M.R.O. 1—4,002—16 9-48.

(1) Number of pages_____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. 408-09 (Ry)	Press
B.P. No.	Mis.

Dated 15-2- 1876.

Not to be folded or roughly handled

No. 256. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 4th January 1876, No. 4:—

WITH reference to the Proceedings of Government, dated the 7th and the 9th June 1875, Nos. 1,600 and 1,625, I have the honor to submit, for the consideration of Government, the marginally noted papers from the Agents of the Madras and South Indian Railways.

From the Agent, South Indian Railway, No. 699, dated 30th June 1875.
Do. do. No. 847, 12th September 1875 with one enclosure.
Do. do. No. 1,083, 22nd December 1875 do.
From the Agent, Madras Railway, No. 981, dated 20th Sept. 1875, with one enclosure.

2. It will be observed that Mr. Betts' statement, that less transshipment would result from locating the break of gauge at Erode than at Trichinopoly, referred to the time when the South Indian Railway system from Madras to Trichinopoly *viâ* Tanjore shall have been completed. At present more traffic flows between the western (Trichinopoly-Erode) section and the Madras Railway than is exchanged between the western and eastern sections, but it seems probable, as argued by Mr. Betts, that these proportions will be reversed on the completion of the northern extension. Till such time it would, however, appear well that the break of gauge should remain at Trichinopoly, so far as the question of transshipment is concerned.

3. Mr. Betts adduces the deterioration of the broad gauge rolling stock from insufficient shed accommodation as another reason for the early conversion of the line. The Director of State Railways is in treaty for such of the locomotives and goods wagons as can at present be dispensed with, and all further difficulty would probably be removed by the Madras Railway undertaking the working of the line. If the working remain in the hands of South Indian Company, extra sheds will be required for the protection of the stock, which (especially passenger vehicles) will have to be kept up to a standard to meet maximum requirements. The Negapatam-Erode line has always been sparingly stocked, it is not proposed at present to dispose of any of the passenger vehicles. The following is a list of what has been offered to the Director of State Railways:—

10 Locomotives.
58 Covered goods wagons.
25 High-sided open do.
33 Low-sided do. do.
4 Brake vans.

4. No statement has been furnished of the terms upon which the Madras Railway would undertake to work the line from Trichinopoly to Erode, as the Board of Directors of that Company learn that the South Indian Company are not disposed to give up this portion of their undertaking. From the enclosed papers it will appear that the South Indian Company are still in favour of the early conversion of this section of the metre gauge.

5. I have to express my regret for the delay which has occurred in dealing with this question. The papers were put aside with a view to some endeavour being made to get out figures to show the traffic passing between the different sections and the

Madras Railway, and this has unfortunately led to their being overlooked. From the traffic statements in this office, it does not now appear possible to compile reliable statements of any real value.

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, 30th June 1875, No. 699.

YOUR letter No. 414, of the 21st instant.

My opinion that less transshipment would result from locating the break of gauge at Erode than if it was fixed at Trichinopoly, refers to the time when the South Indian Railway system from Madras to Trichinopoly, *viâ* Tanjore, will be ready for public use.

2. At present a larger amount of traffic flows between the western section of this Company's line (inclusive of Trichinopoly) and the Madras Railway than is exchanged between the western and eastern sections of the line; but, as Mr. Elwin remarks, "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;" and, as traffic naturally seeks the shortest route, the proportions will then be reversed.

3. Negapatam supplies the western section with salt, and the western section returns to the eastern section dry grains, stone, &c. The goods abstracts for the month of April show me that 820 tons were so exchanged during that period. The connection by railway of the Dindigul, Madura, and southern districts will increase this tonnage, which if the break of gauge be located at Trichinopoly would all have to be transshipped there.

4. The opening of the line southwards will have the effect of taking away from the Trichinopoly station accounts traffic which is at present dealt with there, in other words a portion of the traffic which is now invoiced at or to Trichinopoly, will be invoiced at or to Dindigul, Madura, &c. Still Trichinopoly will have a greater trade and traffic than Erode has, but I estimate that two-thirds of that traffic will not pass through Erode.

5. I will inform my Directors that Government consider it very immaterial, so far as State interests are concerned, in what Company's hands the property in the western section may remain.

6. With respect to the suggestion that the Madras Railway Company should work the section, may I ask if you can obtain from the Agent of that Company a statement of the terms upon which he would be prepared to undertake the duty.

From D. LOGAN, Esq., Acting Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Trichinopoly, 12th September 1875, No. 847.

WITH reference to the question of the point at which the break of gauge west of Trichinopoly is to take place, I have the honor to forward an extract from a letter (dated London, 13th August,) from the Managing Director, in which a further expression of opinion on the part of the Directors of the Company is embodied.

EXTRACT of a letter from the Managing Director, to the Agent, dated London, 13th August 1875, No. 50.

Point for the break of gauge.

THE Board have had this question again under consideration, but with an anxious desire to give due weight to the views of Government, they are unable in the present instance to depart from the opinion that they have already expressed. The reasons now given for desiring that the break of gauge should take place at Trichinopoly rather than at Erode were as cogent at the time the question was previously discussed as they are now, and it is impossible to suppose that they could then have been entirely overlooked, or that due importance and weight should not

have been given to them when the matter was under consideration. The Directors desire me again to point out that the question was well weighed and considered, and that the decision arrived at was not a hasty or divided one, but was entirely unanimous, and they are unable therefore to acquiesce in the view that the question should be re-opened considering as they do that in the interests of the Company the gauge of the railway should be uniform throughout.

(True Extract.)

(Signed) D. LOGAN,
Acting Agent.

11*th September* 1875.

From W. S. BETTS, Esq., Agent, South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 22nd December 1875, No. 1,083.

IN continuation of my letter, No. 612, of the 18th May last, I have to call your attention to the accompanying extract from the Board's letter, No. 64, relative to the conversion to the metre gauge of the section between Trichinopoly and Erode.

2. Will you please inform the Government that a very great amount of inconvenience to the public, and of extra expenditure to the Company is caused by the non-execution of this work; and the rolling stock which is standing idle and exposed in the sidings is daily deteriorating.

EXTRACT from Board's letter, dated London, 26th November 1875, No. 64.

Transfer of existing Rolling Stock.

FROM the inquiry that has been made by the Director of State Railways as to the numbers and prices of the Company's broad gauge coaching vehicles for sale, the Board assume that definite action is now about to be taken for the conversion of the Trichinopoly-Erode section to the metre gauge. They have previously more than once strongly expressed their views that the whole of the lines embraced in the Company's system should be uniformly of the narrow gauge, an opinion which they now take the opportunity of reiterating, and they consider that the conversion in question should be carried out without further delay.

(True Extract.)

(Signed) W. S. BETTS,
Agent.

NEGAPATAM,
22*nd December* 1875.

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, 20th September 1875, No. 981.

IN reply to your letter No. 1,018, of the 18th instant, I have the honor to inform you that, by the mail which arrived here on the 17th instant, I received from the Board of Directors a reply to the references I have made to them as to this Company undertaking the working of that portion of the South Indian Company's line between Erode and Trichinopoly.

2. I enclose you a copy of the paragraph* of the Board's letter, from which you will learn that the South Indian Railway Company are not disposed to give up this portion of their undertaking.

* Paragraph 16 of No. 558.

EXTRACT from a letter from the Secretary, Madras Railway Company, No. 558, dated London, the 13th August 1875.

PARAGRAPH 16.—The attention of the Directors has been given to the subject referred to in your letter Nos. 1,152, 1,157, and 1,163, arising out of the inquiry of the Government of India, as to where the break of gauge shall occur on the South Indian Railway, and also as to the arrangement to be made for working the traffic

As to where break of gauge shall occur on South Indian Railway.

between Erode and Trichinopoly, supposing that the broad gauge is maintained between those places. From the Proceedings of Government, No. 1,600, dated 7th June 1875, referred to in paragraph 28 of 1,163, the Board observe that His Excellency in Council concurs in the opinion arrived at by the officers of the Company at the Meeting held in your office on the 4th May last, that the broad gauge should be maintained between the above named places, and that the traffic on the portion of the line in question should be worked by this Company. The Board learn, however, that the South Indian Railway Company are not disposed to give up this portion of their undertaking.

Nos. 257 & 258. ORDER THEREON, 15th February 1876, No. 408.

RAILWAY, No. 32.

HIS Excellency the Governor in Council is not of opinion that sufficient cause is shown in these papers or in the letter from the Directors recorded with G.O., No. 1,625, dated 9th June 1875, to call for a modification of the conclusions arrived at in Proceedings of the 7th June 1875, No. 1,600. The matter will now be remitted to the Government of India for definite decision by the Home Government.

(Here enter No. 409, dated 15th February 1876.)

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 15*th February* 1876.

No. 259.

No. 409.

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. 33.

SIR,—With reference to the correspondence ending with your letter No. 1,712 R., dated 10th July 1875, on the question as to the point where the break of gauge should occur on the line between Negapatam and Erode, I am now directed to submit, for the information of the Government of India, the accompanying papers* containing the views of the Board of the South Indian Railway on the subject. It will be observed that the Directors are opposed to the conclusions arrived at by this Government; but the arguments brought forward by them in no way affect the important considerations upon which the decision recorded in Proceedings of the Madras Government, No. 1,600, dated 7th June 1875, was based. As already pointed out in paragraph 3 of those Proceedings, it is immaterial so far as State interests are concerned whether the South Indian or Madras Railway Company undertake the working of the broad gauge section between Erode and Trichinopoly; but the latter Company can undoubtedly work the line more economically. As however the Directors of the South Indian Railway demur to the entire proposal, no information has been afforded as to the terms under which the Madras Railway Company would be willing to undertake the work.

* G.O., No. 1,625, dated 9th June 1875.
" " 408, " 15th Feb. 1876.

2. I am accordingly to suggest that the whole question be referred for settlement by the Secretary of State, as suggested in your letter No. 491 R., dated 22nd February 1875, expressing at the same time the decided opinion of his Grace the Governor in Council that the line from Trichinopoly to Erode should remain broad gauge.

I have the honor to be,
Sir,
Your most obedient servant,

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Spare Copies

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE.

Madras 4th January 1876.

No. 4

From

LIEUT.-COLONEL J. H. M. SHAW-STEWART, R.E.,

Consulting Engineer for Railways,

To

MAJOR-GENERAL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

With reference to the Proceedings of Government dated the 4th and the 9th June 1875, Nos 1600 and 1625, I have the honour to submit for the consideration of Government the marginally noted papers from the Agents of the Madras and South Indian Railways.

From the Agent South Indian Railway
No 699 dated 30th June 1875.
No 847 — 12th September 1875 with enclosure
No 1083 — 22nd December 1875. ds
From the Agent Madras Railway
No 981 dated 20th September 1875 with one enclosure

2. It will be observed that Mr

Mr. Betts' statement, that less transshipment would result from locating the break of gauge at Erode than at Trichinopoly, referred to the time when the South Indian Railway system from Madras to Trichinopoly via Tanjore shall have been completed. At present more traffic flows between the western / Trichinopoly-Erode / section and the Madras Railway than is exchanged between the western and eastern sections, but it seems probable, as argued by Mr. Betts, that these proportions will be reversed on the completion of the Northern Extension. Still such time it would, however, appear well that the break of gauge should remain at Trichinopoly, so far as the question of transhipment is concerned.

3. Mr. Betts adduces the deterioration of the broad-gauge rolling stock from insufficient shed accommodation as another reason for the early conversion of the line. The Director of State Railways is in treaty for sheds of the locomotives and goods wagons as can at present be dispensed with, and all further difficulty would probably be removed by the Madras Railway undertaking the working of the line. If the working remain in the hands of the South Indian Company, extra sheds will be required for the protection of the stock, which / especially passenger vehicles / will have to be kept up to a standard to meet maximum requirements. The Negapatam-Erode line has always been sparingly stocked, it is not proposed at present to dispose of any of the passenger vehicles

vehicles. The following is a list of what has been offered to the Director of State Railways:-

10 Locomotives

68 Covered goods waggons

26 High sided open do

33 Low sided do do

4 Brake vans.

4. No statement has been furnished of the terms upon which the Madras Railway would undertake to work the line from Arkonum to Erode, as the Board of Directors of that Company learn that the South Indian Company are not disposed to give up this portion of their undertaking. From the enclosed papers it will appear that the South Indian Company are still in favour of the early conversion of this section of the metre gauge.

5. I have to express my regret for the delay which has occurred in dealing with this question. The papers were put aside with a view to some endeavour being made to get out figures to show the traffic passing between the different sections and the Madras Railway, and this has unfortunately led to their being overlooked. From the traffic statements in this office, it does not now appear possible to compile reliable statements of any real value.

I have &c.

(Sd.) J. H. M. Shaw Stewart Lt. Col. R.E.

Cons: Engineer for Railways.

True Copy

No. 847

South Indian
~~GREAT SOUTHERN OF INDIA~~ RAILWAY.

AGENT'S OFFICE,

Trichinopoly
~~Negapatam~~, 12 September 1875

From

Acting
THE AGENT, South Indian
~~Great Southern of India~~ Railway,

To

The Consulting Engineer for Railways
Madras.

SIR,

With reference to the question of the point at which the break of gauge West of Trichinopoly is to take place I have the honour to forward an Extract from a letter (dated London 13th August) from the Managing Director in which a further expression of opinion on the part of the Directors of the Company is embodied.

I have the honour to be,
Sir,
Your Most Obedt Servt

Acting Agent

RAILWAY DEPARTMENT.

No. 52

From
The Consulting Engineer
for Railways,

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

Dated 15th January 1876

Rcvd. 18th January 1876

No. 47

Submitting Correspondence on the question as to the point where the break of gauge should occur on the Trichinopoly Erode line between Negapatam and Karur.

15th January 1876

South Indian Railway. Extract of a letter from the Managing Director, to the Agent, dated London 13th August 1875 No. 56.

Paul for the Breach of Gauge.

The Board have had this question again under consideration, but with an anxious desire to give due weight to the views of Government, they are unable in the present instance to depart from the opinion that they have already expressed. The reasons given for levying the breach of gauge should have been paid at Tuticorin by rather than at Erode and as regards the time the question was previously discussed as they are now, and if it is impossible to part from that they called them have been entirely overlooked or that value implanted and weight should not have been given to them when the matter was under consideration. The Board desire me again to point out that the question was well weighed and considered, and that the decision arrived at was not a hasty or divided one, but was entirely unanimous, and they are unable therefore to accept the view that the question should be reopened, considering as they do that in the interests of the Company, the gauge of the Railway should be uniform throughout.

(Sd) Extract)

Accountant
Acting Agent
11/9/75.

From
The Agent
S.I.R.

To
The Consulting Engr.
for Railways.

Dated 12th } Sept. 1876
Recd. 14th }

No 847

Re. point for the
Breach of Gauge

No 852/2/76
Rec. 15th Feby 76 B.P. 256

No. 1083. GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 22nd December 1875.

From

THE AGENT, South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras.

SIR,

In continuation of my letter N°612 of the 18th May last, I have to call your attention to the accompanying extract from the Board's letter N°611 relative to the conversion to the metre gauge of the section between Trichinopoly and Erode.

Will you please inform the Government that a very great amount of inconvenience to the public, and of extra expenditure to the Company is caused by the non-execution of this work, and the Rolling Stock which is standing idle and exposed in the sidings is daily deteriorating.

I have the honour to be
Sir
Your Most Obedt Servant

Lieut. Agent

No. 1083. GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 22nd December 1875.

From

THE AGENT, South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras.

SIR,

In continuation of my letter N°612 of the 18th May last, I have to call your attention to the accompanying extract from the Board's letter N°611 relative to the conversion to the metre gauge of the section between Trichinopoly and Erode.

Will you please inform the Government that a very great amount of inconvenience to the public, and of extra expenditure to the Company is caused by the non-execution of this work, and the Rolling Stock which is standing idle and exposed in the sidings is daily deteriorating.

I have the honour to be
Sir
Your Most Obedt Servant

Lieut. Agent

South Indian Railway. Extract from Board's letter dated London 26th November/75 No 64.

Transfer of existing Rolling Stock.

From the enquiry that has been made by the Director of State Railways as to the numbers and prices of the Company's Broad gauge Coaching Vehicles for sale, the Board assume that definite action is now about to be taken for the conversion of the Trichinopoly-Erode section to the metre gauge. They have previously more than once strongly expressed their views that the whole of the Lines embraced in the Company's system should be uniformly of the narrow gauge, an opinion which they now take the opportunity of re-iterating, and they consider that the conversion in question should be carried out without further delay.

(True Extract).

Agent's Office
Negapatam
22nd December/75

William A Bell
Agent

No. 981

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 20th September 1875.

From

R. B. Elwin Esqre.

Agent and Manager of the Mb. R. Co.

To

Lt Col J. Hill. Thos Stewart, RE.

Consulting Engineer for Railways.

Sir,

In reply to your letter No. 1018 of the 18th instant. I have the honour to inform you that by the mail which arrived here on the 17th instant. I received from the Board of Directors a reply to the reference I have made to them as to this Company undertaking the working of that portion of the South Indian Company's line between Erode and Trichinopoly.

I enclose you a copy of the Paragraph 2 of the Board's letter from which you will observe that the South Indian Railway Company are not disposed to give up this portion of their undertaking.

Paragraph 16 of No. 558.

I have the honour to be,

Sir,

Your most obedient Servant

R. B. Elwin

Agent and Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 20th September 1875.

Rec'd 21st

No. 991

Forwarding the Agents, Officers and Directors' opinions as to the Gauge on the Extension of the Carnatic Railway from Trichinopoly to Erode and Coimbatore &c. &c. &c.

Extract from a letter from the Secretary, M. R. Co. No 508 dated London the 13th August 1875.

23

As to where break of gauge shall occur on South Indian Railway.

Para 16. The attention of the Directors has been given to the subject referred to in your letters Nos 1152, 1157 and 1163, arising out of the enquiry of the Government of India as to where the break of gauge shall occur on the South Indian Railway, and also as to the arrangement to be made for working the traffic between Erode and Trichinopoly, supposing that the broad gauge is maintained between those places. From the Proceedings of Government No 1600 dated 7th June 1875, referred to in para 28 of 1163, the Board observe that His Excellency in Council concurs in the opinion arrived at by the officers of the Company at the meeting held in your office on the 4th ult, that the broad gauge should be maintained between the above-named places, and that the traffic on the portion of the Line in question should be worked by this Company. The Board learn, however, that the South Indian Railway Company are not disposed to give up this portion of their undertaking

Yours Obediently

Agent & Manager

Railway Department

Consulting Engineer's Office.

Madras, 4th January 1876.

No. 4

From

Lieut.-Colonel J. H. M. SHAW-STEWART, R.E.,

Consulting Engineer for Railways,

To

Major-General G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

Sir,

With reference to the Proceedings of Government dated the 7th and the 9th June 1875, Nos. 1600 and 1625, I have the honour to submit for the consideration of Government the marginally noted papers from the Agents of the Madras and South Indian Railways.

2. It will be observed that

From the Agent, South Indian Railway.
No. 699 dated 30th June 1875
" 847 dated 12th September 1875
with one enclosure.
" 1083 dated 22nd Decr. 1875
with one enclosure.
From the Agent, Madras Railway.
No. 981 dated 20th September 1875
with one enclosure.

252 P.W.D. 15th Jan. 1876

Mr Betts statement, that less ... transhipment would result from locating the break of gauge at Erode than at Trichinopoly, referred to the time when the South Indian Railway system from Madras to Trichinopoly viâ Tanjore shall have been completed. At present more traffic flows between the western /Trichinopoly-Erode/ section and the Madras Railway than is exchanged between the western and eastern sections, but it seems probable, as argued by Mr Betts, that these proportions will be reversed on the completion of the northern extension. Till such time it ... would, however, appear well that the break of gauge should remain at Trichinopoly, so far as the ... question

question of trans-shipment is concerned. ... Mr Betts adduces the deterioration of the broad-gauge rolling-stock from insufficient shed accommodation as another reason for the early conversion of the line. The Director of State Railways is in treaty for each of the locomotives and goods wagons as can at present be dispensed with, and all further difficulty would probably be removed by the Madras Railway undertaking the working of the line. If the working remain in the hands of the South Indian Company, extra sheds will be required for the protection of the stock, which /especially ... passenger

passenger vehicles will have to be kept up to a standard to meet maximum requirements. The Negapalam-Erode line has always been sparingly stocked, and it is not proposed at present to dispose of any of the passenger vehicles. The following is a list of what has been offered to the Director of State Railways:—

10. Locomotives
68. Covered goods wagons
25. High sided open do
33. Low sided do do
4. Brake vans

4. No statement has been furnished of the terms upon which the Madras Railway would undertake to work the line from Trichinopoly to

to Erode, as the Board of Directors of that Company learn that the South Indian Company are not disposed to give up this portion of their undertaking. From the enclosed papers it will appear that the South Indian Company are still in favour of the early conversion of this section to the metre gauge.

I have to express my regret for the delay which has occurred in dealing with this question. The papers were put aside with a view to some endeavour being made to get out figures to shew the traffic passing between the different sections on the Madras Railway, and this has unfortunately led to their being overlooked. From the traffic

G.V. Copy

No 408 Public Works Office

Proceedings of the Government

Under date the 15th Feby 1876

Read the following -

From The Secretary to Government

To The Consulting Engineer for Railways

Dated 5th January 1876

Sir

I am directed to acknowledge the receipt of your letter No 4 dated 5th January 1876 submitting certain traffic statements in this office in which it does not now appear practicable to compile reliable statements of any real value.

I have the honor to be

Sir

Your most Obt Servt

[illegible]

Secretary to Government

To The Consulting Engineer for Railways

Copy forwarded to Mr Price

Mr Price

Mr Mountain

Mr Ellis

Mr Brunton

Mr Hall

Mr Hutchinson

Mr Ry Nos 425-427.
" 17th " " 444-445
" 7th June " 162-164.
" 9th " " 207-208.
" 26th July " 634-635
" 13th Sept " 195-197.

Rec'd 17th May

Rec'd 5th Aug 1876

Rec'd 15th Feby 1876 No 350

P. W. 1876 Sept

Railway Department.

No. 52

From The Consulting Engineer for Railways,

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

Dated 4th January 1876.

Recd. 5th January 1876.

No. 4

Submitting certain papers from the Agent of the Madras and South Indian Railway relative to the question as to whether the break of gauge should occur at Erode or at Trichinopoly.

A.L. Rec'd 28 May

Cir 8-1-76

No 409

To

The Secretary to the
Government of India

Sir,

With reference to the
correspondence ending with
your letter No 1713. R dated 10
July 1875 on the question as
to the point where the bea
of gauge should occur on
the line between Nagapatam
and Erode, I am now directed
to submit for the information
of the Government of India
the accompanying papers
containing the views of the
Board of the South Indian
Railway on the subject. It
will be observed that the
Directors are opposed to the
conclusions arrived at by
this Government; but the

33

arguments brought forward
by them in no way affect
the important considerations
upon which the decision
recorded in Proceedings of
the Madras Government
No 1610 dated 7 June 1875 was
based. As already pointed
out in para 3 of those pro-
ceedings it is immaterial
to Government as a State interest
are concerned whether the
South Indian or Madras
Railway Company undertake
the widening of the broad
gauge section between Erode
and Trichinopoly, but the
latter Company can undoubt-
edly work the line more
economically. As however
the Directors of the South
Indian Railway demur

to the future proposal no information has been afforded as to the terms under which the Madras Railway Company would be willing to undertake the work.

I am accordingly to suggest that the whole question be referred for settlement by the Secretary of State as suggested in your letter No 491 R dated 22nd July 1875, leaving him to settle the ~~details~~ preparing at the same time all details of the general plan. The decision upon the question of breadth of the Bridge over the River Coleroon whether the Provincial Section of the broad gauge shall have been decided provisionally to provide for double line should remain ~~for~~ for broad gauge

Cypher
14.2.76

256 & 259

3 sec of SO 1625 - 9th June/75
Dispd - 22-2-76

Mad Cir 8-1-76

Geol. & Min. Div.

PUBLIC WORKS.

Govt. of India
Consg. Enqrs for Rys

Encl

Encl

Encl

G. O. 15 Feb. 1876 No. 408

408

Nos. 256 & 257

Forwarding for information papers on the question of the point where the break of gauge should occur on the line between Negapatam & Erode and suggesting that the whole question be referred for settlement by the Govt of Erode.

Line between Negapatam & Erode — Forwarding extracts from the Engineer's Rep. Lubbock's correspondence on the question as to the point where the break of gauge should occur on the line

xMMB Cir 8-1-76-