

(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.	1625	Press
B.P. No.		Mis.
Dated	9 - 6 -	C875 195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
9th June 1875.*

No. 207. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Lieutenant-Colonel J. MULLINS, R.E., Officiating Secretary to Government, Public Works Department, dated Madras, 20th May 1875, No. 291 :—

In continuation of my letter, No. 258, dated the 7th instant, I have the honor to

* No. 612, dated 18th May 1875.

enclose a letter* from the Agent of the South Indian Railway, giving cover to an

extract of a letter from his Board upon the question of the break of gauge between the broad and narrow gauge systems.

2. It will be seen that the Directors hold the same opinion as their Agent, viz., that the break of gauge should be at Erode, and that it is not desirable to make over to the Madras Railway Company the section between Trichinopoly and Erode.

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, 18th May 1875, No. 612.

In continuation of my letter, No. 480, of the 25th of March last, I forward, herewith, for the information of Government, an extract from Managing Director's letter, No. 36, dated the 23rd ultimo.

2. It will be seen that the Board of Directors consider the gauge of the South Indian Railway should be uniform throughout its system, and that it would not be a good arrangement to make over to the Madras Railway Company the section between Trichinopoly and Erode.

SOUTH INDIAN RAILWAY.

Extract from Board letter, dated London, 23rd April 1875, No. 36.

In the Proceedings of the Madras Government, Public Works Department, 17th March 1875, Nos. 444-5, forwarded with your letter under reply, it is observed that the Government of India in their despatch to the Madras Government, dated 22nd February 1875, No. 491 R., remark as follows :—“As to whether Trichinopoly or Erode should be the point for the break of gauge, the Government of India agree with the Government of Madras that the question may be re-opened and determined on its merit.”

2. The Directors considered that this point had been definitely settled, and in proof that no hasty or divided opinion was arrived at, but that the entire question was well weighed and considered, it may be desirable briefly to recapitulate what has already taken place in regard to it.

3. In letters from the India Office, dated 16th October 1873, copies of a despatch and enclosures from the Government of India (No. 170, 21st August 1873) were forwarded to the Boards of the Great Southern of India and Carnatic Railway Companies for consideration. From these papers it appeared that, in the opinion of the Government of Madras and of the Railway Officers, it was desirable that the entire line from Negapatam to Erode should be converted from the 5' 6" to the metre gauge.

4. The subject was referred to the Consulting Engineers, and their joint report was submitted at a meeting of the Committee of the two Companies (held on 4th November 1873) who recommended to their respective Boards the adoption of the views expressed therein, viz., that it was desirable, in the best interests of the Company, that the existing railway (from Negapatam to Erode) should be altered to the narrow gauge. The Boards by formal Resolutions approved and adopted this recommendation, and an intimation to that effect was conveyed to the Secretary of State, who, upon a consideration of the whole circumstances, decided that the line should be converted to the metre gauge up to Erode.

Proceedings of the Madras Government, Public Works Department,
9th June 1875.

5. The Board are unaware of the grounds upon which the present discussion commenced, and are unable to conceive any good reason for departing from the conclusions which were arrived at after much deliberation and with entire unanimity.

6. They would not consider it a good arrangement to make over the portion of line from Trichinopoly to Erode to the Madras Railway Company, as has now, for the first time, been hinted at, and they are still of opinion that the whole length up to Erode should be converted to the metre gauge, thus making the entire Railway embraced in the South Indian Company's system of one uniform standard.

(True Extract.)

(Signed) W. S. BETTS,
Agent.

No. 208.

ORDER THEREON, 9th June 1875, No. 1,625.

RAILWAY, No. 37.

RECORDED with reference to G. O.
No. 1,600, dated 7th June 1875,
in connection with which a further
expression of the views of the Agent and of the Directors of the South Indian Railway
will be awaited.

(True Extract.)

Major, R.E.,
Offg. Joint Secretary to Government.

To the Consulting Engineer for Railways.

South Indian Railway Extract from Board letter dated London
23rd April 1876 No 36
Conversion of Line to metric Gauge.

In the Proceedings of the Madras Government, P.W.D.
17th March 1875, No. 144-5, forwarded with your letter under reply, it is
observed that the Government of India in their Despatch to the Madras
Government dated 22nd February 1875, No. 191 R, recumt as follows:
"As to whether Trichinopoly or Erode should be the point for the breach of
gauge, the Government of India agree with the Government of Madras
that the question may be re-opened and determined on its merits."

The Directors considered that this point had been definitely
settled, and in proof that no hasty or divided opinion was arrived at, but
that the entire question was well weighed and considered, it may be desir-
able briefly to recapitulate what has already taken place in regard to it.

In letters from the India Office, dated 16th October 1872, copies
of a Despatch and enclosures from the Government of India (No. 21st
August 1873) were forwarded to the Boards of the Great Southern of India
& Atlantic Railway Companies for consideration. From these papers it appeared
that in the opinion of the Government of Madras and of the Railway Officers
it was desirable that the entire line from Negapatam to Erode should be
converted from the 5'6" to the metric gauge.

The subject was referred to the Consulting Engineer and
their joint Report was submitted at a meeting of the Committee of the two Companies
(held on 4th November 1873) who recommended to their respective Boards the
adoption of the views expressed therein, viz. that it was desirable in the best
interests of the Company that the existing Railway (from Negapatam to Erode)
should be altered to the narrow gauge. The Boards by formal resolutions
approved and adopted this recommendation, and an intimation to that effect
was conveyed to the Secretary of State, who upon a consideration of the whole
circumstances, decided that the line should be converted to the metric gauge
up to Erode.

The Board are unaware of the grounds upon which
the present discussion commenced, and are unable to conceive any good
reason for departing from the conclusions which were arrived at after much

No. 612

GREAT SOUTHERN OF INDIA RAILWAY.

AGENTS OFFICE,

NEGAPATAM, 18th May 1875.

From

THE AGENT,

~~Great Southern of India Railway,~~

To

The Consulting Engineer for Railways.

SIR,

In continuation of my letter
No. 480 of the 25th of March last, I
inclosed herewith, for the informa-
tion of Government, an extract from
Managing Director's letter No. 26
dated the 22nd Ult.

It will be seen that the
Board of Directors consider the
gauge of the South Indian Ry.
should be uniform throughout its
system; and that it would not
be a good arrangement to make
over to the Madras Railway Co.,
the section between Trichinopoly
and Erode.

I have the honor to be,
Sir, your obedt. Servant.

William B. Bell

Agent

1666/1875

20. May. 1875

Recd. 20. May 1875

Madras 20 May 1875

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 291.

From
LIEUT. COLONEL J. H. M. SHAW STEWART, R.E.,
Consulting Engineer for Railways,

To Lt Col J. Mullins R.E.
COLONEL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

In continuation of my
letter No 258 dated the 7th instant,
I have the honour to enclose
a letter from the Agent of the
South Indian Railway, giving
cover to an extract of a letter
from his Board upon the
question of the break of gauge
between the broad and
narrow gauge systems.
It will be seen that
2.

612 3040
Not enclosed

10612
918 May 1875

Mr. G. W. Walker

Re. break of the gauge.

9th June 1875

10th May 1875

20th May 1875

From
The Agent
of the
Consulting Engineer
for Railways

13
11
The Directors hold the same opinion
as their Agent, namely, that the
break of gauge should be at
Erode, and that it is not
desirable to make over to the
Madras Railway Company the
section between Erichinopoly
and Erode.

I have the honour to be
Sir,

Your most obt servant

V. Munthum
SACARQ.

Yours: Engr for Org

Letter from the Consulting Engineer for
Railways, No 291 dated 20 May 1875.

Circulated in
continuation of the papers
on the same subject now
before the Members of
Government.

This strengthens Mr.
Brett's ~~opinion~~ but the
order can go to him
for further action
in support of his
views on the Company's affairs.
M.H. M.H.

Discontinued L.H.M.R.
May 1875
This I think
the expectation that the
reasons for advocating continuation
of the railway & of the Agent in the
first instance. but he is I have
them now I think. L.H.

17 May 75 No 444-446
23 May 75 - 427
23 May 75 - 425-426
8 May 75 - 182-183
20 May 75 - 17-15
26 May 75 - 494
25 May 75 - 493
23 May 75 - 444
23 May 75 - 442-443

P. W. 1875 Dept.
RAILWAY DEPARTMENT.
No: 291
From
The Consulting Engineer,
for Railways,
To
The Secretary to Government,
P. W. Department,
Fort Saint George.
Dated 20 May 1875
Recd. 21 May 1875

2.2
No 291.
I have already
written from the
Dept of 200 with
the extract from
his Report upon
the question of the
break of gauge.

Cir 20/5/75 No 3/6/75
Ref 6/6/75 22-5-75

3371

3371 Ry.

Ry

From the [unclear]
[unclear]
[unclear]

Received with [unclear]
to G.O. [unclear]

dated [unclear] in
connection with [unclear]
[unclear] [unclear] [unclear]
[unclear] of the [unclear] [unclear]
[unclear] of the [unclear] [unclear]
[unclear] [unclear] [unclear] [unclear]
[unclear]

G.O. 9th June 75
with No 207

4/6

P. W. D. 15

Proceedings of the Madras Government,
Under date the 187 .

Read the following:—

From the [unclear] for (P.O. No 291 dated 20 May/75)
Railway } [unclear]
G.O. No: 1625 of 9th June/75

Recorded with re-
ference to G. O. No. 1625-
dated 7th June/75 in con-
nection with which a fur-
ther expression of the views
of the Agent and of the
Directors of the South
Indian Railway will be
awaited.

4/6

For Recd
SC Recd
19-6-75

PUBLIC WORKS.

20

Notes

Here,

Recd.

(L. O. G. 1975, No.

Nos.

Break of Gauge. - Letter from the Consulting Engineer forwarding a letter from the Agent, South Indian Railway, with an extract from a letter of the Managing Directors on the question of the break of gauge, recorded with remarks.