

(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.	444-445	Press
B.P. No.		Mis.
Dated	23-2-1874	-195-

Original

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
23rd February 1874.*

No. 442. 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, 4th February 1874, No. 69 :—

In paragraph 8 of the despatch* addressed by the Government of India to the Secretary of State upon the 21st

* No. 170 R, Proceedings of Government, of 4th October 1873, No. 2,442.

August 1873, it is suggested that the long-pending question as to the arrange-

ments for the junction at Trichinopoly between the open line of the Great Southern of India Railway and the Southern Extension should receive early attention from the Board of Directors of the amalgamated Company. With reference thereto I have the honour to submit, for the consideration of Government, two

† No. 5,305, dated 18th December 1873.
,, 5,361, ,, 28th January 1874.

letters† from the Agent of the Great Southern of India Railway Company, giving cover to a communication from

the India Office to his Board, and also to a joint report from Messrs. Bruce and Fox, the Consulting Engineers to the Great Southern and the Carnatic Companies.

2. It will be seen that these last-named gentlemen have endorsed in all respects the proposals which were made by the local Railway Authorities and accepted by this Government, those proposals being as follow :—

I.—That the existing line between Negapatam and Erode should be converted from the 5½ feet gauge to the metre gauge as soon as a sufficient supply of narrow gauge stock is available.

II.—That the junction station should be placed at the point marked C on the plan.

III.—That the lines from B to C and from D to C should be constructed as soon as possible; the portion of the existing line between B and D being then abandoned, and the materials removed.

Mr. Betts states that these recommendations have been approved and adopted by the Boards of the two Companies, and that the Secretary of State has been addressed accordingly.

3. In compliance with instructions from his Directors the Agent submits for sanction an indent for the rolling stock which will be required for the working of the open line upon the narrow gauge; the numbers asked for of the different classes of vehicles, as compared with the corresponding numbers of broad gauge vehicles now in use being as follow :—

Description of Stock.	Broad gauge No. now in use.	Metre gauge No. indented for.
Locomotive Engines...	21	26
First class Carriages	7 Composite.	6
Second do. do.	2 Second.	6
Third do. do.	34	50
Passenger Brake-vans	8	10
Horse Boxes ..	3	6
Goods Brake-vans	4	4
Covered Coods	150	250

*Proceedings of the Madras Government, Public Works Department,
23rd February 1874.*

Description of Stock.	Broad gauge No. now in use.	Metre gauge No. indented for.
Ballast Wagons	50	50
Open Goods	50	60
Timber Trucks	4	8
Gun-powder Van	...	1
High-sided Goods	50	80
5-ton Travelling Crane	1	1

The reasons given by the Agent for the proposed increase in the number of vehicles are satisfactory; and it may be added that the Great Southern Railway has always been sparingly supplied with rolling stock, a fact noticed by the Government of India when addressing the Secretary of State in their despatch,*

No. 75 of 1871, and that any reduction in the carrying capacity of their existing stock is impracticable.

4. Mr. Betts explains that it is of great importance that the gauge of the open line should be altered by the time that the first section of the Southern Extension is ready for public traffic; and that, as the gauge cannot be altered until sufficient new stock is available for use, which can be ready within the desired time only if procured complete from England, he has included wood-work as well as iron-work in the indent now submitted by him.

5. The approximate estimated cost of the rolling stock indented for comes to Rupees 10,51,770, and I recommend that the Government of India be moved to sanction the early transmission of the indent to England.

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, 18th December 1873, No. 5,305.

In compliance with the wish expressed in your letter, No. 527, of the 16th instant, I have the pleasure to forward herewith copy of a joint report from Messrs. Bruce and Fox to the Secretary of this Company regarding the station arrangements at Trichinopoly, and the conversion of the existing to the metre gauge on the open line.

From Messrs. G. B. BRUCE and C. D. FOX, to H. W. NOTMAN, Esq., dated 2, Westminster Chambers, Victoria Street, 31st October 1873.

Station arrangements at Trichinopoly.

In accordance with the request conveyed to us by your communication of 23rd instant, we have perused the despatch and enclosures from the Government of India, transmitted by the Secretary of State for the consideration of the Directors of the Great Southern of India and Carnatic Railway Companies.

2. After a careful review of all the circumstances of the case, we fully concur in the views appear to be by the Government Consulting Engineer, viz. :—

1st.—That the existing line of railway from Negapatam to Erode should be converted from the 5 feet 6 inches to the metre gauge as soon as circumstances will admit of it, instead of adopting the temporary and expensive expedient of a third rail. As we gather from the despatch, the stock can be readily disposed of under review that the present broad gauge to the Madras Railway Company we are of opinion

*Proceedings of the Madras Government, Public Works Department,
23rd February 1874.*

that considerable economy, both in the operation of changing the gauge and in the future working of the traffic, will result from sanction being given for the whole length of the line being narrowed at the same time. This change should be undertaken so soon as a sufficient supply of narrow gauge stock arrives in India. We are influenced in arriving at this conclusion by the economy which will be effected by the rolling stock of the Company being all of one gauge and entirely interchangeable throughout.

2nd.—That the station for Trichinopoly should be placed at the point C on the plan annexed to the documents, as being in all respects the most convenient.

3rd.—That the two blue lines shown on the plan, viz., from B to C and D to C should be constructed as soon as practicable so as to avoid transshipment of goods and materials, the portion of the existing line between B and D, about 1½ miles in length, being then abandoned and the materials removed.

3. We believe that when the changes have been carried out a very satisfactory arrangement will have been arrived at, as regards both local convenience and facilities for the through traffic from north to south, and the less important traffic from east to west.

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, 28th January 1874, No. 5,361.

With my letter No. 5,305, of the 18th ultimo, I forwarded to you copy of a joint report from Messrs. Bruce and Fox to the Secretary of this Company, regarding the station arrangements at Trichinopoly, and the conversion of the existing gauge to that of the metre gauge on the open line.

2. I now forward copy of a letter, dated the 16th October last, from the India Office, to the Secretary of this Company, which called forth the report above referred to.

3. My Directors have approved and adopted the suggestions contained in Messrs. Bruce and Fox's report, and the Secretary has replied to that effect to the letter from the Secretary of State.

4. The Board of the Carnatic Railway Company have also approved and adopted the report of the two Consulting Engineers.

5. In the last communication which I received from the Secretary, I was instructed to take timely measures for the preparation of an indent for the rolling stock that will be required for the working of the open line upon the metre gauge; and I now therefore have to submit, for the sanction of Government, the accompanying indent.

6. As the carrying capacity of the metre gauge stock will be less than that of the stock now in use, a corresponding increase over the numbers of the existing stock has been provided for in the indent now submitted. I consider it will not be possible to do with less than the quantity I have asked for. At present the stock is so constantly in use that it is difficult to spare portions of it to be taken into the workshops for repairing and overhauling purposes. It must be remembered too that with a metre gauge line we shall not, as we now do, have the use of Madras Railway stock in cases of emergency, and for the working of through traffic.

7. It would be of great convenience in working if the gauge of the open line could be altered by the time the first section of the Southern Extension is ready to be opened for public use. The gauge cannot of course be altered until we have a sufficient quantity of the new rolling stock on hand. And this rolling stock, unless it be furnished complete from England, cannot be constructed within the desired time. I have therefore indented upon the Board of Directors for wood-work as well as for iron-work.

INDIA OFFICE, 16th October 1873.

SIR,—I am directed by the Duke of Argyll to transmit herewith copies of a despatch and enclosures from the Government of India, No. 170, dated 21st August 1873, from which it appears

*Proceedings of the Madras Government. Public Works Department,
23rd February 1874.*

that in the opinion of the Government of Madras and of the Agent and Chief Engineer of the Great Southern of India Railway Company, it is desirable that the existing line of railway from Negapatam to Erode should be converted from the 5' 6" to the metre gauge, and the portion of work between Negapatam and Trichinopoly undertaken at once, also that about a mile and a half of line close to Trichinopoly should be abandoned so as to avoid a sharp, and, it is represented, unnecessary curve, with steep gradient, and that a fresh line by a straighter course about a mile in length should be constructed in its place.

2. It will be further seen that the Government of India recommend, provided the Boards of the Great Southern of India and the Carnatic Companies consider that the proposed change will be for the interests of the amalgamated Company, that the work between Negapatam and Trichinopoly be put in hand and carried out as soon as the new rolling stock is available.

3. I am therefore to suggest that the Directors of the Great Southern of India Railway Company will arrange for a meeting of the two Boards, in order that the matter may be taken into consideration, and to request that the result may be communicated to me for His Grace's information.

(Signed) W. T. THORNTON,
Secretary, Public Works Department.

No. 443.

ORDER THEREON, 23rd February 1874, No. 444.

RAILWAY, No. 72.

ORDERED that the Government of India be addressed on the subject of these papers, and, under the circum-

stances represented, that early sanction be applied for to the transmission home of the indents for narrow gauge rolling stock for the line between Negapatam and Erode.

(Here enter No. 445, dated 23rd February 1874.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways

Exd. S. T. Austin.

51 are Copies

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 23rd February 1874.

No. 444.

No. 445.

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. 73.

SIR,—Adverting to the despatch of the Government of India to the Secretary of State, No. 170 R, dated 21st

August 1873, copy of which was received with endorsement No. 1,473 G. R., I am directed by His Excellency the Governor in Council to submit copies of the accompanying correspondence, from which it will be observed that the Boards of the Carnatic and Great Southern of India Railway Companies have agreed to the conversion of the existing line between Negapatam and Erode to the narrow gauge, and approved of the proposed junction arrangements at Trichinopoly, and that the Secretary of State has been addressed accordingly.

2. The Agent now submits, under instructions from his Directors, indents for the rolling stock necessary for the equipment of the narrow gauge line, approximately estimated at Rupees 10,51,770, and for the reasons given as to the reasonableness of the demand and the necessity for early compliance therewith, I am to recommend that early sanction be accorded to the indents being transmitted home.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Spare Copies

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 69

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,

1703
No. of Govt. of
October 1873.
1521/12.

In paragraph 8 of the
despatch addressed by the Government
of India to the Secretary of State
upon the 21st August 1873 it is
suggested that the long-pending
question as to the arrangements for
the junction at Trichinopoly between
the open line of the Great Southern
of India Railway and the Southern
extension should receive early
attention

attention from the Board of Directors of the amalgamated Company. With reference thereto, I have the honour to submit, for the consideration of Government, two letters from the Agent of the Great Southern of India Railway Company, giving cover to a communication from the India Office to his Board, and also to a joint report from Messrs Bruce and Fox, the Consulting Engineers to the Great Southern and the Carnatic Companies.

N^o 5385 dated
18th Decr 1873
N^o 5361 dated
28th January
1874.

2. It will be seen that these last-named gentlemen have endorsed in all respects the proposals which were made by the local Railway Authorities and accepted by

by this Government, those proposals being as follow:—

1. That the existing line between Negapatam and Erode should be converted from the 5½ feet gauge to the metre gauge as soon as a sufficient supply of narrow gauge stock is available.
2. That the junction station should be placed at the point marked C on the plan.
3. That the lines from B to C, and from D to C, should be constructed as soon as possible; the portion

portion of the existing line
between B and D being
then abandoned, and the
materials removed.

Mr. Betts states that these recom-
mendations have been approved and
adopted by the Boards of the two
companies, and that the Secretary
of State has been addressed accord-
ingly.

In compliance with
instructions from his Directors the
Agent submits for sanction an indent
for the rolling-stock which will
be required for the working of
the open line upon the narrow gauge;
the numbers asked for of the dif-
ferent classes of vehicles, as compared
with

with the corresponding numbers
of broad gauge vehicles now in
use being as follows:-

Description of stock.	(Broad gauge)	
	N. now in use.	N. indented for.
Locomotive Engines	21	26
First class carriages	7 Composite	6
Second do do	2 Second	6
Third do do	34	50
Passenger Brake Vans	8	10
Goods Boxes	3	6
Goods Brake Vans	4	4
Covered goods	150	250
Ballast Wagons	50	50
Open goods	50	60
Timber trucks	4	8
Gunpowder van		1
High sided goods	50	80
5 Ton travelling crane	1	1

The

The reasons given by the Agent for the proposed increase in the number of vehicles are satisfactory, and it may be added that the Great Southern Railway has always been sparingly supplied with rolling-stock, a fact noticed by the Government of India when addressing the Secretary of State in their despatch N^o 75 of 1871, and that any reduction in the carrying capacity of their existing stock is impracticable.

4. Mr. Betts explains that it is of great importance that the gauge of the open line should be altered by the time that the first section of the Southern extension is ready for public traffic; and that

that, as the gauge cannot be altered until sufficient new stock is available for use, which can be ready within the desired time only if procured complete from England, he has included woodwork as well as ironwork in the indent now submitted by him.

5. The approximate estimated cost of the rolling-stock indented for comes to Rs 10,51,770; and I recommend that the Government of India be moved to sanction the early transmission of the indent to England.

I have the honour to be,
Sir,

Your Most Obedient servant,

Warrant R Coll R.E.

Madras
4 Febry.
1874

Cons. Engr. for Railways

Liv

It will be further seen that the Government of India recommended, provided the Boards of the Great Southern of India and the Cathartic Companies consider that the proposed change will be for the interest of the Unincorporated Company, that the work between Negapatam and Trichinopoly be put in hand and carried out as soon as the new Rolling stock is available.

I am therefore to suggest that the Directors of the Great Southern of India Railway Company will arrange for a meeting of the two Boards in order that the

From

The Consulting Engineer

To

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

Dated 4 Feb 1874.
Recd.

Rec: 1.

No. 69

Do 444-445-23 of 2014
Aukmishua le Mendy

from the Agent. G. W. S.

2. Day, with enclosure

incident for nothing at all

as regards the various
means for the improvement

at Fachinopoli, between
the towns of Rio de Janeiro

of J. Agucci the Author
(continued):

17
The matter may be taken into consideration
and to request that the result may be
communicated to me for His Grace's in-
formation

Yours &c

W. J. Horton

Secretary
Public Works Department

MR

True copy

Wm Callaghan

Chief Clerk

No. 5361

GREAT SOUTHERN OF INDIA RAILWAY. L

AGENT'S OFFICE,

NEGAPATAM, 28th January 1874. 124

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras.

SIR,

With my letter No. 5305 of the 18th ultimo I forwarded to you copy of a joint report from Messrs Bruce and Fox to the Secretary of this Company, regarding the station arrangements at Trichinopoly, and the conversion of the existing gauge to that of the metre gauge on the open line.

I now forward copy of a letter, dated the 16th Dec last, from the India Office, to the Secretary of this Company which called forth the report above referred to.

My Directors have approved and adopted the suggestions contained in Messrs Bruce and Fox's report, and the Secretary has replied to that effect to the letter from the Secretary of State.

The Board of the Carnatic Railway Company have also approved and adopted the report of the two Consulting Engineers.

In the last communication which I received from the Secretary I was instructed to take timely measures for the preparations of an indent for the Rolling Stock that will be required for the working of the open line upon the metre gauge; and I now therefore have to submit, for the sanction of Government, the accompanying indent.

As the carrying capacity of the metre gauge Stock will be less than that of the Stock now in use, a corresponding increase over the numbers of the existing Stock has been in the indent provided for in the indent

now

24

now submitted I consider it will not be possible to do with less than the quantity I have asked for. At present the stock is so constantly in use, that it is difficult to spare portions of it to be taken into the workshops for repairing and overhauling purposes. It must be remembered too that with a metre gauge line we shall not, as we now do, have the use of Madras Railway stock in cases of emergency, and for the working of through traffic.

It would be of great convenience in working if the gauge of the open line could be altered by the time the first section of the Southern Extension is ready to be opened for public use. The gauge cannot of course be altered until we have a sufficient quantity of the new rolling stock on hand. And this rolling stock, unless it be furnished complete from England, cannot be constructed within the desired time. I have therefore indicated upon the Board of Directors for wood work as well as for iron work.

I have the honor to be
 Sir
 Your most Obedient Servant

William A. P. O. S.

Agnes

Received of the
 Treasurer of the
 Madras Railway
 the sum of Rs. 1000/-
 for the purchase of
 rolling stock
 on the 1st day of
 January 1864
 Wm. A. P. O. S.

No. 5305

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 18th December 1873.

THE AGENT,

Great Southern of India Railway,

The Consulting Engineer
for Railways

Madras.

SIR,

In compliance with the wish expressed
in your letter No. 527 of the 16th instant, I have the
pleasure to forward herewith copy of a joint report
from Messrs Bruce and Fox to the Secretary of
this Company regarding the station arrangements
at Trichinopoly, and the conversion of the existing
to the metric gauge on the open line.

I have the honor to be
Sir

Your Most Obedient Servant,

William B. B. B.

Agent

Trichinopoly

The Consulting Engineer

for Railways

Madras

18th Dec 73

Received

18th Dec 73

18th Dec 73

18th Dec 73

18th Dec 73

18th Dec 73

18th Dec 73

18th Dec 73

25
Great Southern of India Railway
Engineers Office
2 Westminster Chambers
Victoria Street
31st October 1893

Henry H. Solomon Esq.
Dear Sir

Station arrangements at Trichinopoly

In accordance with the request conveyed to us by your communication of 25th Inst. we have perused the Despatches and enclosures from the Government of India transmitted by the Secretary of State for the consideration of the Directors of the Great Southern of India and Carnatic Railway Companies.

After a careful review of all the circumstances of the case we fully concur in the views of the Agent and the Chief Engineer of the Great Southern Company, generally confirmed as they appear to be, by the Consulting Engineer.

1st That the existing line of Railway from Megapalan to Erode should be converted from the 5 ft gauge to the metre gauge as soon as circumstances will admit of it, instead of adopting the temporary and expensive expedient of a third rail. As we gather from the Despatches under review that the present broad gauge stock can be readily disposed of to the Madras Railway Company we are of opinion that considerable economy, both in the operation of changing the gauge and in the future working of the traffic will result from sanction being given for the whole length of the line being narrowed at the same time. This change should be undertaken as soon as a sufficient supply of narrow gauge stock arrives in India. We are influenced in arriving at this conclusion by the economy which will be effected by the rolling stock of the Company.

The Agent
G.O.S.R.
The Consulting Engineer
for Railways
Recd 15th December 1893
L.H.E.
No 5306

I'm sending copy
of a joint report from
Krupa Patel & Co. Re:
Station arrangements and
the conversion of the
gauge to the metre
gauge on the new line

being all of one gauge and entirely interchangeable throughout.

2nd That the Station for Trucking should be placed at the point C on the plan annexed to the documents as being in all respects the most convenient.

3rd That the two blue lines shown on the plan viz from B. to C. and D. to C. should be constructed as soon as practicable so as to avoid transshipment of Goods and materials, the portion of the existing line between B and D about 1 1/2 miles in length being then abandoned and the materials removed.

We believe that when the changes have been carried out a very satisfactory arrangement will have been arrived at, as regards both local convenience and facilities for the through traffic from North to South and the less important traffic from East to West.

We are dear Sir

Yours faithfully

Geo. B. Bruce

Chas. R. Fox

2 Leadenhall
City

True Copy

William Smith
for chief clerk.

62.697/1

English Student to be. Great Southern of

Student on the Board of Directors for
the Locomotive Department to be delivered

Article	Quantity	Description in detail	where to be used
Rolling Stock	26	Locomotive Engines with duplicate	Between Sagapahan & Orade
	6	First class carriages	
	6	Second do do	
	50	Third do do	
	10	Passenger Brake vans	
	6	Horse Boxes	
	4	Goods Brake vans	
	200	Covered Goods	
	50	Ballast Wagons	
	60	Open goods	
	8	Timber trucks	
	1	Gunpowder van	
	80	High sided Goods	
	1	Iron travelling crane	

29

of the Board of Directors for the Locomotive Department to be delivered

which is in millions of dollars

which is in millions of dollars

which is in millions of dollars

which is in millions of dollars

[illegible]

Year	Month	Day	Time	Place	Event	Remarks
1900	Jan	1	10:00	St. Paul	Arrived	From New York
1900	Jan	2	10:00	St. Paul	Departed	For New York
1900	Jan	3	10:00	St. Paul	Arrived	From New York
1900	Jan	4	10:00	St. Paul	Departed	For New York
1900	Jan	5	10:00	St. Paul	Arrived	From New York
1900	Jan	6	10:00	St. Paul	Departed	For New York
1900	Jan	7	10:00	St. Paul	Arrived	From New York
1900	Jan	8	10:00	St. Paul	Departed	For New York
1900	Jan	9	10:00	St. Paul	Arrived	From New York
1900	Jan	10	10:00	St. Paul	Departed	For New York
1900	Jan	11	10:00	St. Paul	Arrived	From New York
1900	Jan	12	10:00	St. Paul	Departed	For New York
1900	Jan	13	10:00	St. Paul	Arrived	From New York
1900	Jan	14	10:00	St. Paul	Departed	For New York
1900	Jan	15	10:00	St. Paul	Arrived	From New York
1900	Jan	16	10:00	St. Paul	Departed	For New York
1900	Jan	17	10:00	St. Paul	Arrived	From New York
1900	Jan	18	10:00	St. Paul	Departed	For New York
1900	Jan	19	10:00	St. Paul	Arrived	From New York
1900	Jan	20	10:00	St. Paul	Departed	For New York
1900	Jan	21	10:00	St. Paul	Arrived	From New York
1900	Jan	22	10:00	St. Paul	Departed	For New York
1900	Jan	23	10:00	St. Paul	Arrived	From New York
1900	Jan	24	10:00	St. Paul	Departed	For New York
1900	Jan	25	10:00	St. Paul	Arrived	From New York
1900	Jan	26	10:00	St. Paul	Departed	For New York
1900	Jan	27	10:00	St. Paul	Arrived	From New York
1900	Jan	28	10:00	St. Paul	Departed	For New York
1900	Jan	29	10:00	St. Paul	Arrived	From New York
1900	Jan	30	10:00	St. Paul	Departed	For New York
1900	Jan	31	10:00	St. Paul	Arrived	From New York

Regensburg 28^{te} Januarij 1851.

Rolling Stock required from England for the use of
at - Regensburg.

For what purpose required	Approximate Estimate of the cost of each article			Explanation as to the necessity for each article	Period for which the supply is required	Total Stock in hand	The average yearly consumption	Estimated value		
	Rs	a.	p.					Rs	a.	p.
For working the existing Lines when converted into the rubber gauge	17,700	"	"	Equipment of the Lines		Nil		4,60,200	"	"
	3,760	"	"					22,560	"	"
	2,700	"	"					16,200	"	"
	2,660	"	"					1,33,000	"	"
	2,840	"	"					23,400	"	"
	1,480	"	"					8,880	"	"
	1,220	"	"					4,880	"	"
	990	"	"					2,47,500	"	"
	640	"	"					32,000	"	"
	640	"	"					38,400	"	"
	500	"	"					4,000	"	"
	1,750	"	"					1,750	"	"
	660	"	"					52,800	"	"
1,200	"	"	1,200	"	"					
							10,51,740	"	"	

Williams Bees.

Agust

N^o 146 P. W. D. 39

Proceedings of the Madras Government,
Under date the 6th 1871.

From,

The Consulting Engineer
for Railways

Read the following:—

Ordered that the
Government of India
be addressed on the sub-
ject of these papers,
and, under the circum-
stances represented, that
early sanction be ap-
plied for to the transmis-
sion home of the in-
vents for narrow gauge
Rolling stock for the
line

Mb
12/2

line between Megapattani
and Erode.

50

H. E. Esq. dated
No. 445

To The Chief Engineer
for Railways!

To The Secretary to the
Govt of India.

Recd. with S.C. 25/4/74.

Sir, Adverting to the
Despatch of the Govt of
India to the Secretary of
State No. 172 P, dated 21st
August 1873, copy of which
was received with endorse-
ment No. 1473 H. E. Esq. and
directed by His Excellency
the Governor in Council
to submit copies of the
accompanying corres-
pondence from which
it will be observed that
the Boards of the Madras
and Great Southern of
India Railway Companies
have

signed and submitted

have agreed to the conver-
sion of the existing
line between Megapattani
and Erode to the narrow
gauge, and approved of
the proposed junction
arrangements at Tri-
chinopoly, and that the
Secretary of State has
been addressed accordingly.

The Agent now sub-
mits under instruc-
tions from his Directors
tenders for the Rolling
Stock necessary for the
equipment of the narrow
gauge line, approxi-
mately estimated at
Rs. 10,51,750, and for the
reasons given as to the
reasonableness of the
demand and the neces-
sity for early compliance
there

- with, I am to recom-
-mend that early
sanction be accorded
to the incidents being
transmitted home.

Q.M.W.

1129 Emb.

13-2-74

P

Despatched 6 copies of
Circular of 1874 & Amendment
in duplicate - 25/2/74

25/2/74

15-10-24111

Govt. of (1874) Madras.
PUBLIC WORKS.

To The Consulting Engs
for Railways
and
To The Secretary to the
Govt of India

Dated

Recd.

Encl

G. O 23 Feb 44-
444-
445.

No. 441-443 & 444

Rolling Stock. Ordered that
the Sanction of the Govt of
India be requested for
the transmission of the
Orders on the Board of
Directors for narrow gauge
Rolling Stock for the line
between Negapattinam &
Erode.

Requesting Early
Sanction to the Board
Orders on the Board of
Directors for narrow
gauge Rolling Stock
for the line between
Negapattinam & Erode.