

(1) Number of pages _____

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	1600-01.	Press
B.P. No.		Mis.
Dated	7-6-	1875
		-195-

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
7th June 1875.*

Read the following letters :—

No. 162. 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, 7th May 1875, No. 258 :—

ADVERTING to the Proceedings of Government, under date the 17th March 1875, No. 752, I have the honor to submit for

* From Agent, South Indian Railway, No. 480, 25th March 1875.

From Agent, Madras Railway, No. 461, 5th May 1875.

consideration letters* from the Agents of the South Indian and the Madras Railway Companies, with regard to the question as to whether the break of gauge should occur at Erode or at Trichinopoly, and with regard to the best mode of working the line between those points.

2. Looking to the interests of his Company, the Agent of the South Indian Railway is of opinion that the break of gauge should be at Erode; but, in the event of it being decided to keep Trichinopoly in the broad gauge connection, Mr. Betts considers that it would be preferable for his Company to retain in its own hands the working of the section between Erode and Trichinopoly. He is opposed to selling outright to the Madras Railway Company this portion of his Company's system.

3. The Agent of the Madras Railway is of opinion that the broad gauge ought to be maintained between Erode and Trichinopoly; and he considers that the most desirable arrangement would be to undertake the working of the traffic and the maintenance of the line between those points, taking over from the South Indian Railway Company such of their rolling-stock as would be required for the purpose. Mr. Elwin is opposed to the suggestion that his Company should purchase outright this portion of the South Indian Railway system.

4. After giving careful consideration to the subject, I am of opinion that, for the reasons stated by the Madras Government in their letter to the Government of India, dated the 23rd January 1875, the broad gauge line should be maintained between Erode and Trichinopoly; and that this section of the railway should be worked, as at present, by the South Indian Railway Company. The Officers of that Company are decidedly of opinion that it is more desirable that the working of this section should remain in their own hands, than that it should be handed over to the Madras Railway Company; and I am satisfied that this arrangement is best suited, not only to their interests, but to the interests of the State.

From W. S. BETTS, Esq., Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 25th March 1875, No. 480.

Your letter, No. 173, of the 19th instant. The alteration of the Negapatam-Trichinopoly section to the metre gauge shall be proceeded with as soon as possible.

2. The reasons which have induced the Government of Madras to call for a re-opening of the question, whether Trichinopoly or Erode should be the point for the break of gauge, not having been communicated to me, I am unable to express an opinion upon them. So far as the interests of the South Indian Railway Company are concerned, I consider that Erode should be

Proceedings of the Madras Government, Public Works Department,
7th June 1875.

the selected point. Much less transshipment would require to be performed at that junction than would be the case if the break of gauge took place at Trichinopoly. For economical working hereafter, I would certainly select Erode.

3. If there be more important interests than those I have referred to, which induce the Government of Madras to desire to keep Trichinopoly in the broad gauge connection, I am of opinion that it would be preferable for the South Indian Railway Company to retain in its own hands the working of the section between Trichinopoly and Erode.

4. It would, I consider, be adverse to the interests of this Company for the section between Trichinopoly and Erode to be sold outright to the Madras Railway Company.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 4th May 1875, No. 461.

WITH reference to your letter, No. 338, of the 19th March last, I have the honor to inform you that a meeting of the officers of this railway was held in my office this morning for the purpose of considering the question of the proposed retention of the broad gauge between Trichinopoly and Erode.

2. We were all of opinion that it was desirable in the public interests that the broad gauge should be maintained between those points, and after discussing at some length the various suggestions of the Government of India, so far as they concern the Madras Railway Company, it was decided that the most desirable of the courses proposed would be that this Company should work the traffic over the length upon terms to be agreed upon between the two Companies, and that we should purchase from the South Indian Railway Company, at a valuation, such of that Company's rolling-stock as would be required for the purpose.

3. The meeting was also of opinion that it would simplify the arrangement and be more satisfactory in every way, if the Company working the traffic were also to undertake and be responsible for the maintenance of the line.

4. It was not possible to determine the precise terms upon which such an arrangement could be agreed to, inasmuch as the opening of the new line of the South Indian Company will doubtless affect to a considerable extent the traffic between the Madras Railway system and Trichinopoly, but the outline of the agreement would, I conclude, be that the working Company should retain a percentage of the gross receipts, and hand over the balance to the South Indian Company half-yearly.

5. I shall be prepared to submit such a proposition as the foregoing for the favorable consideration of my Directors, but I do not recommend that the length of line in question should be taken over absolutely by this Company.

No. 163.

ORDER THEREON, 7th June 1875, No. 1,600.

RAILWAY, No. 26.

THE Honorable the Governor in Council observes that the retention of the broad gauge from Erode to Trichinopoly have been recommended to the Government of India for adoption on grounds of public convenience, and for military and political considerations. Erode is simply a convenient meeting point from an engineering point of view for two lines of railway, and it has nothing to recommend it, as a temporary halting place for travellers. Trichinopoly, on the other hand, is a large town and military cantonment, with eight or nine times the population of Erode, and here the greater number of travellers would naturally break their journey if any halt be desired. Again, it is the principal garrison of the southern part of this Presidency, and it will be much more convenient to transfer troops, should

Proceedings of the Madras Government, Public Works Department,
7th June 1875.

this be necessary, here than at Erode, while with the break of gauge at Trichinopoly and alternative lines, each of the same gauge throughout, to this chief point, the advantages from a military point of view will be very considerable.

2. His Excellency in Council does not, in the absence of explanation, understand on what data the Agent of the South Indian Railway supposes that much less transshipment would be necessary were Erode the point at which the break of gauge occurred, and the Government will be glad of a fuller expression of his views, and of the reasons for them. The *prima facie* evidence would appear to indicate the opposite conclusion; for in respect of transfer of traffic it is clear that Erode is, and will always be, the ultimate destination or point of departure of very little traffic, while Trichinopoly must have a considerable trade and traffic of its own.

3. His Excellency in Council is also of opinion that the interests of the South Indian and Madras Railways, and of the Government, point to the desirability of the working of the broad gauge line from Erode to Trichinopoly being in the hands of the latter Company. It is noticed that the Agent of the Madras Railway is not in favor of the purchase by his Company of this part of the line, and in this respect he is in accord with Mr. Betts. It is very immaterial, so far as State interests are concerned, in what Company's hands the property in this section may remain, but it is considered that the working can be managed more economically by the Madras Railway, and that the interests of both Companies may be fully secured by negotiation of the terms of a lease, which may properly be a short one in the first instance, until the effect on traffic of the opening of the Southern Extension shall have been ascertained, when data for the settlement of the terms of a longer lease will be available.

4. In order, therefore, to a settlement of this question, the Consulting Engineer for Railways will furnish the Agents of the two Companies with copies of these Proceedings, and Mr. Betts will be requested to state his views at length.

5. Ordered also that a copy of these Proceedings be transmitted for the information of the Government of India, with reference to the Deputy Secretary's letter of the 22nd February last, No. 491 R., which will be answered fully in due course.

(True Extract.)

(Signed) J. O. HASTED, Major, R.E.,
Offg. Joint Secretary to Government.

No. 164.

DOCKET, No. 1,601, dated 7th June 1875.

COPY of the above forwarded for the information of the Government of India.
(True Extract.)

Exd. E. C. Shunker.

Spare Copies

Major, R.E.,

Offg. Joint Secretary to Government.

Public Works Dept.

Proceedings of the Madras Government

Under date the

1875

Read the following-

From the Consulting Engineer
for Railways

N.C. No. 258 of 7th May 1875

These papers
will be submitted to the
Govt. of India.

The Governor in
Council observes that
the South Indian Railway
Company prefer to retain
and work the line between

He might discuss this im-
portant matter in Council
Mr. Pitts expresses a strong
opinion but gives no reason
against a plan - that of the
section being worked by the
broad-gauge company - which
certainly concerned itself

Erode and Trichinopoly
even after conversion of
the remaining portion to
metre gauge; and then

arrangement

Mr. Pitts (contd)

(H.E. N. dated)

To The Secy. to the Govt. of India
Public Works Dept.

Sir,

I am directed to
acknowledge the receipt
of your letter N^o. 491
dated 22nd February 1875
sanctioning the estimates
for conversion of the open
line between Negapatam
and Trichinopoly from

the

I have no objection to the
author being considered in private
but I am pained & thinking that
the ruin of the S. J. P. & the
in their own hands the looking of the
whole of this is a sign of
I am this included in the transition of
Godsark in the very nature of things
Smith. They have the idea that I have
I took for both masses & I don't see
what advantage is gained to them by the
Madame R. P. working the action of the
that a public opinion is the only thing
2. the cause of the necessary evils
lines of that point in the same
I am a woman) with some confidence
and much in common with the
from the hands of the
C. J. P. 19. 5. 75

the standard to the metre
gauge, and calling for
further information in
regard to the section
between Trichinopoly
and Erode.

Adverting to clause
(1) para 4 of the letter
under reply I am to
submit the accompany-
ing letter N^o 480 dated
25th March which con-
tains the views of the
Agent of the South
Indian Railway on the
question of allowing
the section west of Tri-
Chinopoly to remain
unaltered - and to observe
with reference to clause
(2) that the inconvenience
of maintaining and

was Ring

working two gauges on
one line of Railway has
not been overlooked, but
on careful and full
review of the whole
question it was decided
that in this particular
instance uniformity of
gauge was of secondary
importance to the other
considerations set forth
in detail in my letter
No. 206 dated 23rd January
1875. The transship-
ment ^{of goods} being made at
Trichinopoly is in the
opinion of the Governor
in Council a set off
to unavoidable incon-
veniences due to ^{the} break
of gauge, provided the
whole line be worked

90
by the South Indian
Railway, and thus the
Agent of the Company
considers the preferable
course. Mr. Betts
is opposed to the sur-
render of any rights
now exercised on the length
between Erode and
Trichinopoly, and it
will perhaps be best,
in coming to a decision
on the question, to take
for granted that no
change is to be made
in existing arrangements
for control and owner-
ship of the broad gauge
section of the South Indian
Railway Company's line.

Wm. 13/5/75

No. 480

South Indian
GREAT SOUTHERN OF INDIA RAILWAY, "C" 4

AGENT'S OFFICE,

NEGAPATAM, *25* March 1875

From

THE AGENT,

South Indian
Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

Your letter No. 173 of the 19th instant. The alteration of the Negapatam. Trichinopoly section to the metre gauge shall be proceeded with as soon as possible

The reasons which have induced the Government of Madras to call for a re-opening of the question whether Trichinopoly or Erode should be the point for the break of gauge, not having been communicated to me, I am unable to express an opinion upon them. So far as the interests of the South Indian Railway Company are concerned, I consider that Erode should be the selected point. Much less transshipment would require to be performed at that junction than would be the case if the break of gauge took place at Trichinopoly. For economical working hereafter I would certainly select Erode.

df

Trichinopoly
Trichinopoly

20/7

Consulting Engineer

Consulting Engineer

19/3

a revised draft of the
proposal

90-7 June 75

N-1606

13⁵
If there be more important interests
than those I have referred to, which induce
the Government of Madras to desire to keep
Trichinopoly in the broad gauge connection
I am of opinion that it would be preferable
for the South India Railway Company to
retain in its own hands the working
of the section between Trichinopoly & Erode.

It would I consider be adverse
to the interests of this Company for the
section between Trichinopoly and Erode
to be sold outright to the Madras Railway
Company.

I have the honor to be

Sir

Your most obedient servant

William B. Bly

Agent

14/11/80
 To the Agent
 of the Government
 of Railways
 Madras
 Dec 27/80
 Re the alteration
 of the gauge of the
 Trichinopoly line
 to metric gauge
 11/12/80
 1880

No. 461

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 4th May 1875.

From

R. D. Chinn Co. & Co.
Agent and Manager. M. L. Co.

To

At Bob J. Hall. & Son. Stewart, & Co.
Consulting Engineer for Railways.

Sir,

With reference to your letter No 338 of the 29th of March last, I have the honour to inform you that a meeting of the Officers of this railway was held in my Office this morning for the purpose of considering the question of the proposed retention of the broad gauge between Trichinopoly and Coade.

2. We were all of opinion that it was desirable in the public interests that the broad gauge should be maintained between those points, and after discussing at some length the various suggestions of the Government of India, so far as they concern the Madras Railway Company, it was decided that the most desirable of the courses proposed would be that this Company should work the traffic over the length, upon terms to be agreed

upon between the two Companies, and that we should purchase from the South Indian Railway Company, at a valuation, such of that Company's rolling stock as would be required for the purpose.

3. The meeting was also of opinion that it would simplify the arrangement and be more satisfactory in every way, if the Company working the Traffic were also to undertake and be responsible for the maintenance of the line.

4. It was not possible to determine the precise terms upon which such an arrangement could be agreed to, inasmuch as the opening of the new line of the South Indian Company will doubtless affect to a considerable extent the traffic between the Madras Railway system and Trichinopoly, but the outline of the agreement would I conclude be that the working Company should retain a percentage of the gross receipts, and hand over the balance to the South Indian Company half yearly.

5. I shall be prepared to submit such a proposition as the foregoing for the favourable consideration of my Directors, but I do not recommend

2/21

Madras 4 March 1908

1908

that the length of line in question
should be taken over absolutely by
this Company.

I have the honour to
be
Your most obedient servant

H. P. K. W. M.
Agent & Manager

2/211

Madras 7 May 1875.
CONSULTING ENGINEER'S OFFICE.

No. 258.

Railway Department.

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 under date the 17th March 1875, No 452, I have the honour to submit for consideration letters from the Agents of the South Indian and the Madras Railway Companies, with regard to the question as to whether the break of gauge should occur at Erode or at Trichinopoly, and with regard to the best mode of working the line between those points. Looking

x From Agent S. & R. No 80-25 Trichy. 75.
" " Mr. A. K. 161. 5 May 75.

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways

Dated
6. May 1875
Recd.
No. 461

Regarding the reduction
of the track gauge
between Trichinopoly
and Erode.

Mr 2090/75.

See - 7 June 75 No 1600

2. Looking to the interests of his Company, the Agent of the South Indian Railway is of opinion that the break of gauge should be at Erode; but, in the event of it being decided to keep Trichinopoly in the broad gauge connection, Mr. Petts considers that it would be preferable for his Company to retain in its own hands the working of the section between Erode and Trichinopoly. He is opposed to selling outright to the Madras Railway Company this portion of his Company's system.

3. The Agent of the Madras Railway is of opinion that the broad gauge ought to be maintained between Erode and Trichinopoly, and

and he considers that the most desirable arrangement would be to undertake the working of the traffic and the maintenance of the line between those points, taking over from the South Indian Railway Company such of their rolling-stock as would be required for the purpose. Mr. Elwin is opposed to the suggestion that his Company should purchase outright this portion of the South Indian Railway system.

4. After giving careful consideration to the subject, I am of opinion that, for the reasons stated by the Madras Government in their letter to the Government of India dated the 23 January 1875, the broad gauge line

line should be maintained between
Erode and Trichinopoly; and that
this section of the railway should be
worked, as at present, by the South
Indian Railway Company. The
Officers of that Company are de-
cidedly of opinion that it is more
desirable that the working of this
section should remain in their own
hands, than that it should be
handed over to the Madras Railway
Company; and I am satisfied that
this arrangement is best suited, not
only to their interests, but to the
interests of the State.

I have the honor to be

Sir

Your most obedient servant

Wentworth D. H. R. E.

W. P. R.

Cons. Engineer for Railways.

7

Public Works Dept.

Proceedings of the Madras Government
Under date the
Read the following

From The Comg. Eng- for } (M.C. No. 258 of 7th May 1875)
Railways }
Gov. Board & Genl. Secy

The Honble the
Governor in Council is
observed that the retention
of the broad gauge from
Tiruchirappalli to Trichinopoly
and the location of the
break of gauge at the
latter rather than the
former point have been
recommended to the
Govt. of India for adoption
on

25/5

25/5

Q.O. No. 1600-1801. 7. 1-75.
No. 258.
Dated 7th May 1875
Recd. 18th May 1875

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

From
The Consulting Engineer,
for Railways,

P. W. 1875 Sept.
RAILWAY DEPARTMENT.
No. 3070

No. 258.

Subscribed by

The consideration
of Govt. letters from
the Agents of the S. & A. Co.
and the S. & A. Co.
= having with regard
to the question as to
whether the broad gauge
should be adopted
at Erode or at
Trichinopoly.

At Trichinopoly.

Q.O. No. 1600-1801. 7. 1-75.
No. 258.
Dated 7th May 1875
Recd. 18th May 1875

on grounds of public
convenience, and for
Military and Political
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simply a convenient
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engineering point of view
for two lines of railway,
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Cantonment, with 8 or 9
times the population of
Erode, and here the
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travellers would naturally
break their journey if
any

292 10
any halt be desired.
Again it is the prin-
cipal garrison of the
Southern part of this
Presidency, and it will
be much more convenient
to transfer troops, should
this be necessary, still,
here than at Erode,
while with the break
of gauge at Tuckinopoly,
and alternative lines,
each of the same gauge
throughout, to this chief
point, the advantages
from a Military point
of view will be very
considerable.

2. His Excellency
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in

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on what data the agent
of the South Indian
Railway supposes that
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would be necessary
were Erode the point
at which the break
of gauge occurred, and
the Govt will be glad
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of his views, and of the
reasons for them. The
prima facie evidence
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the opposite conclusion,
for in respect of transfer
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always

312 //

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destination or point of
departure of very little
traffic, while Trichino-
poly must have a con-
siderable trade and
traffic of its own

3. In the next place
His Excellency in Council
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interests of the South
Indian and Madras
Railways, and the Govt,
point to the desirability
of the working of the
broad gauge line from
Erode to Trichinopoly
being in the hands of
the latter Company. It

is noticed that the Agent of the Madras Railway is not in favour of the purchase by his Company of this part of the line, and in this respect he is in accord with Mr. Betts. It is very immaterial so far as State interests are concerned in what Company's hands the property in this section may remain, but it is considered that the working can be managed more economically by the Madras Railway, and that the interests of both Companies may be fully secured by negotiation of.

330 12
of the terms of a lease, which may properly be a short one in the first instance, until the effect on traffic of the opening of the Southern extension shall have been ascertained, when data for the settlement of the terms of a longer lease will be available.

4. In order therefore to a settlement of this question, the Consulting Engineer for Railways will furnish the Agents of the two Companies with copies of these Proceedings, and Mr. Betts will be requested to

to state his views at length.

5. Ordered also that a copy of these Proceedings be transmitted for the information of the Govt of India with reference to the Deputy Secretary's letter of the 22nd February last, No. 491 R which will be answered fully in due course.

Proceedings

*In Reply to
Hon. Secy. to Govt.
Hon. Secy. to Govt.
Hon. Secy. to Govt.*

*C. S. for R.O.
S. C. C. S. P.
17-6-75*

*Done
17-6-75*

*N-162-164
H.E. No. 104 dated 7th
June 1875*

*Copy of the above
forwarded for the Govt of India
for info. for Rep. of India*

*6-5 C sent
17-6-75
Dd-7-6-75*

3070
★
Govt. of Madras.
PUBLIC WORKS.

To

The ~~Commissioner~~ *Superintendent*

Superintendent of Bridges.

Dated

Issued

Recd.

Encl.

G. O. *June* 1875. No. *1600*
1601

Nos. *162 - 163*
164

Forwarding Proceedings on
the letters of the Agents of
the South Indian and the
Madras Railway Companies
on the question whether the
break of gauge should
occur at Erode or at
Trichinopoly.

South Indian and the
Madras Railway
Companies. — Passing
orders on the letters of the Agents
of the — with regard
to the question as to whether
the break of gauge should
occur at Erode or at Trich-
inopoly.