the Municipal Commissioner, in modification of the original arrangements proposed by the Company's Chief Engineer.

2. With reference to paragraphs 3 of the Order of Government now forwarded, I am to request a plan & Estimate of the proposed temporary terminus, and the extension of the line eastwards, with the Municipal Commissioner's modifications.

× with G.O. 25th Oct. 1873 - No. 2578.

P. W. 1874 Dept.
Ord. 77 to 80 for Orders,
RAILWAY DEPARTMENT.
No: 3489

From

The Consulting Engineer
for Railways,

To

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

Dated 9 } June 1874.
Recd. 10 }

El. No: 1852. 15-7-74
No. 3444.

Informing that no record has been kept of any special action taken by the Director of the Carnatic Railway in securing the Secretary of State's approval to the prolongation of the Arcot line & the conversion of the existing open line to the metre gauge -

No 277

Despd to Govt 16 June/74

No. 66. I beg to suggest the advisability of some of the Engineering Staff being at once employed upon the survey, &c., of the line between Chingleput and Conjeveram. I shall be glad to hear from you upon this point at your early convenience.

Madras. 24th January 1873. Rec'd 1st Feb'y.

I have &c.
(sd) Wm. Shaw Stewart, Lt. R.E.,
Consulting Engineer for Rys

True Copy
W Stewart
Lieut. R.E.
Cons. Engineer for Railways

P.W. Dept. Feb'y 1874. Ln. No. 278.

Carnatic
No. 534 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 11th June 1874

From

THE AGENT,
Carnatic
Great Southern of India Railway,

To

The Consulting Engineer
for Railways.
Madras

SIR,

Your letter No 123 of the 9th Instant.— Under the terms of an Indenture bearing date the 1st March 1870, made between the Secretary of State in Council of India & this Company it was agreed that the gauge of the line between Arcanum and Conjeveram should be altered, and an extension line of railway should be made from Conjeveram to Cuddalore or to such other place near Cuddalore as might be determined upon.

Subsequently it was decided by the Government of Madras that the extension from Conjeveram should be to Chingleput, there to join the main line, and in your letter No 33 of the 21st January 1873, this Agency was requested to put the Survey for such extension in hand.

I have the honor to be
Sir
Your most obedient Servant
William Watts
Agent

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 348.

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~~

Ootacamund

SIR,

In my letter No. 344 dated the 9th instant I stated that the Agent of the Carnatic Railway Company had been asked what action his Directors had taken in the matter of the extension of the Arconum-Conjeveram line to Chingleput and the conversion of the existing line to the metre gauge, and I have the honour to lay Mr. Betts' reply before Government for their information. The Carnatic Board does not seem to have taken any special action in the matter. The construction of the Conjeveram-Chingleput section, and the conversion of the Arconum-Conjeveram section, have always been looked

No. 504.
8th June 1894.

The Agent
Carnatic Railway
&c. &c. &c.

Sir,

Regarding the
line between Arconum
and Conjeveram

Ref. 12.

Dated 11th June 1894.

Reply.

Yours faithfully
W. Betts
12/6/94
Agent
Carnatic Railway
15 June 1894
Received

the metre gauge

Public Works Department

P. W. 1874 Sept.
Abs: of Post for 2-4

RAILWAY DEPARTMENT.
No: 4058.

From
The Consulting Engineer
for Railways,

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

Dated 25 June 1874.
Recd. 3 July 1874.

E. 2. No. 348. 15-7-74.
Ex. No: 1999. Submitting letter from the Agent E. Rly. on the construction of the Conjeeveram - Chingleput line and the conversion of the Arconum - Conjeeveram line

No 278

looked upon by the Company's Officials in this country as part of their scheme.

2. In explanation of the last part of Mr. Betts' letter, it may be mentioned that, on the 17th December 1872, Mr. Fisher, the then Agent, represented that the Engineering staff were idle, pending receipt of sanction to expenditure on the Madras-Cuddalore line. In communicating to the Agent the Proceedings of Government under date the 21st January 1873, No. 198, I suggested, with reference to paragraph 3 of that order, that some of the staff should be employed upon the survey of the line between Chingleput and Conjeeveram. My letter upon the subject is enclosed for information.

*letter No. 660 laid before Government with No. 701 dated 18 December 1872.

*To Agent Carnatic Railway Company No. 33-24 January 1873.

I have the honour to be
Sir
Your most obedient servant

Madras
12th June
1874
Ex.
Rec'd.

Lieut. Col., R.E.,
Cons. Engineer for Railways

Public Works Department

Proceedings of the Madras Government

Read the following

From

The Comptr Genl for Railways (No. C. 3454 dated 9th June 1874)

Do do (No. C. 3488 dated 12th June 1874)

1899

Ordered that the following letter be sent

No. C. dated

To The Secy: to the Govt of India, P.W.D.

Sir, With reference to your telegram of the 21st Inst, I am directed to state that in para 9 of their order No. 910 of 24th March 1871, this Govt did certainly state that the alteration of

SD

To Com Engineer
& Copies despd 21/7/74.

2/6
J. 8d
23/6

ate
location of the terminal
station of the Carnatic
Railway from Arcanum
Madras would leave
the existing length of
Railway from Arcanum
Conjeveram at first
a detached line - But
intention
the idea of connecting
it with the Cantheram
line has never been
lost sight of either by
the Govt. or the Railway
Company - The latter
appear to consider the
Indenture of 1st March 70
between them and the
Secretary of State, which
stipulates for alteration
of gauge of the Arcanum-
Conjeveram line and

ito

-ito extension of Guddalo-
-ore, as entirely un-
-affected by the arrang
-ment for connecting
Cuddalore also with
Madras - And this
Govt. in considering
the question of the no-
-tion of the Carnatic
Terminus at Madras
held it the matter
of indifference that
it should coincide
with the Madras Rail-
-way Terminus, on
the ground that all
North and South traffic,
not bound for Madras
itself, should be
provided with direct

Wait to hear what Sir Bartle Frere & Lord Napier of Ettrick say about the Madras Railway Terminus

communication between Arcanum and Chinglepint by a line 40 miles in length only instead of having to undergo a circuitous route of 78 miles in length.

It cannot be intended that the Arcanum Conjeveram Line shall ever remain an isolated branch connected only with a line of different gauge; and its amalgamation with that line and conversion to broad gauge is not an alternative that

thought

thought of [illegible] at the gap of 21 miles must eventually be undertaken, and Arcanum is without doubt the place where the break of gauge between the 2 Railway systems should occur. It is for the Govt of Madras and the Secretary of State to determine whether this arrangement be at once made, or now proposed, or indefinitely postponed.

As special reasons why the Conjeveram

Chingleput line should be put in hand at once I am to call attention of the Carnatic Railway Agents letter No. 498 of the 1st June 1874 in which it is pointed out that the Rolling Stock in use on the detached Carnatic Line is old, and will require a large expenditure for its maintenance unless the proposed alterations are speedily made to admit of the main line stock being brought into use. There is no doubt also that the interests of the Southern

Proc: No 1508C
of 9th June '74

generally Southern Districts call for the construction of the line as it was originally pointed much insisted upon by the French Government in connection with their proposed branch to Pondicherry.

Under these circumstances I am to request that the Govt. of India may be moved to accord their support to the contemplated conversion of the Arconum & Conjeveram line and its prolongation to effect a

I think that the expression of a very strong opinion of the Govt that the junction at Chingleput should be carried out at once - would be one of place

JM 10/6

junction with the
main line at Glenagnet
Lynn

and to state that His
Excellency in Council
considers it extremely
desirable that these
operations should be
taken in hand with-
-out delay.

6 d. Copies despd. 21/7/74.
277 – 280.

Cir 19/6/74 Rtd 30/6/74

3489 4058

Govt. of {1874} Madras.

PUBLIC WORKS.

To

The Secy. Govt. of Mys

Secy. Govt. of Madras

Dated

Read.

Encl. 2

G. O. 15 July 1874, No. 1899 1900

Nos. 277-280.

Requesting under the circumstances stated that the Govt of India may be moved to accord their support to the contemplated conversion of the Arconum to Conjeveram line and its prolongation to effect a junction with the main line at Chingleput and stating that it is considered extremely desirable that these operations should be taken in hand without delay.

Line from Conjeveram to Chingleput.

Passing orders on papers submitted by the Engr for Railways relating to the prolongation of the Arconum - Conjeveram line to Chingleput and the conversion of the existing line to metre gauge -

Cir 19/6/74 Rtd 30/6/74