GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 25th July 1890, No. 518-A.

From the Agent and Manager, Madras Railway Company, to the Officiating Consulting Engineer for Railways, dated Madras, 21st July 1890, No. 790.

I have the honor to submit, for the consideration of Government, an approximate estimate, designed to illustrate the effect upon the through traffic of the Madras Railway, of the construction of a line from Bangalore to Guntakal, and, having regard to the view expressed by the Government of India to the effect that in future all new railways in India should wherever possible be constructed on the broad gauge, to ask whether Government would now be willing to entertain proposals for the construction of this line as part of the Madras Railway broad gauge system.

2. It is understood that a proposal is already before Government for the construction of a narrow gauge line from Bangalore to Hindupur as part of the Southern Mahratta system, and it may be taken for granted that this line, if built, must sooner or later be extended to join the State line at Dharmavaram, and thus complete the direct connection between Bangalore and Guntakal.

3. The opening of the Southern Mahratta Railway to Bangalore provided a new route, shorter but still circuitous, viz., by way of Erode, Bangalore, Hubli, &c., for through traffic from the south to Bombay, &c., which formerly went by way of Arkónam and Raichur.

4. The Madras Railway earned for its share of this through traffic in the year 1889 in round figures 4 lakhs, and the new Southern Mahratta Railway route is calculated to take away of this upwards of $2\frac{1}{2}$ lakhs.

5. The construction of a line from Bangalore to Guntakal would still further shorten the route, and, if built broad gauge, it would in great measure restore to the Madras Railway the command of the shortest route. In figures, of the $2\frac{1}{2}$ lakhs a year lost, $1\frac{3}{4}$ lakhs might be thus recovered.

Estimated effect on Madras Railway through traffic, of the opening of the Southern Mahratta Railway to Bangalore, and of the subsequent construction of a broad gauge line connecting Bangalore and Guntakal.

Calculation based on mileage.

Madras Railway through traffic before opening of Southern Mahratta Railway to Bangalore. Actuals for year 1889.	Madras Railway through traffic after opening of Southern Mahratta Railway to Bangalore. Estimated. The Southern Mahratta has not been open long enough to yield actuals.	Madras Railway loss by competition with the Southern Mahratta Railway.	Recovery of Madras Railway through traffic by construction of a broad gauge line, Bangalore to Guntakal. Amount recovered, viz., 1,80,711, added to column 2.
RS.	RS.	RS.	RS.
4,01,576	1,43,909	2,57,667	3,24,620

6. The construction of this line narrow gauge would not improve the position of the Southern Mahratta Railway in respect of this traffic, neither would it, it is thought, open up valuable narrow gauge connections; on the other hand the value to the country of a direct broad gauge connection in this direction has been demonstrated in previous correspondence.

7. I will only add as a suggestion that, in the event of a broad gauge line being built from Bangalore to Guntakal, it would probably be found convenient to make Dharmavaram the terminus of the State line, with provision for the rapid laying down of a third rail to meet the possibility of a through connection with Guntakal being required for famine purposes, in the same manner, for example, as was considered suitable for the section of line between Guntakal and Bellary.

Submitted to Government. The suggestions made in the above quoted letter are, as I understand them, to the effect that a broad gauge line should be built between Dharmavaram and Bangalore, and that provision should be made for laying a third rail between Guntakal and Dharmavaram.

2. It has already been definitely decided that the gauge of the railway between Guntakal and Dharmavaram should be metre —see Government of India No. 804* R.C., dated 7th August 1888, and G.O., Nos. 467 and 468 R., dated 7th June 1888, and the construction of this section on the metre gauge is in fact well advanced.

*G.O., No. 704 R., dated 28th August 1888.

3. I think a glance at the map showing the railways already constructed will convince any one that there should not be a break of gauge between Bangalore and Guntakal. If a connection is to be made at all, it should admit of either broad gauge or narrow gauge trains running through. A railway which will allow neither one kind of stock or other to run through appears under the circumstances an absurdity. It has already been decided that the section from Guntakal to Dharmavaram should be built metre gauge, therefore the section Dharmavaram to Bangalore when constructed should also be narrow gauge.

4. The Agent and Manager, Madras Railway, states that owing to the opening of the Southern Mahratta Railway to Bangalore a shorter through route to Bombay than that *viâ* Arkónam was opened causing a loss of traffic to his railway of about Rs. $2\frac{1}{2}$ lakhs, and he suggests that a broad gauge connection should be made from Bangalore to Guntakal in order that the Madras Railway may partially regain what it has lost. I do not see how his proposal would effect his object, for if the broad gauge connection that he proposes between Guntakal and Bangalore were established the traffic would not be diverted back to the old route *viâ* Arkónam but would go over the new route *viâ* Guntakal, and the *old* Madras Railway would only get it over the section between Guntakal and Raichur, a distance of 80 miles as against 480 miles *viâ* Arkónam. Bangalore would get the advantage of reduced rates to Bombay, but the Madras Railway would be little benefited and the Southern Mahratta Railway would lose a lot of traffic that it can ill spare.

ORDER—dated 18th August 1890, No. 1210 R., Public Works.

His Excellency the Governor in Council observes that the question of the gauge of the Guntakal-Bangalore line has already been decided and that no good purpose would be served by reopening it.

(True Extract.)

Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated August, 18th.

Recd. *Encl.*

G.O., 18th Aug. 1890, No. 1210 R.

AUGUST.

Gauge of the Guntakal-Bangalore Line

Declining to reopen the question of the —.

(No. 1.) 5,000—14-11-85.

No. 790 MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 21st July 1890.

From

The Agent and Manager. M. R. Co.

To

The Offg. Consulting Engineer for Railways. Madras.

SIR,

I have the honour to submit for the consideration of Government an approximate estimate, designed to illustrate the effect upon the through traffic of the Madras Railway, of the construction of a line from Bangalore to Guntakal, and having regard to the view expressed by the Government of India, to the effect that in future all new railways in India should wherever possible be constructed on the broad gauge, to ask whether Government would now be willing to entertain proposals for the construction of this line as part of the Madras Railway broad gauge system.

2. It is understood that a proposal is already before Government for the

construction of a narrow gauge line from Bangalore to Hindupur as part of the Southern Mahratta system and it may be taken for granted, that this line if built, must sooner or later be extended to join the Madras line at Dharmaveram and thus complete the direct connection between Bangalore and Guntakal.

3. The opening of the Southern Mahratta Railway to Bangalore provided a new route, shorter but still circuitous, viz by way of Erode, Bangalore, Hubli &c. for through traffic from the South to Bombay &c. which formerly went by way of Arkonam and Raichur.

4. The Madras Railway earned for its share of this through traffic in the year 1889, in round figures 4 lacs, and the new Southern Mahratta Railway route is calculated to take away of this, upwards of 2½ lacs.

5. The construction of a line from Bangalore to Guntakal would still further

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd.

No.

shorten the route, and if built broad gauge it would in great measure restore to the Madras Railway the command of the shortest route. In figures, of the 2½ lacs a year lost, 1¾ lacs might be thus recovered.

Estimated effect on Madras Railway through traffic, of the opening of the Southern Mahratta Railway to Bangalore; and of the subsequent construction of a broad gauge line, connecting Bangalore and Guntakal.

Calculations based on mileage.

Madras Railway thro' traffic before opening of S.M. Ry. to Bangalore	Madras Railway thro' traffic after opening of S.M. Ry. to Bangalore	Madras Railway loss by competition with the S.M. Railway.	Recovery of Madras Railway thro' traffic by construction of a broad gauge line Bangalore to Guntakal
Estimate for year 1889	Estimated. The S.M. has not been open long enough to yield actuals		Amount recovered viz 180711 added to column 2.
Rs. 4,01,576	Rs. 1,43,909	Rs. 2,57,667.	Rs. 3,24,620

6. The construction of the line narrow gauge would not improve the position of the Southern Mahratta Railway in respect of this traffic, neither would it, it is thought, open up valuable narrow gauge connections: on the other hand the value to the country of a direct broad gauge connection in this direction has

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Rcvd.

No.

been demonstrated in previous correspondence.

7. I will only add as a suggestion, that in the event of a broad gauge line being built from Bangalore to Guntakal, it would probably be found convenient to make Dharmavaram the terminus of the Stake line, with provision for the rapid laying down of a third rail to meet the possibility of a through connection with Guntakal being required for famine purposes, in the same manner for example, as was considered suitable for the section of line between Guntakal and Bellary.

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

[signature]

Agt. Agent & Manager.

Ado

REGISTERED
No. 10035
FILE
No.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

E.R

Dated 21st July — 1890

Recd. 22.7.90

No. 790

Submitting an estimate showing the effect on the Ry - of the construction of a line from Bangalore to Guntakal —

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 25th July 1890.

Letter from the Agent and Manager, Madras Railway, No. 790, dated 21st July, illustrating the effect upon the through Madras Railway of a line of Railway from Bangalore to Guntakul

No. 518 A

~~Government.~~

SUBMITTED to Government.

The suggestions made in the above quoted letter are as I understand them to the effect that a broad gauge line should be built between Dharmavaram and Bangalore and that provision should be made for laying a third rail between Guntakul and Dharmavaram.

2. It has already been definitely decided that the gauge of the Railway between Guntakul and Dharmavaram should be metre-gauge. Government of India No. 804 R. C.

× G.O. no. 704 R of 28th August 1888

dated 7th August 1888 and G.O. Nos 467 and 468 R, dated 7th June 1888 and the construction of this section on the metre gauge is in fact well advanced.

3. I think a glance at the map showing the Railways already constructed will convince any one that there should not be a break of gauge between Bangalore and Guntakal. If a connection is to be made at all it should admit of either broad gauge or narrow gauge trains running through, a Railway which will allow neither one kind of stock or other to run through appears under the circumstances an absurdity. It has already been decided that the section from Guntakal to Dharmavaram should be built metre gauge therefore the section Dharmavaram to Bangalore

when

It is only the section 5 from a break of gauge between Guntakal & Bangalore & the Govt. of India in their letter to Govt. of Bombay No 804 R.C. dated 7th August 1888 referred to above quite clearly shows the proposal of the Madras Ry. and the Legislature

C

when constructed should also be narrow gauge.

4. The Agent and Manager, Madras Railway, states that owing to the opening of the Southern Mahratta Railway to Bangalore a shorter through route to Bombay than that via Arkonam was opened causing a loss of traffic to his Railway of about Rs 2½ lacs and he suggests that a broad gauge connection should be made from Bangalore to Guntakal in order that the Madras Railway may partially regain what it has lost. I do not see how his proposal would effect his object for if the broad gauge connection that he proposes between

Guntakul and Bangalore were established the traffic would not be diverted back to the old route via Dr Konam but would go over the new route via Guntakul and the old Madras Railway would only get it over the section between Guntakul and Raichur a distance of 80 miles as against 480 miles via Dr Konam. Bangalore would get the advantage of reduced rates to Bombay but the Madras Railway would be little benefited and the Southern Mahratta railway would lose a lot of traffic that it can ill spare.

for Offg: Comptroller for Railways.

This note was written by Col: Pracy

I agree
H.S
29/7/90

I am still of the opinion expressed in my note of 22nd May 88 - The views of the Govt of India on the question of "broad" versus "metre" gauge appear to have been considerably modified since that date.

C.G.H.
12.8.90.

Form No. A No. 1210 Rly 18 "aug 90.

PW Cdo. 725 H

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras,

No. 678 A

Dated 25 } July 1890.
Received 1-8-90 }

No. OF ENCLOSURES. one

Subject.

A
No. 1210 Rly 18 "aug 90.

Submitting letter from the Agent and manager, Madras Railway, illustrating the effect upon the through Madras Railway of a line of Railway from Bangalore to Guntakul.

Dg 9/8/90 DS 10/8

His Excellency the Governor in Council observes that the question of the gauge of the Guntakul - Bangalore line has already been decided and that no good purpose would be served by reopening it. -

No: R

Dg. 467-68 R. 7-6-88
" 465 R - 26-4-89
Memo Dg. 604 C - 15-2-89
B - Dg. 704 R - 28-8-88.
Memo Dg. 413 C - 28-1-89
B - Dg. 908 R - 31-12-88
A - " 954 R - 21-12-87
" " 261 R - 28-3-87
" " 425 R - 13-6-87
" " 676 R - 18-8-88
" " 628 R - 3-9-88
" " 609 R - 26-7-88
Despatch Dg. 2/429 R - 29-5-88
A - " 429 R - 29-5-88
A - " 396 R - 11-5-88
A - 3479 R. 4-12-83
" " 940 R - 23-9-84

To
The Consg Engr for Rys

0/4/8.

Dft. 23/7
Dft. 25/7 R 30/7/90
Copies Ltr 6/8/90. R 13/8