

(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.	3023-24	Press
B.P. No.		Mis.
Dated	11-4-	1876
		195

Original

Not to be folded or roughly handled

Read the following papers :—

No. 189. From Colonel H. DRUMMOND, R.E., Deputy Secretary to the Government of India, Public Works Department, (Railway,) to Major-General G.W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department, (Railway,) dated Simla, 24th July 1876, No. 1,891R.

I AM directed to forward, for information, copy of a Despatch from Her Majesty's Secretary of State, No. 62, Railway, dated the 15th June 1876, on the question of the gauge to be adopted on the section of the South Indian Railway between Erode and Trichinopoly and between the latter place and Negapatam, and on the mode of working the Erode-Trichinopoly section, and to inquire whether His Excellency the Governor in Council has anything further to urge in favor of maintaining the section from Erode to Trichinopoly on the broad gauge. The precise military advantages should be stated, and the saving to the Company of capital expenditure. The additional current expenditure involved, if any, in retaining the length from Trichinopoly to Erode as a broad gauge should also be calculated.

2. With reference to paragraph 4 of the Despatch, I am to request that the Agent of the Railway Company may, under the orders of His Grace the Governor in Council, be called upon to explain in what respect he considers Erode as "very preferable" to Trichinopoly as a place for breaking gauge.

—

Despatch from the Secretary of State for India, to His Excellency the Right Honorable the Governor-General of India in Council, dated India Office, London, 15th June 1876, No. 62R.

I HAVE had under consideration in council the letter from your Government, No. 64, of 5th April last, relative to the sections of railway extending from Erode to Trichinopoly, and from Trichinopoly to Negapatam.

2. These, which originally constituted the entire railway of the Company now styled the South Indian, have hitherto been of the 5 feet 6 inches gauge; but your Government, when in 1871, recommending that all additions to or extensions of that railway should be metre gauge, recommended likewise, that the original sections should be converted to metre gauge. This recommendation was repeated in August 1873 by your Government, the Madras Government also having strongly pressed the same views, and in his Despatch of 27th November following, the Duke of Argyll sanctioned the change, having previously ascertained that the Railway Board cordially concurred as to its expediency.

3. The letter under acknowledgment, however, informs me that as yet your Government has authorized conversion between Negapatam and Trichinopoly only, and that you now consider it, on the whole, advisable to retain the broad gauge between Trichinopoly and Erode.

4. Two reasons are assigned for this alteration of opinion, one being the unhealthiness and commercial insignificance of Erode, the place where the Madras and South Indian lines join, and its consequent unsuitableness as a situation for effecting break of gauge, though the South Indian Directors, I observe, and also their Agent in India, represent it as very preferable in that respect to Trichinopoly; and the other being the importance of securing the freest and most unobstructed railway communication between Trichinopoly and the three other large military cantonments in the Southern Presidency, viz., Cannanore, Bangalore, and Madras. With reference to this second point, it may be noted that Cannanore is several miles from any railway, and that by far the shortest line from Madras to Trichinopoly will be metre gauge all the way, and will not go near Erode, so that it is only between Bangalore and Trichinopoly, stations little likely to have frequent occasion for intercourse, that railway communication could be at all affected by break of gauge at Erode.

*Proceedings of the Madras Government, Public Works Department,
11th November 1876. No. 3,023.*

5. On the other hand, against whatever advantage there might be in uniformity of gauge between Bangalore and Trichinopoly, is to be set the very serious disadvantage of a break of gauge on one and the same line, and the extra inconvenience and expense to which the South Indian Company would be thereby subjected in its traffic arrangements. Two modes of obviating this evil are, indeed, suggested by your Government, who propose that the section between Erode and Trichinopoly should be transferred from the South Indian to the Madras Company, either in full property or under a working agreement. But whereas either of these expedients would require the concurrence of both Companies, it appears from the papers that neither is the Madras Company willing to buy nor the South Indian to sell, and, further, that the latter Company is naturally averse to the working of any portion of its line by a distinct and, to some extent, rival agency.

6. On the whole, therefore, I am of opinion that the arguments adduced by you for retaining the 5 feet 6 inches gauge between Erode and Trichinopoly, are not of sufficient weight to justify any attempt being made to compel the South Indian Company to accept an arrangement to which they are opposed, and which would very probably be injurious to them; and consequently that the decision arrived at by both the Home and Indian Governments in 1873, had better not now be disturbed,—and that the South Indian Company should at once receive authority for prosecuting with all convenient speed, the arrangements necessary for establishing uniformity of gauge over their entire system.

No. 190. Telegram from the Secretary to the Government of India, Public Works Department, Simla, to the Secretary to Government, Public Works Department, Madras, dated 3rd November 1876.

YOUR 2,625, 28th September. Reply to this office 1,891 Railway, 24th July, awaited. Send to Calcutta.

No. 191. ORDER THEREON, 11th November 1876, No. 3,023.

RAILWAY, No. 28.

COMMUNICATED to the Consulting Engineer for Railways, with reference to G.O., No. 408, dated 15th February 1876.

2. Lieutenant-Colonel Shaw-Stewart will submit the detailed information called for in paragraph 1 of the letter from the Government of India, placing himself in communication with the Quartermaster-General as regards the military aspect of the question. The explanation required from the Agent of the South India Railway in paragraph 2 should also be obtained.

3. Meanwhile the Government of India will be addressed.

(Here enter No. 3,024, dated 11th November 1876.)

(True Extract.)

Major-General, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

Spare Copies

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 11th November 1876.

No. 192.

No. 3,024.

FROM

MAJOR-GENERAL 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. 29.

SIR,—I am directed to acknowledge the receipt of your letter, No. 1,891 R, dated 24th July 1876, forwarding copy of

a despatch from the Secretary of State on the question of the gauge to be adopted on the section of the South Indian Railway between Erode and Trichinopoly. In paragraph 4 of the despatch in question it is assumed that a much shorter railway route than that at present existing between Madras and Trichinopoly is about to be immediately made available. In reference to this point I am to remark that under the present train service the time occupied in travelling from Erode to Trichinopoly, a distance of 90 miles, is 4 hours and 23 minutes; while if this section were converted to the narrow gauge the time would be increased to 5 hours and 21 minutes, or the journey would be an hour longer than it is now. The delay to goods which would all have to be transhipped at Erode would be much more serious. In all probability the delay in many cases would in actual practice be not less than twenty-four hours. For it would doubtless frequently happen that goods brought for the South Indian line by the Madras Railway Company and *vice versa* to Erode would be left there to be reloaded for the trains starting on the following day. It will thus be seen that to sanction the conversion of the Erode-Trichinopoly section before the completion of the direct narrow gauge route would amount to a considerable lengthening of the journey between the two places. I am therefore directed by His Grace the Governor in Council to submit that under no circumstances should the change be authorized before the completion of the through line from Madras to Tanjore, which is not likely to be effected before July 1877, and then only with a temporary roadway through the bed of at least the Coleroon out of the several large waterings to be crossed. The line is not likely to be finished with a permanent roadway throughout before the middle of 1878.

2. The views of His Grace the Governor in Council as to the question of the ultimate conversion of the Erode-Trichinopoly section will be submitted in detail in due course.

I have the honor to be,

Sir,

Your most obedient servant,

Major-General, R.E.,

Secretary to Government.

Exd. E. C. Shunker.

Spare Copies

Telegram from the Government of India
dated 3rd November 1876

FOR ORDERS.

Submitted in continuation
of the letter from the
Government of India No 18912
dated 24th July 1876 on the
subject of the break of
gauge on the South Indian
Railway, the ^{disposal} of which
seems to be of urgency.
The papers were circulated
on the 14th October as follows.

1. Honble R. B. Ellis C.B.
2. His Grace the Governor
3. Sir William Robinson K.C.S.

Committee Members
Secretary to Government

P.W.D. Department

No. 5475

From

The Govt of India
of 24th July 1876.

Submitting a
Despatch from the
Secretary of State on
the question of the
gauge to be adopted
on the section of the
Ry. between Erode
and Trichinopoly.
Sent to Govt 1-8-76

The State appears
to suppose that a much
shorter R.W. route is or is
about to be available
between Madras & Trichinopoly
by

The present train
between the two
arrangements
+ Erode
+ Madras - a distance of
82 miles ~~distance~~. The
time occupied is 4.23

if this were converted
the time would be in round
of 5.21 - = in fact to

1 hour - all goods now
have to be transhipped in any

the time occupied by the
goods train to

it is to sanction such
a change. Before the
completion of the new

group would

6

Letter from the Govt. of India No. 1891 R
dated 24th July 1876.

FOR ORDERS.

Comdant Major Genl. R. C.

Secretary to Govt. P. W.

Suggesting
to send Col. S. Stewart
to fill up & examine
the road

18/7/76

Simply be to ~~lengthen~~
the spring below
the ~~road~~

Item 2 places -

we submit that even

no circ: should be changed

be authorized before the

completion of the bridge

line - which is not

likely to take place

before June 1877.

with temporary road

at least the

one - the ~~road~~ (below)

and with a permanent

road not before June 1877

The road 2 places as to

The question of the

alteration in the

road will be in the ~~road~~

road further submitted

North reference to delay
of goods caused by
transshipment. Under-
signed begs to state
that he held charge
of the Goods Junction
for a period of two years
and has therefore had
experience of the time
actually taken up in
this work under the
conditions of the King
in force on the Madras
and South Indian Rail-
ways. One, two, or more
wagons are attached
to each Goods Train for
the reception of small
consignments, and
such of these as are
booked by the Hyderabad
Railway for the South
Indian line or vice versa
have to be transferred
at Erode. The bulk of
the consignments by any
one train usually
amounts to about
two full wagon loads,
or for both Companies to

to four wagon loads. The time taken up for trans-shipment of this quantity of goods was as a rule 50 minutes. This included the delivery and unloading of charge by the respective guards, examination of packages which is always done with great minuteness in order to fix responsibility for loss by so-called 'leak' and the making over of tally bills and signing of receipts. Judging from this it seems hardly probable that, were the gauge broken, trains would be content to wait while eight or ten wagon loads of goods were being transhipped. The experience would be that as much as possible could be transhipped in a limited time, would be taken on leaving the next day. The delay would therefore be at best less than twenty-four hours.

* of rival Companies

or double that number for both lines

P. P.
13/10

No. 1891 R

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway

The Secretary to the Govt. of Madras
Public Works Department (Railway)
Simla, 24th July 1876

Sir,

I am directed to forward for information copy of a despatch from Her Majesty's Secretary of State for India dated the 15th June 1876, on the question of the gauge to be adopted on the section of the South Indian Railway between Erode and Trichinopoly and between the latter place and Negapatam, and on the mode of working the Erode-Trichinopoly section and to enquire whether the Governor in Council has anything further to urge in favour of maintaining the section from Erode to Trichinopoly on the broad gauge.

The precise Military advantages should be stated, and the saving to the Company of Capital expenditure. The additional current expenditure involved, if any, in retaining the length from Trichinopoly to Erode as a broad gauge should also be calculated. —

2. With reference to para. 4 of the Despatch I am to request that the Agent of the Railway Company may, under the orders of His Grace the Governor in Council, be called upon to explain in what respect he considers Erode as "very preferable" to Trichinopoly as a place for breaking gauge. —

I have the honor to be

Sir
Your Most Obedt. Servt.

Wm. R. E.

Deputy Secretary

189
22-12-74 No 366
23-1-75 - 205+206
17-2-75 - 752
7-6-75 - 1601
9-6-75 - 1625
13-8-75 - 2632
15-2-76 - 408+409
21-3-76 - 803+804
Home Despatch No 4 of 29-4-76 (R)

Forwarding copy of a Despatch from H. M. Secretary of State on the question of the gauge to be adopted on the section of the S. I. R. between Erode & Trichinopoly and between the latter place and Negapatam. —

The Duke of Argyll

Dated 24 July 1876
Recd. 1 Aug 1876

No. 1891 R.

India Office,
London, 15th June 1876.

Railway,
No. 62.

To His Excellency The Right Honourable The Governor
General of India in Council

MY LORD,

Para. 1. I have had under consideration in Council the Letter from your Government, No. 64, of 5th April last, relative to the sections of railway extending from Erode to Trichinopoly, and from Trichinopoly to Negapatam.

2. These, which originally constituted the entire railway of the Company now styled the South Indian, have hitherto been of the 5 ft. 6 in. gauge, but your Government, when in 1871, recommending that all additions to or extensions of that railway should be metre gauge, recommended likewise that the original sections should be converted to metre gauge. This recommendation was repeated in August 1873 by your Government, the Madras Government also having strongly pressed the same views, and in his Despatch of 27th November following, the Duke of Argyll sanctioned the change, having previously ascertained that the Railway Board cordially concurred as to its expediency.

3. The letter under acknowledgment, however, informs me that as yet your Government has authorized conversion between Negapatam and Trichinopoly only, and that you now consider it, on the whole, advisable to retain the broad gauge between Trichinopoly and Erode.

4. Two reasons are assigned for this alteration of opinion, one being the unhealthiness and commercial insignificance of Erode, the place where the Madras and South Indian lines join, and its consequent unsuitableness as a situation for effecting break of gauge, though the South Indian Directors, I observe, and also their Agent in India, represent it as very preferable in that respect to Trichinopoly; and the other being the importance of securing the freest and most unobstructed railway communication between Trichinopoly and the three other large military cantonments in the Southern Presidency, viz., Cannanore, Bangalore, and Madras. With reference to this second point, it may be noted that Cannanore is several miles from any railway, and that by far the shortest line from Madras to Trichinopoly will be metre gauge all the way, and will not go near Erode, so that it is only between Bangalore and Trichinopoly, stations little likely to have frequent occasion for intercourse, that railway communication could be at all affected by break of gauge at Erode.

5. On the other hand, against whatever advantage there might be in uniformity of gauge between Bangalore and Trichinopoly, is to be set the very serious disadvantage of a break of gauge on one and the same line, and the extra inconvenience and expense to which the South Indian Company would be thereby subjected in its traffic arrangements. Two

18001.

6. On the whole, therefore, I am of opinion that the arguments adduced by you for retaining the 5 ft. 6 in. gauge between Erode and Trichinopoly, are not of sufficient weight to justify any attempt being made to compel the South Indian Company to accept an arrangement to which they are opposed, and which would very probably be injurious to them; and consequently that the decision arrived at by both the Home and Indian Governments in 1873, had better not now be disturbed,—and that the South Indian Company should at once receive authority for prosecuting with all convenient speed, the arrangements necessary for establishing uniformity of gauge over their entire system.

Railway.

No. 467

FROM *Simla* | To *Madras*

FROM Work Rs. To Madras Work Rs.

your 2625 twenty eighth September
Reply to this office 1891 Railway
twenty fourth July awaited. Send
to Calcutta.

No. 3014 R.

SIMLA,
 The 2^d Nov

1876.

Offg. Under Secy. to the Govt. of India.

N^o 3023

Public Works Department.

UNDER date the

Read the following :

[illegible]

Communicated to
the Consulting Engineer
for Railways with
reference to G.O. No. 408
dated 15th February 1876

2. Lieutenant Colonel
Shaw Stewart will
submit the detailed in-
formation called for in
para 1 of the letter
from the Government of
India, placing himself
in communication with
the Quarter Master General
as regards the Military
aspect

aspect of the question.

The explanation required from the Agent of the South Indian Railway in para 2 should also be obtained.

3. Meanwhile the Government of India will be addressed.

(H.E. N^o 3024 of 11th Nov-1876)

N^o 3024

To The Secy. to the Govt of India
Sir,

I am directed to acknowledge the receipt of your letter N^o 1891 R dated 24th July 1876 forwarding copy of a Despatch from the Secretary of State on the question of the gauge to be adopted on the section of

Cons. Eng^r for Rys.
dsptd. 16. 11. 76

the South Indian Railway between Erode and Trichinopoly. In para 4 of the Despatch in question it is assumed that a much shorter Railway route than that at present existing between Madras and Trichinopoly is about to be immediately made available. In reference to this point I am to remark that under the present train service the time occupied in travelling from Erode to Trichinopoly, a distance of 90 miles, is 4 hours and 23 minutes; while if this section were converted to the narrow gauge the time would be increased to

to 5 hours and 21 minutes, or the journey would be an hour longer than it is now. The delay to goods which would all have to be transhipped at Erode would be much more serious. In all probability the delay in many cases would in actual practice be not less than twenty four hours. For it would doubtless frequently happen that goods brought for the South Indian line by the Madras Railway and vice versa Company to Erode would be left there to be re-loaded for the trains starting on the following day. It will

See Mr. P. S. ...
not ...
4/11/11

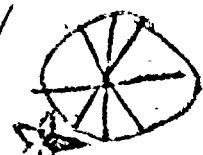
10
thus be seen that to sanction the conversion of the Erode Trichinopoly section before the completion of the direct narrow gauge route would amount to ^{considerably} lengthening the journey between the two places. I am therefore directed by His Grace the Governor in Council to submit that under no circumstances should the change be authorized before the completion of the ^{the} line from Madras to Tanjore which is not likely to be effected before July 1877 ^{the line} with a temporary road ^{though not} over at least the

the Colerone out of
the several large water
ings to be crossed. The
line is not likely to be
finished with a perma
nent roadway through
out before the middle
of 1878.

2. The views of
His Grace the Governor
in Council as to the
question of the ultimate
conversion of the Grade
Trichinopoly sections will
be submitted in detail
in due course.

X. W. L.

54/2 1986



Gobt. of 1876 Madras.
PUBLIC WORKS.

To

the Commr Engg Dept

Dated

Issued

Recd

Encl.

G. O., D. 11.3.1876, No. *3023*
3024

Nos. 189-192

Submitting Explanation on
the question of the gauge to
be adopted between Erode
and Trichinopoly on the
South Indian Railway

South Indian Ry. —
Pursuing orders on letter
from the Govt of India
on the question of the gauge
to be adopted on certain
sections of the

*Subd. Commr
17-4-76*

X. 11.11.76