

(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. 773 (Pg) Press

Mis.

Dated 7-3-1877.

Not to be folded or roughly handled

ID

*Proceedings of the Madras Government, Public Works Department,
7th March 1877. No. 793*

No. 182. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 27th February 1877, No. 131 :—

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, 23rd February 1877, No. 2,872.

I HAVE this afternoon received from you the following telegram :—“ Your letter No. 2,752 of 25th January. Please arrange for immediate introduction of through grain rate Negapatam to Bangalore equal to through rate Madras to Bangalore, difference will be made good to Companies by Government. Letter follows.” To which I have sent the following answer :—“ Large traffic cannot be transhipped at Trichinopoly without increased accommodation is provided. Madras Railway must also undertake to work off and return trucks regularly, otherwise block and consequent disappointment will ensue.”

2. Before offering the public the reduced rate I trust that the Company will be allowed to make ample arrangements to work the traffic which is likely to present itself.

No. 182-A. 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, 24th February 1877, No. 342.

IN acknowledging the receipt of your letter of the 23rd instant, No. 297, I have the honor to state that yesterday afternoon I accompanied the Traffic Manager to Perambore for the purpose of discussing with the Locomotive Superintendent the possibility of giving effect to the wishes of His Grace the Governor in Council, in the matter of the introduction of a through grain rate from Negapatam to Bangalore.

2. The question was discussed in all its bearings, and the unanimous conclusion arrived at was that, without disorganizing the entire train service of the South-west Line, the arrangement could not be carried out.

3. At the present moment large supplies of grain are being tendered to us at Beypore for conveyance to Salem and Bangalore, and all trains from the west passing Erode Junction carry maximum loads. Unless therefore our engine power can be increased, of which there is little likelihood, I do not see how the traffic which would be handed to us by the South Indian Company at Erode, under the proposed arrangement, could be worked forward to Bangalore.

4. Then again the present service of trains between Madras and Bangalore (except as regards its limited capacity) is as perfect and convenient as we can possibly make it, and we have more grain tendered to us in Madras for conveyance to Bangalore than we have the means of moving, so that we could not withdraw any of the engines from this end for the proposed service without still further reducing our carrying power from Madras.

5. The distance from Negapatam to Bangalore is 364 miles as against 217 miles from Madras, so that there is nothing to be said in favor of the former route in itself, and when it is remembered that the Madras Railway wagons, which are already overworked, would have to run to Trichinopoly, where every ton of grain

would have to be transhipped, and that with traffic from the South Indian Line as well as from Beypore, blocks would inevitably occur at Erode and Jollarett, I trust that His Grace the Governor will believe that with every desire on the part of the officers of the railway to give effect to his orders, there are difficulties in the way which cannot be overcome.

SUBMITTED for the consideration of Government with reference to the introduction of a through rate for grain between Negapatam and Bangalore, equal to that now charged between Madras and Bangalore, as desired by His Grace the Governor in Council.

2. The proposal is opposed by the Agent of the Madras Railway on the ground of insufficient engine power to work the additional traffic which would be delivered at Erode; and by the Agent of the South Indian Railway on account of the difficulty which must be experienced in transshipping a large traffic at Trichinopoly unless adequate arrangements are made.

3. The entire distance by rail between Negapatam and Bangalore is 365 miles, which may be divided into three portions—Negapatam to Trichinopoly, South Indian Railway, metre gauge, 79 miles; Trichinopoly to Erode, South Indian Railway, broad gauge, 91 miles; Erode to Bangalore, Madras Railway, 196 miles.

The distance between Madras and Bangalore is 217 miles, so that the adoption of the alternative route via Negapatam would relieve the Madras Railway to the extent of only 21 miles, and the heavier gradients on the shorter section make the lengths nearly equal for traffic purposes.

It must also be remembered that the want of rolling-stock is felt as much between Trichinopoly and Erode as on the Madras Railway.

4. Taking into consideration the break of gauge at Trichinopoly, and the much longer engine haulage required for grain landed at Negapatam, it does not appear that the adoption of that alternative route would afford much relief to the overworked railways.

5. In the railway system of this Presidency there are four points at which grain can be conveniently landed for conveyance into the interior:—

Madras.
Negapatam.
Tuticorin.
Beypore.

On account of its remote situation Tuticorin may be dismissed from consideration, except as regards the Tinnevely and Madura Districts.

6. For the supply of stations on the North-west Line on the Bangalore Branch and on the South-west Line as far as Mullapooram, Madras is beyond doubt the most convenient point. The respective distances thus compare:

From	To Arcanum.	To Jollarett.	To Mullapooram.
Madras	43	132	180
Negapatam	370	281	233
Beypore	363	274	226

Not only are the distances greatly in favor of Madras, but the gradients on the Madras Railway to the east of Mullapooram are also much more favorable than to the west.

7. As between Negapatam and Beypore, it may be observed, in favor of the latter port, that the distance to Erode is 7 miles shorter than from Negapatam; that there is no break of gauge; that the line throughout belongs to one Company; and that already a considerable grain trade is established from Beypore to the east. The only points against Beypore, as compared with Negapatam, are that the ocean carriage from the rice producing countries is greater, and that there is a steep incline of 1 in 62 between Palghat and Pothanore. However, on the western section of the South Indian Railway, between Trichinopoly and Erode, the gradients are far from favorable, and generally the comparative advantages weigh decidedly in favor of Beypore.

8. In the foregoing observations no reference has been made to the supply of grain from Raichore over the Great Indian Peninsula Railway. In allotting the available engine power, that source of supply should of course be fully provided for; but, so far as regards the various ports in this Presidency from which grain can be carried by rail, it is submitted that the proper course is to work to the maximum the section from Madras westward, especially as regards the supply of stations on the North-west Line and the Bangalore Branch; and to allot to Beypore, in preference to Negapatam, any engine power which may be available after the requirements of Raichore and Madras have been fully met.

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Consulting Engineer for Railways.

No. 183. ORDER THEREON, 7th March 1877, No. 793.

RAILWAY, No. 28.

AFTER giving full consideration to the arguments brought forward in these papers, His Grace the Governor in Council is of opinion that the necessities of this Presidency, especially having regard to the additional wants of Mysore, require that every possible port and route should be developed to the uttermost; and with this view he considers that the reduced through rate for grain consigned from Negapatam to Bangalore should be forthwith brought into force.

2. Within two months, the landing of grain at Beypore will probably be stopped; and the same engine power, or a portion of it, which is now employed in bringing grain from Beypore to Jollarett, will then be available to bring it from Erode to Jollarett. The earlier the Negapatam route is open, the less probability will there be of excessive and sudden pressure.

3. The Government will be prepared to sanction the construction of any temporary sidings at Trichinopoly which may be shown to be necessary to allow of transshipment direct from wagon to wagon, instead of over platforms. It is observed

Proceedings of the Madras Government, Public Works Department,
7th March 1877. No. 793.

that in such works the labor should be the only item of cost; the rails, &c., being useful hereafter in the re-arrangements consequent on the change of gauge. If difficulties arise on the line, it may be expedient that absolute preference be given to grain traffic, even at some sacrifice of the convenience of general traffic.

(True Extract.)

Lieut.-Colonel, R.E.,
Joint Secretary to Government.

OFFICIAL MEMORANDUM.

Requests for reference & spare Copy of attested copies of G.O. dated 22 January & 7 March 1877 Nos 250 & 793 respectively P.W.D. regarding Railway freight on grain conveyed from Negapatnam to Bangalore referred to in the cor. correspondence recorded in G.O. No 2252 dated the 7th July 1877 Revenue Department. They are required to enable this office to check the claim of the S.I. Railway Company sanctioned in the order of G.O. last quoted.

FORT SAINT GEORGE,
ACCOUNTANT GENERAL'S OFFICE,

12th July 1877.

C. A. Crawley,
Asst. to the Accountant General.

To the Registrar, Public Works Department
Government Office.

There is no doubt - that
the arguments adduced
are valid as showing
that traffic can be
worked better over
any though route such
as Mysore & Bangalore
than in unimproved condition
than over a route of
similar length in division
management & with
the best of gauge -

But these arguments
apply to any attempt
to make Nagapatnam
a preferential route
to the prejudice of Mysore
or Madras -

I agree generally with
the remarks made by
His Grace in this paper
and that every effort
should be made to
utilize the proposed
line - to add to the
convenience of train -

W.H.

Communicated
to the Board of Directors
1877

1877

This is not suggested
and would not be deemed
What is desired is that
the Negapatam route
existing - it should
be made available
'valent-quantum' in the
emergency —

The ports practically
available are

Madras
Negapatam
Beypoor

We know that all
exertions have failed
to bring in more than
certain given quantities
from Narichoo - which
are practically absorbed in
the ceded districts —

That it has been impossible
to prevent an accumulation
at Madras - which it
will take 4 months to
remove allowing for
probable extra imports
during that period —

That the power of
single line Madras to
accumulate & accommodate
traffic is limited and
cannot be materially
affected until double
line laid say in 3 months

That landing at
Beypoor will be
stopped in 2 months
by season - and
that ~~by the~~ unless

Myapatam route is opened
all will then depend on
the Madras & Mysore
line -

That same power
on a portion of it - now
bringing Mysore grain
to Jolarpett - would
then be available to bring
from Erode to Jolarpett -

There is no doubt S.P.
line is short of stock &
power & that arrangements
are not adapted for
very large traffic - There
however are not sound
reasons for not using the
route at all - but for
using very means to lighten

110
then rails - and the
earlier the route is
open. The less probability
will there be of exceptional
sudden pressure. What
is the great enemy to
railway working -

The need of the grain
traffic of the Presidency
especially during periods
of the additional want
of Mysore. That way
to the post-route
must be developed to
the utmost - and a
route capable of dealing
with & forwarding - say
200 tons a day must
not be allowed to remain

closed or undeveloped.
The rate ^{though reduced} must be
put with full force
in grain -

I think this should
be done - PM

any question of temporary
~~arrangement~~ siding to
allow these transhipments
to be direct from
wagon to wagon of
whole train instead of
over platforms. if things
develop. shd be arranged
at once - it will only really
hurt the labor. the rails
we will be careful in
the rearrangement consequent
on the change of gauge
and if difficulties
arise on the line. it
may be expedient that
absolute preference be
given to grain traffic

137
Wm. at some sacrifice to
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general traffic.

Br. 3/6

READ the following:—

Endorsement from The Consulting
Engineer for Railways N° 1314/
27 February 1877

FOR ORDERS.

Montreuil

Lt Col. R. E.

Lt Secretary & Capt.
R. E. Dep.

FOR ORDERS.

2199

No. 2872

GREAT SOUTHERN OF INDIA RAILWAY

AGENTS OFFICE,

NEGAPATAM, 23 February 1877

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras

SIR,

I have this afternoon received from you the following Telegram "your letter 2752 of 25th January. Please arrange for immediate introduction of through grain rate Negapatam to Bangalore equal to through rate Madras to Bangalore difference will be made good to Companies by Government. Letter follows: Is which I have sent the following answer "Long traffic cannot be transhipped at Trichinopoly without increased accommodation is provided. Madras Railway must also undertake to work off and return trucks regularly, otherwise block and consequent disappointment will ensue."

Before offering the public the reduced rate I trust that the Company will be allowed to make ample arrangements to work the traffic which is likely to present itself.

I have the honor to be
Yr most obed^t Serv^t
William S. ...

Recd. 7.2.77 67.7.77
Cir 2872

67.7.77

Madras, 24th February 1877.

From

R. B. Elmer Esq.
Agent and Manager. M. R. Co.

To

Lt Col J. H. Shaw Stewart, R.E.
Consulting Engineer for Railways.

Sir,

I acknowledge the receipt of your letter of the 23rd instant at 2.47 I have the honour to state that yesterday afternoon I accompanied the Traffic Manager to Perambore for the purpose of discussing with the Locomotive Superintendent the possibility of giving effect to the wishes of His Grace the Governor in Council, in the matter of the introduction of a through grain rate from Calcutta to Bangalore.

2. The question was discussed in all its bearings, and the unanimous conclusion arrived at was that without disorganising the entire train service of the South West Line, the arrangement could not be carried out.

3. At the present moment large supplies of grain are being tendered to us at Beypore for conveyance to Lake.

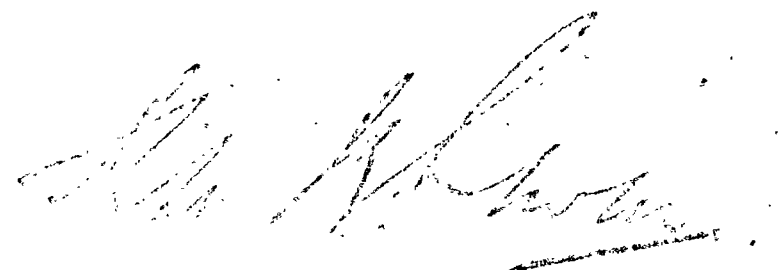
and Bangalore, and all trains from the West passing Coade Junction carry maximum loads. Unless therefore our Engine power can be increased, of which there is little likelihood, I do not see how the traffic which would be handed over by the South Indian Company at Coade, under the proposed arrangement, could be worked forward to Bangalore.

4. Then again the present service of trains between Madras and Bangalore (except as regards its limited capacity) is as perfect and convenient, as we can possibly make it, and we have more grain tendered to us in Madras for conveyance to Bangalore than we have the means of moving, so that we could not withdraw any of the engines from this end for the proposed service without still further reducing our conveying power from Madras.

5. The distance from Kerpattur to Bangalore is 364 miles as against 217 miles from Madras - that there is nothing to be said in favour of the former route in itself, and when it is remembered that the Madras Railway waggons, which are already overworked, would have to run to Trichinopoly,

where every ton of grain would have to be transhipped, and that with traffic from the South Indian line as well as from Rangoon, blocks would inevitably occur at Crade and Solaapett, I trust that His Grace the Governor will believe that with every desire on the part of the officers of the Railway to give effect to his orders, there are difficulties in the way which cannot be overcome.

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



Agent and Manager.

PUBLIC WORKS DEPARTMENT,
Railway Branch.

Consulting Engineer's Office,
Madras, 24th February 1877.

Letter from Agent Madras Railway
No. 342 dated 24th February 1877
from Agent South Indian Railway
No. 872 dated 23rd February 1877
No. 131

SUBMITTED for the consideration of Government
with reference to the introduction of
a through rate for grain between
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2. The proposal is opposed
by the Agent of the Madras Railway
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which would be delivered at Erode;
and by the Agent of the South Indian
Railway on account of the difficulty
which must be experienced in
transhipping

Regarding the introduction
of a through rate from
Negapatam to
Bangalore.

Dated 24th February 1877
Recd. 26th February 1877
No. 342

G.O. 7 "March 77" S.B. No. 187

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3. The entire distance by
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Railway - broad gauge - 91 miles

Erode to Bangalore - Madras Railway -
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route via Negapatam would re-
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It

20
It must also be remembered that
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and Erode as on the Madras Rail-
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tion the break of gauge at
Trichinopoly, and the much longer
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5. In the Railway system
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Madras
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Mysore

On

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 ras is beyond doubt the most conve-
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From	To Arcunim	To Jollarpett	To Mullaipoor- am
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Negapatam	370	281	233
Raypore	363	274	226

Not only are the distances greatly in
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As

As between Negapatam
 and Raypore, it may be observed,
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 comparative

comparative advantages weigh decidedly in favour of Raypore.

In the foregoing observations no reference has been made to the supply of grain from Raichore over the Great Indian Peninsula Railway. In allotting the available engine power, that source of supply should of course be fully provided for; but, as far as regards the various ports in this Presidency from which grain can be carried by rail, it is submitted that the proper course is to work to the maximum the section from Madras westward, especially as regards the supply of stations on the North West line and the Bangalore Branch; and to allot to Raypore, in preference to Negapatam, any engine power which may be available

3D
available after the requirements of Raichore and Madras have been fully met.

Muntlow

M. R. E.

for Engr. for Railways

667250822
January 1877

G.O. No. 250 of 22 Jan'y 1877

P.W.D.

1 12577

No. 2190

From

The Consulting Engineer

Dated 27th February 1877

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London 2 ✓

N-182-

Recd 27/2/77
Cor 27/2/77

No 793 33 P.M. Dept.

Proceedings of the Madras Govt
London date 27 March 77

Read the following

From

The Commr. Engineer (H.E. No. 131 of 27 Feb'y 1877)
for Rys.

After giving full
consideration to the argu-
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in these papers, His Grace
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and route should be
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the reduced through

Rate for grain consigned
from Negapatam to
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Within two months,
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50 10
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given to grain traffic,
even at some sacrifice
of the convenience of
general traffic.

W.

Accountant Gen.
with reference
to memo of 12th
July 1877
C. E. for Reg.
Revd. Dept.
Marine Dept.
E.T. 13-3-77

100/100



of 1877 Madras.

PUBLIC WORKS.

To

The Com Eng for the

Dated

Issued

Recd.

Encl.

G. O. of *March* 1877, No. *790*

37D

Nos. 182-183

101

Through rate for grain
consigned from Megapolein
to Bangalore - Directing
the immediate introduction of the —

Sent in Reg.

Lt.

13-5-11

100/100

6-7-3-77 1737