

- (1) Number of pages _____
 (2) Date of receipt _____
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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	737. A.	Press	<i>Original</i>
B.P. No.		Mis	
Dated	16. 3.	1875	
		195	

Not to be folded or roughly handled

No 417-A 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, 6th March 1875, No 144 —

I HAVE the honor to lay before Government, for consideration, a letter* from the Agent of the South Indian Railway in which Mr Betts states that inquiries

* No 431, dated 2nd March 1875

have been made as to the possibility of running a train through from Trichinopoly to Madura for the accommodation of people who may wish to attend a large festival to be held in Madura between the 9th and the 24th April.

He represents that the line will probably be joined throughout by the 9th April, but that it cannot be otherwise than rough and partially ballasted. He explains that 15 third-class carriages and 50 covered goods trucks might be prepared to carry the festival traffic, if necessary.

He inquires whether Government are willing to sanction the extra expenditure which would be entailed, and the conveyance of passengers over the line between Trichinopoly and Madura, on the date named. If sanction is accorded, he proposes to charge the usual mileage rates for the accommodation given.

2. Several of the District Officers have spoken to me regarding the festival in question. They seem very anxious that, if possible, the public should have the benefit of conveyance by rail upon the occasion. I have had opportunities of discussing the matter with the Agent, and I understand that Mr. Betts has brought the matter forward solely from a desire to do what is possible for the public convenience.

3. I cannot recommend that the whole line between Trichinopoly and Madura should be used for the conveyance of passengers upon the date named. Although the rails will probably be joined from end to end by that date, it is certain, as observed by Mr. Betts, that the road will be far from in a satisfactory state. It is possible that trains might be run at a slow pace without risk, but the permanent way would certainly be more or less injured, and the proper completion of the work retarded.

4. Upon the 20th ultimo, I went with an engine and a material train from Trichinopoly to Dindigul, a distance of 59 miles; and since that date I understand that ballast and material trains have been running regularly over that part of the extension. There would, in my opinion, be no risk of any kind involved in conveying passengers early in April from Trichinopoly to Dindigul, and possibly to Ammanaiknoor, a further distance of 14 miles.

5. The distance by road from Trichinopoly to Madura is 82 miles, and by rail 97 miles. From Trichinopoly to Dindigul the distance is 59 miles, and to Ammanaiknoor 73 miles, so that from Dindigul passengers would have to find their way by road into Madura for 38 miles, and from Ammanaiknoor 24 miles. I understand from the Revenue authorities that the great bulk of travellers going from the north to the Madura festival would gladly avail themselves of the rail were it open even as far as Dindigul. The number of people likely to visit Madura from the north is set down at 100,000; and, upon the supposition that one half of these made use of the rail to and from Dindigul, the proceeds would amount to more than Rupees 60,000.

*Proceedings of the Madras Government, Public Works Department,
16th March 1875.*

6. I am of opinion that, provided a sufficient quantity of rolling stock can be prepared or extemporised for the occasion, permission may be granted for the running of festival trains between Trichinopoly and Dindigul from the 9th April 1875, at a speed not exceeding 15 miles per hour. If by the end of this month the line between Dindigul and Ammanaknoor is found to be sufficiently consolidated to admit of the passage of trains, I see no objection to the permission being extended as far as the latter station. I may add that Mr Logan, the Company's Chief Engineer, who is at present in Madras, concurs with me in this opinion.
7. The favor of early instructions is specially solicited

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, 2nd March 1875, No 431.

A LARGE festival will be held in Madura next month, commencing on the 9th and ending on the 24th, the principal days being on the 17th and two following days

2 Several inquiries have been made regarding the possibility of running a train through from Trichinopoly to Madura for the accommodation of the people who wish to attend the festival

3 I learn from the Engineering Department it is just possible that the line will be joined up by the 9th proximo, but it cannot be otherwise than in a rough state and partially ballasted. The pushing forward of the work will also necessitate extra expenditure

4 Fifteen third-class carriages are expected to be landed here from the S S *Burmese* about the middle of this month, and these by pushing might be got ready for running

5 These would require to be worked up to Trichinopoly on the broad gauge trucks. About 50 covered goods trucks could be worked up in a similar manner

6 The object of the present reference is to ascertain whether Government would sanction this extra expenditure, and the running of passengers to and from the feast over the line between Trichinopoly and Madura

7 The usual mileage rates could be charged for the accommodation thus given, and the receipts might be applied towards meeting the outlay before referred to

8. I shall feel obliged by your letting me have as early an answer as possible

No. 417-B. ORDER THEREON, 16th March 1875, No. 737-A.

RAILWAY, No 50-A.

THE proposals of the Consulting Engineer are concurred in by His Excellency the Governor in Council, and their adoption sanctioned under the circumstances and on the condition specified by the Consulting Engineer.

(True Extract)

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways

Exd A Grubert.

Spare Copies

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No 144

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,

I have the honour to lay before Government, for its consideration, a letter from No. 431 dated 2^d March '75. the Agent of the South Indian Railway in which Mr. Betts states that inquiries have been made as to the possibility of running a train through from Trichinopoly to Madura for the accommodation of people who may wish to attend a large festival

festival to be held in Madura
between the 9th and the 24 April.

He represents that
the line will probably be joined
throughout by the 9 April, but
that it cannot be otherwise than
rough and partially ballasted.

He explains that 15 third class car-
riages and 50 covered goods trucks
might be prepared to carry the
festival traffic, if necessary.

He inquires whether
Government are willing to sanction
the extra expenditure which would
be entailed, and the conveyance
of passengers over the line between
Trichinopoly and Madura on the
date named. If sanction is
accorded, he proposes to charge the
usual

2
usual mileage rates for the accom-
modation given.

2 Several of the District
Officers have spoken to me re-
garding the festival in question.
They seem very anxious that, if pos-
sible, the public should have the
benefit of conveyance by rail upon
the occasion. I have had op-
portunities of discussing the matter
with the Agent, and I understand
that Mr. Betts has brought the
matter forward solely from a
desire to do what is possible for
the public convenience.

3 I cannot recommend
that the whole line between Trichi-
nopoly and Madura should be used
for the conveyance of passengers
upon the date named. Although
the

to the Madras festival would gladly avail themselves of the rail, were it open even as far as Dindigul. The number of people likely to visit Madras from the North is set down at 100,000; and, upon the supposition that one half of these made use of the rail to and from Dindigul, the proceeds would amount to more than Rs 60,000.

I am of opinion that, provided a sufficient quantity of rolling-stock can be prepared or extemporised for the occasion, permission may be granted for the running of festival trains between Trichinopoly and Dindigul from the 9th April 1875, at a speed not exceeding

4
exceeding 15 miles per hour. If by the end of this month, the line between Dindigul and Ammanai-
noor is found to be sufficiently consolidated to admit of the passage of trains, I see no objection to the permission being extended as far as the latter station. I may add that Mr. Logan, the Company's Chief Engineer, who is at present in Madras, concurs with me in this opinion.

The favour of early instructions is specially solicited.

I have the honour to be,
Sir,

Your most Obedt. Servant,
Wm. Stewart Bell & Co.
Genl Secy for Railway.

Madras
6 March
1875

festival to be held in Madura
between the 9th and the 24 April.

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4. Upon the 20th ultimo, I went with an engine and a material train from Trichinopoly to Dindigul, a distance of 59 miles; and since that date I understand that ballast and material trains have been running regularly over that part of the extension. There would,

3
in my opinion, be no risk of any kind involved in conveying passengers early in April from Trichinopoly to Dindigul, and possibly to Ammanacknoor, a further distance of 14 miles.

5 The distance by road from Trichinopoly to Madurai is 82 miles, and by rail 97 miles. From Trichinopoly to Dindigul the distance is 59 miles, and to Ammanacknoor 73 miles; so that from Dindigul passengers would have to find their way by road into Madurai for 38 miles, and from Ammanacknoor 24 miles. I understand from the Revenue Authorities that the great bulk of travellers going from the North

10

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5 The distance by road from Trichinopoly to Madurai is 82 miles, and by rail 97 miles. From Trichinopoly to Dindigul the distance is 59 miles, and to Ammanaicknoor 73 miles; so that from Dindigul passengers would have to find their way by road into Madurai for 38 miles, and from Ammanaicknoor 24 miles. I understand from the Revenue Authorities that the great bulk of travellers going from the North

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PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the

Read the following —

Consul's report for Rys (H.L. No. 144 of 6th March 1875)
G.O. No. 737 of 11th March 1875

The proposals of
the Consulting Engineer
are quite as much as
His Excellency the Governor
in Council can possi-
-bly concur in. And
they may be considered
as sanctioned if not
revoked by him after
personal inspection of
the line by himself or
Deputy in the last week

10 W. 1875

RAILWAY DEPARTMENT

From

The Consulting Engineer

for Railways,

To

The Secretary to Government,

P. W. Department,

Fort Saint George

Dated

Recd

6th March 1875

No. 144.

Regarding the
section of line
to the running of a
passenger train from
Sivakasi to
Quaintall on the
occasion of a festival
in April 1875.
G.O. No. 737 of 11.3.75

of March or first week
of April.

G.M.W.

Journal
G.O. No 737 A of 15th March 1950

The proposed
the Court & Sup. are con:
: come in by N.S. The
G. inl - and their
adoption sanctioned
under the circum:
: stances, and on the
condition specified
by the Court & Sup -

G.M.W.

To the Court & Sup. of Railways
Hd. Qts. 15th March 1950
No. 23-3-75

15/11/75
Govt. of Madras.

PUBLIC WORKS.

To

Chief Engineer.

Dated

17/11/75.

Recd

Encl

G O March 1875, No 737

Nos. 417a. 417b.

Train from Trichinopoly
to Madurai - The pro-
posals of the Com. Eng.
for Reg. in connection
with the running of a
- ~~on~~ on the occasion of
a festival in April 75
concurred in and their
adoption sanctioned.

N 417a-417b

(1) Number of pages _____

(2) Date of repair _____

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Government of Madras

Public Works DEPARTMENT

G.O. No.	237 - R	Press
B.P. No.		Mis.
Dated	16-3-	1875

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