

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 705. Ry

DATED 29th June 1899

Proof 60/2

[Despatch Abstract.]

*Metre gauge Conversion & Intension
Policy for the Madras Ry.*

*Recording letter from the Govt of India
intimating the conclusions arrived
at by that Govt after a careful consi-
deration of the proposals made by
this Govt, in regard to the —*

BACK PAPERS.

RAILWAY.

Government {1899} of Madras.
PUBLIC WORKS.

Recd.

Enclosures

1899.

Regd.

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G.O., No. 705 Ry., 29th June 1899.

JUNE.

Metre Gauge Conversion and Extension Policy for the Madras Railway

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers:—

- G.O., Nos. 526-27 Ry., dated 4th April 1898.
 „ No. 613 Ry., dated 23rd April 1898.
 „ „ 852 Ry., „ 23rd June „
 „ Nos. 1048-49 Ry., dated 13th August 1898.
 „ No. 1079 Ry., dated 23rd August 1898.
 „ Nos. 1296-97 Ry., dated 19th October 1898.
 „ „ 1470-71 Ry., „ 28th November 1898.
 „ „ 1553-54 Ry., „ 17th December „
 „ „ 108-9 Ry., „ 26th January 1899.

Read also the following paper:—

From—The Secretary to the Government of India, P.W. Dept.
 To—The Joint Secy. to the Govt. of Madras, P.W. Dept., Railway Branch.
 Dated—Simla, the 27th April 1899, No. 47/R.P.

I am directed to acknowledge the receipt of your letter No. 1471 Railway, dated 28th November 1898, and No. 1554 Railway, dated 17th December 1898, which complete the information called for in Public Works Department No. 706 R.C., dated 31st May 1898, in connection with the proposals in regard to the metre gauge policy of the Madras Railway and its extensions made in your letters No. 527 Railway, dated 4th April 1898, and No. 613 Railway, dated 23rd April 1898, which proposals are defined and amplified in your letters No. 765 Railway, dated 27th May 1898; No. 849 Railway, dated 23rd June 1898; and No. 1297 Railway, dated 19th October 1898. Your letter No. 109 Railway, dated 26th January 1899, has also been received.

2. In reply, I am directed to state that, after careful consideration, the Government of India have arrived at the conclusion that, while the views of the Government of Madras as to the expediency of adopting the metre gauge for the further development of railway communication in Southern India, and of converting to that gauge in due course as much of the existing south-west branch of the 5' 6" gauge Madras Railway as may be necessary to secure continuity of communication on the metre gauge, need not be disputed or may even be accepted, the time has not yet come when conversion could be anything but an impediment to existing traffic, and that it is not worth while to sacrifice future freedom of action merely in order to prevent the extension of the Madras Railway to Cannanore or rather to Baliapatam, a few miles beyond Cannanore, being made for the present on the parent gauge.

3. To convert the Madras Railway west of any given point, say Podanur, before that point is connected by metre gauge lines with the metre gauge systems to the north and south, as by the Podanur-Dindigul Branch with the South Indian and by the Mettupalaiyam-Satyamangalam-Nanjangod line, including the conversion of the Podanur-Mettupalaiyam Branch with the Southern Mahratta system on the north would simply mean to interpose a gratuitous break of gauge where none now exists between stations east and west of that point on the broad gauge line and a double break of gauge where there is now only one, between stations to the west of that

point and stations on the metre gauge systems now reached *via* Erode, Bangalore, Katpadi-Arkonam or Renigunta. Granting that Podanur is the traffic shed between east and west, still it is part of the case for the Cannanore extension that there is a considerable through traffic between the east and west coasts, which is put down in your letter No. 1297 Railway, dated 19th October 1898, at 26 ten-ton wagons daily. The whole of this would have to break bulk at Podanur, if the section west of that place is converted to the metre gauge, while the set-off of 16 wagons, which now have to break bulk elsewhere, would only become operative when Podanur is linked up with the metre gauge systems to the north and south. Till then the whole of these latter would have to break bulk at Podanur and again at the same stations as at present, and the construction of the extensions to Cannanore and Cochin would increase the volume of traffic, which would be subject to this inconvenience.

4. As far as it is at present possible to foresee neither the Podanur-Dindigul line nor the connection either *via* Mettupalaiyam and Satyamangalam or *via* Erode with Nanjangod can possibly be even commenced for at least three years to come. Over two years more from date of commencement of work will have elapsed before the lines could be opened for traffic, and within another two years or so the Madras Railway contract will have become terminable and will in all probability be terminated. When that time arrives, the State will be free to convert and redistribute the Madras Railway system as may then seem expedient. In the meantime the State will be free to employ any Agency that may be preferred for the construction of the Podanur-Dindigul and the Nanjangod connections instead of being bound to give them to the Madras Railway, and supposing them to be made and opened within the next five years, the State can still afford to wait till the Madras Railway contract falls in before proceeding to conversions of gauge.

The construction of the two connections above mentioned will provide for the interchange of traffic without break of gauge between the metre gauge systems to the north and south of the Madras Railway, independently of any question of conversion, while the traffic between stations west of Podanur and stations on the broad gauge east of Podanur will be better, and other traffic no worse off than if the conversion of gauge west of Podanur were made at once.

5. The only tangible advantages which are urged in favour of proceeding with the work of the conversion of gauge west of Podanur at present are that it will facilitate the construction of the extension from Calicut to Cannanore and Baliapatam and the branch from Shoranur to Cochin on the metre instead of on the broad gauge at a considerable saving of immediate capital outlay and also save certain broad gauge open line expenditure which will otherwise be necessary. The Shoranur-Cochin Branch may be left out of the question for the reason that it is to be constructed and worked at the exclusive cost of the Cochin Darbar, and Government has no financial interest in or responsibility for it. Moreover, the Darbar appear to have decided to make the line on the metre gauge in any case, and under these circumstances they may be left free to make the best terms they can with the Madras Railway, or even with the South Indian Railway, for working it as an isolated line with separate rolling stock. With regard to the Cannanore or rather Baliapatam extension, it is claimed that there would be an immediate saving of Rs. 14 lakhs in first cost by making it on the metre gauge as compared with the accepted broad gauge estimate, as well as a prospective saving of the future cost of conversion to the metre gauge if constructed on the broad gauge in the first instance.

6. According to an estimate prepared in this office the immediate saving on construction by adopting the metre gauge *plus* certain savings on account of open line expenditure rendered unnecessary and on rolling stock would about cover the cost of converting the existing broad gauge line from Podanur to Calicut. The actual amount of the savings referred to is doubtless a matter of estimate and conjecture, affording room for difference of view, but allowing for this it seems pretty clear that no actual immediate saving worth considering is to be looked for from the construction of the Calicut-Baliapatam extension on the metre gauge as part of a scheme, including the conversion to the same gauge of the existing line west of Podanur. Unless the existing section of line just referred to is to be converted at

once, it seems clearly better in every way that the extension should be on the parent

No. 505 R.C., dated 23rd March 1899.

Your letter numbered and dated as follows:—
229 Railway, 23rd ultimo. Please arrange at once with Madras Railway for construction of Calicut-Baliapatam branch on standard 5' 6" gauge, taking care that it shall be laid and constructed as economically as possible with second-hand material and with a view to conversion hereafter.

telegram quoted on the margin was despatched to your address on the 23rd March 1899.

7. From paragraph 5, *ante*, it will be gathered that the Government of India have no objection to the adoption of the metre gauge for the Shoranur-Cochin line as desired by the Darbar, provided they can make satisfactory arrangements for constructing and working the line.

8. As regards your letter No. 109 Railway, dated 26th January 1899, I am directed to state that there is no present probability that the line to Baliapatam will be extended for any considerable distance before the Madras Railway contract falls in. Meanwhile the Madras Government will, no doubt, in consonance with the telegram quoted in paragraph 6, arrange that nothing is done to render the ultimate conversion of the western extension more difficult or costly than it need be. In connection with the statement in the same letter that postponement of the adoption of the policy advocated by the Government of Madras will result in much needed extensions of railway communication being kept back until at least four or five years later than the purchase of the Madras Railway by the State, I am to remark that, except the direct prolongation of the Madras broad gauge line beyond Baliapatam just referred to as a question unlikely to arise, there appears to the Government of India to be no reason why every much needed extension that they are aware of at present should not be made on the metre gauge as soon as a place can be found for it in the programme of railway construction.

9. Her Majesty's Secretary of State for India has been informed of the decision arrived at by the Government of India on the subject-matter of this letter.

ORDER—No. 705 Ry., dated 29th June 1899.

Recorded.

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Consulting Engineer for Railways.

Public Works (1899) Department.

Railway
CURRENT No. 423

From

The Govt. of India

Order

X vide R's letter to AM 996
24.3.99.
S. No. 116

Communicated to the
Consulting Engineer

Telegram No. 505 R.C.

Dated 23rd March 1899

Received

Registered

Enclosures

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SUBJECT.

Calicut-Baliapatam
Branch

Requesting to arrange at once with M.Ry. for construction of — an standard 5-6" gauge, taking care that it shall be laid & constructed as economically as possible.

The G.O. can now be brought up to date & printed. Of course the disposal of G.O. will be the same as concludes the metre gauge conversion case.

This will not appear in the proceedings.

28.6.99.

23799
Telegraph, Western

Rev. Please let me know if we have a separate case called "Calicut - Palam Branch" and send it here if you have got it.

Also want to know if we recd from India any letter in conn of their telegram 505 RC dt 23.3.99 sanctioning the Const. of this branch on the standard gauge. Please look up the receipt record carefully.

Re
27.4.99

DAR

(1) We had a separate case but R has grabbed the file and put some of the papers into the CC construction case. Please see the attached index sheet & your personal remarks, the return when done later.

(2) No letter in conn of 505 RC has been recd.

Public Works (1899) Department.

Read again
Pres see list of G.O.s attached
Letter from the Govt of India
No. 47 RP dated 27.4.99.
H.S. and Co.

CURRENT No. 662

No 705 Ry 4/29/6/99
Order

Recorded.

Flr.
15/5/99

From

The Govt. of India.
P. W. Dept

No. 47 RP

Dated 27.4.99

Received 15.5.99

Registered

Enclosures

Spare copies 2

SUBJECT.

Intimating the conclusions arrived at by the Govt of India after a careful consideration of the proposals made by the Madras Government in regard to the metre gauge conversion & extension policy for the Madras Railway.

Despatched on 7/7/99

BACK PAPERS.

No.	Date.
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FURTHER PAPERS.

No.	Date.
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Print

No. 47 R. P.

GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY PROJECTS.

To

THE JOINT SECRETARY TO THE GOVERNMENT OF MADRAS,
PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

Simla, the 27th April 1899.

SIR,

I am directed to acknowledge the receipt of your letter No. 1471 Railway, dated 28th November 1898, and No. 1554 Railway, dated 17th December 1898, which complete the information called for in Public Works Department No. 706 R. C., dated 31st May 1898, in connection with the proposals in regard to the metre gauge policy of the Madras Railway and its extensions made in your letters No. 527 Railway, dated 4th April 1898, and No. 613 Railway, dated 23rd April 1898, which proposals are defined and amplified in your letters No. 765 Railway, dated 27th May 1898, No. 849 Railway, dated 23rd June 1898, and No. 1297 Railway, dated 19th October 1898. Your letter No. 109 Railway, dated 26th January 1899, has also been received.

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3. To convert the Madras Railway west of any given point, say Podanur, before that point is connected by metre gauge lines with the metre gauge systems to the north and south, as by the Podanur-Dindigul Branch with the South Indian and by the Mettupalaiyam-Satyamangalam-Nanjangud line, including the conversion of the Podanur-Mettupalaiyam Branch with the Southern Mahratta system on the north would simply mean to interpose a gratuitous break of gauge where none now exists between stations east and west of that point on the broad gauge line and a double break of gauge where there is now only one, between stations to the west of that point and stations on the metre gauge systems now reached *via* Erode, Bangalore, Katpadi-Arkonam or Renigunta. Granting that Podanur is the traffic-shed between east and west, still it is part of the case for the Cannanore extension that there is a considerable through traffic between the east and west coasts, which is put down in your letter No. 1297 Railway, dated 19th October 1898, at 26 ten-ton wagons daily. The whole of this would have to break bulk at Podanur, if the section west of that place is converted to the metre gauge, while the set-off of 16 wagons, which now have to break bulk elsewhere, would only become operative when Podanur is linked up with the metre gauge systems to the north and south. Till then the whole of these latter would have to break bulk at Podanur and again at the same stations as at present, and the construction of the extensions to Cannanore and Cochin would increase the volume of traffic, which would be subject to this inconvenience.

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Flag A

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No. 505 R. C., dated 23rd March 1899.
Your letter numbered and dated as follows:—229 Railway, 23rd ultimo. Please arrange at once with Madras Railway for construction of Calicut-Baliapatam Branch on standard 5' 6" gauge, taking care that it shall be laid and constructed as economically as possible with second-hand material and with a view to conversion hereafter.

on the 23rd March 1899.

7. From paragraph 5, *ante*, it will be gathered that the Government of India have no objection to the adoption of the metre gauge for the Shoranur-Cochin line as desired by the Durbar, provided they can make satisfactory arrangements for constructing and working the line.

8. As regards your letter No. 109 Railway, dated 26th January 1899, I am directed to state that there is no present probability that the line to Baliapatam will be extended for any considerable distance before the Madras Railway contract falls in. Meanwhile the Madras Government will, no doubt, in consonance with the telegram quoted in paragraph 6, arrange that nothing is done to render the ultimate conversion of the western extension more difficult or costly than it need be. In connection with the statement in the same letter that postponement of the adoption of the policy advocated by the Government of Madras will result in much needed extensions of railway communication being kept back until at least four or five years later than the purchase of the Madras Railway by the State, I am to remark that, except the direct prolongation of the Madras broad gauge line beyond Baliapatam just referred to as a question unlikely to arise, there appears to the Government of India to be no reason why every much needed extension that they are aware of at present should not be made on the metre gauge as soon as a place can be found for it in the programme of railway construction.

9. Her Majesty's Secretary of State for India has been informed of the decision arrived at by the Government of India on the subject-matter of this letter.

I have the honour to be,

SIR,

Your most obedient servant,

F. Russell

Secretary.

Documents accompanying.

Nil.

Noted of Gl's Printed re. metric gauge Conversion

Police Policy

Read again

- (1) ⁸⁶ 526-27 R of 4/4/98 ✓
- (2) u 613 R of 22/4/98 ✓
- (3) u 85-2 R of 23-6-98 ✓
- (4) u 1048-42 R of 13/8/98 ✓
- (5) u 1079 R of 23/8/98 ✓
- (6) u 1296-97 R of 19/10/98 ✓
- (7) u 1470-71 R of 28/11/98 ✓
- (8) u 1553-54 R of 17/12/98 ✓
- (9) u 108-9 R of 26/1/99 ✓

1
Quoth

OR. Please see R's orders
 dated 24.3.99 on this current,
 and the concluding sentence
 of para 1 of letter n^o. 996
 dt 24.3.99 (Serial 116) to
 Am. No letter or detailed order
 have yet been received con-
 firming those in the telegram.
 A draft was put up on the
 3rd May asking India when
 confirmation by letter may be
 expected but R did not
 pass it.

As the telegram from
 India contains an important
 communication a G.O. has been
 passed communicating it to
 L.R. for issue of the necessary
 instructions to Am. & it can
 be given a half number & date
 of the 24th March on which
 date L.R.'s instructions (Serial 116)
 to Am. were issued.

There was a letter from
 India framing orders
 on the proposal to convert
 the m.g. from broad gauge
 West to metre gauge.
 Put that letter up.
 OR. 2.6.99.
 The letter which
 was

RAILWAY.

Government {1899} of Madras.
 PUBLIC WORKS.

*Proof for approval
 1899*

Recd.

Enclosures

Regd.

1899.

Spare copies

G.O., No. 705. Ry., 29th June 1899.

JUNE.

Metre Gauge Conversion and Extension Policy for the Madras
 Railway

Recording letter from the Government of India intimating the conclusions
 arrived at by that Government after a careful consideration of the proposals made by
 this Government in regard to the —.

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9. Her Majesty's Secretary of State for India has been informed of the decision arrived at by the Government of India on the subject-matter of this letter.

ORDER—No. 705 Ry., dated 29th June 1899.

Recorded.

(True Extract.)

Under Secretary.

To the Consulting Engineer for Railways.