

Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 613. Ky

DATED 23rd April 1898

[Despatch Abstract.]

Change of gauge

Offering further arguments in support
of the proposed metre gauge policy for
the Madras Railway and its extensions,
westward from Erode

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

PUBLIC WORKS DEPARTMENT.

Special

DESPATCH

FOR SIGNATURE

OF

HIS EXCELLENCY THE GOVERNOR *A.S.H.*

AND

MEMBERS OF GOVERNMENT,

(With Original).

*This is sent forward by special messenger on Monday
order that it may find a place in the
light and this week which goes out on
Wednesday.
25/4/98*

G.O. No. L

R. FORM NO. 12.

No. *613 Rg*

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

23rd April 1898.

SIR,

With reference to ~~transmission~~ my

A letter No. 527.Pg. dated the 4th April. 98, and in
in press

B continuation of my letter No. 540.Pg. dated the 6th
April 98, on the subject of a proposed meter
gauge joining for the Madras Railway and its
extension west of Podanur, a junction of Erode.

I am instructed to invite your attention to para 15.

of the Madras R. Co. letter to their Agent. No. 970
dated the 11th March 98, copy enclosed, in which

it is suggested that the necessary connection between
the meter gauge Dindigul - Podanur branch and the
meter gauge Erode - Nainjangal - Mysore branch, should
be effected by means of the construction of a short
new link, about 25 miles in length, from
Metayalloor to Satyamangalam, and the conversion

H.E. The Governor

The Hon. Sir H. Blair K.C.I.S.

" " Mr. J. G. C.I.S.

(B)

2 copies

A copy should go to the

R.H. the Sec. of State, in

continuation. I have learnt

that the Sec. of State and the

Madras R. Board are already

in touch with each other.

7/4/98

13/4/98

A.S.H. 21.4.98

21/4/98

22/4/98

21/4/98

to the meter gauge of the Padam Nagpore branch.

The suggestion in question has been carefully considered by the Government which sees in it an alternative to the conversion of the Roze - Padam broad gauge section, which seemed necessary when para 9 of my first mentioned letter was written. It seems probable that the Madras Ry. Co. will be anxious that in small a mileage of their old line as possible should be converted; and thus the force of their opposition, ^{if there should be opposition,} to the scheme on a whole, will be greatly lessened if it is no longer proposed to convert any part of the old line east of Padam.

3.- The construction of the 25 mile section from Pethgollin to Satyamaugala will allow of the connection of the Roze Mysore meter section with the other meter sections, which is so desirable in the interest of economical working. It will also give a reduction of ^{nearly} ~~about~~ 100 miles in the through journey from the north, via Mysore, to the Nilgiris; a journey which as facilities improve will undoubtedly be undertaken by large numbers of upper class passengers.

4.- The actual cost, as ascertained from the books of the South Indian R., of converting 167 miles of broad gauge track to meter gauge was Rs 700 per mile only. There were other charges ~~of~~ for new accommodation; but Rs 700 per mile covered practically everything except the new junction at Roze and certain travelling arrangements at Kanna.

5.- The actual time occupied in the conversion of the 30 mile between Guntakal and Bellary from broad to meter gauge, that

5.- A reference was made in para 13 of my letter No. 527-B, dated the 4th April 98, to the difficulty experienced in marshalling all the considerations which have led this Govt. to the adoption of the policy under reference, in such a way that they might appear in convincing to the Govt. of India on the 14-8-98. The Government in Council. But two of these considerations may usefully here be referred to. The first is the practical certainty that sooner or later Travancore will demand connection southwards from Cochin to her own system, at Beirah or wherever may be its terminus; and second, that extension from Cannanore southwards through South Canara is certain later on to be demanded in the interest of the development of the Presidency. It is not easy to foresee where this extension northwards is to stop; ~~and~~ it may, in due course, lead to the lengthening of a West Coast Railway; and in the opinion of this Govt. it would be a ~~very~~ deplorable thing if, through want of a little forethought at this present juncture, any section of this through coast line of the future should, when the time comes, be found to be on the wrong gauge.

6.- ^{as demanded for the} The development of Coorg, too, has weighed greatly with this Government. The difficulties in the way of ~~the~~ opening up ~~of~~ this important planting District will be greatly mitigated if they are surmounted by no question of an extravagantly expensive gauge for the railways on which its development must depend.

7.- In conclusion I am instructed to express the hope that full weight may be attached by the Govt. of India to the argument which has been just forward of this Government in support of these important proposals, and that they ~~may~~ ^{may} be induced to lend their fullest support to the policy of conversion and extension on the meter gauge, when laying it before the Sec. of State for discussion with the Board of the Madras Ry. Co.

Despatched on 26/11/98

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

FRANCIS J. E. SPRING, ESQ., C.I.E.,

Joint Secretary to the Government of Madras,

Public Works Department,

Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT,

SIMLA.

SIR,

With reference to my letter No. 527 Ry., dated the 4th April 1898, and in continuation of my letter No. 540 Ry., dated the 6th April 1898, on the subject of a proposed metre gauge policy for the Madras Railway and its extensions west of Podanur, or perhaps of Erode, I am instructed to invite your attention to para. 15 of the Madras Railway Company's letter to their Agent, No. 970, dated the 11th March 1898, copy enclosed, in which it is suggested that the necessary connection between the metre gauge Dindigul-Podanur Branch and the metre gauge Erode-Nanjangod-Mysore Branch, should be effected by means of the construction of a short new link, about 25 miles in length, from Mettupalaiyam to Satyamangalam, and the conversion to the metre gauge of the Podanur-Mettupalaiyam branch.

2. The suggestion in question has been carefully considered by this Government which sees in it an alternative to the conversion of the Erode-Podanur broad gauge section,—a conversion which seemed necessary when para. 9 of my first mentioned letter was written. It seems probable that the Madras Railway Company will be anxious that as small a mileage of their old line as possible should be converted; and thus the force of their opposition, if there should be opposition, to the scheme as a whole, will be greatly lessened if it is no longer proposed to convert any part of the old line east of Podanur.

3. The construction of the 25 mile section from Mettupalaiyam to Satyamangalam will allow of the connection of the Erode-Mysore metre section with the other metre sections, which is so desirable in the interests of economical working. It will also give a reduction of nearly 100 miles in the through journey from the north, via Mysore, to the Nilgiris; a journey which as facilities improve will undoubtedly be undertaken by larger numbers of upper class passengers.

4. The actual cost, as ascertained from the books of the South Indian Railway of converting 167 miles of broad gauge track to metre gauge was Rs. 700 per mile only. There were other charges for new accommodation; but Rs. 700 per mile covered practically everything except the new junction at Erode and

certain tranship arrangements at Karur. The actual time occupied in the conversion of the 30 miles between Guntakal and Bellary from broad to metre gauge, the time of interference with running, was just 30 hours.

5. A reference was made in para. 13 of my letter No. 527-Ry., dated the 4th April 1893, to the difficulty experienced in marshalling all the considerations which have led this Government to the adoption of the policy under reference, in such a way that they might appear as convincing to the Government of India as to His Excellency the Governor in Council. But two of these considerations may usefully here be referred to. First, there is the practical certainty that sooner or later Travancore will demand connection southwards from Cochin to her own system, at Quilon or wherever may be its terminus; and second, that extension from Cannanore northwards through South Canara is certain later on to be demanded in the interests of the development of the Presidency. It is not easy to foresee where this extension northward is to stop; it may, in due course, lead to the completion of a West Coast Railway; and in the opinion of this Government it would be a deplorable thing if, through want of a little forethought at this present juncture, any section of this through coast line of the future should, when the time comes, be found to be on the wrong gauge.

6. The demand for the development of Coorg, too, has weighed greatly with this Government. The difficulties in the way of opening up this important planting District will be greatly mitigated if they are complicated by no question of an extravagantly expensive gauge for the railways on which its development must depend.

7. In conclusion I am instructed to express the hope that full weight may be attached by the Government of India to the arguments which have been put forward by this Government in support of these important proposals, and that they may be induced to lend their fullest support to the policy of conversion and extension on the metre gauge, when laying it before the Secretary of State for discussion with the Board of the Madras Railway Company.

I have the honour to be,

Sir,

Your most obedient servant,

J. P. S.

Joint Secretary.

OOTACAMUND,
23rd April 1898.

RAILWAY.
 Government {1898} of Madras.
 PUBLIC WORKS.

Recd. }
 Regd. } 1898.
 Enclosures
 Spare copies

Letter, No. 613 Ry., 23rd April 1898.

APRIL.

Change of Gauge.

Offering further arguments in support of the proposed metre gauge policy for the Madras Railway and its extensions, westward from Erode.

P. W. D. Ry Branch
 Colacumund April 1898.

To
 The Rt. Honble the Secretary
 of State for India

My Lord,

In continuation of
 our letter n^o ³ 526 Ry, dated the
 7th April 1898, we have the
 honour to forward, herewith, a
 copy of our letters n^{os} 570 and 613 Ry, dated
 6th and 23rd April 1898, which we have
 addressed to the Secretary to
 the Government of India,
 Public Works Department, in
 continuation of our letter n^o 526
 Ry, dated the 4th April 1898
 on the subject of a proposed
 metre gauge policy for the Madras
 Railway, and its extensions, west-
 wards from Erode.

Despatched on

26/4/98

23/4/98