

1584
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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

REVENUE DEPARTMENT

G.O. No.	1584	Press.
B.P. No.		Mis.
Dated	17-3-1877	197.

Not to be folded or roughly handled

No. 182. Read the following endor
dated Madras, 27th

From W. S. BETTS, Esq., Agent of the
J. H. M. SHAW-STEWART,
dated Negapatam, 23rd Febr

I HAVE this afternoon received from
No. 2,752 of 25th January. Please arrange
grain rate Negapatam to Bangalore equ
difference will be made good to Companies b
I have sent the following answer:—"Large
nopoly without increased accommodation
undertake to work off and return trucks
disappointment will ensue."

2. Before offering the public the red
allowed to make ample arrangements to work

Consulting Engineer for Railways,
No. 131

Railway, to Lieutenant-Colonel
Consulting Engineer for Railways,
1,872.

Following telegram:—"Your letter
immediate introduction of through
rough rate Madras to Bangalore,
ment. Letter follows." To which
cannot be transhipped at Trichi
ided. Madras Railway must also
otherwise block and consequent

I trust that the Company will be
affie 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 arrange-
ment, 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 possi-
bly 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 Ichinopoly, where every ton of grain

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would have to be transhipped as from Beypore, blocks would be required. His Grace the Governor will be desirous of the railway to give effect to the proposal, but cannot be overcome.

SUBMITTED for the consideration of a through rate for grain to be charged between Madras and Bangalore, Council.

2. The proposal is opposed on account of insufficient engine power to work at Erode; and by the Agent of the Madras Railway which must be experienced in the way in which adequate arrangements are made.

3. The entire distance by rail from Madras to Negapatam and Bangalore is 365 miles, which may be divided into three portions: Madras to Negapatam, 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 Mullapocram, Madras is beyond doubt the most convenient point. The respective distances thus compare:

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

from the South Indian Line as well as from Erode and Jollapett, I trust that the desire on the part of the officers of the Madras Railway will overcome any difficulties in the way which

present with reference to the introduction of a through rate for grain between Madras and Bangalore, equal to that now charged by His Grace the Governor in Council.

of the Madras Railway on the ground of insufficient engine power to work at Erode; and by the Agent of the Madras Railway on account of the difficulty of obtaining a large traffic at Trichinopoly unless

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Not only are the distances greatly increased by the Madras Railway to the east of Madras, but the gradients on the

7. As between Negapatam and the latter port, that the distance to Erode is no break of gauge; that there is no break of gauge; that there is already a considerable grain trade. The only points against Beypore, as compared with Negapatam, are that the ocean carriage from the rice producing country of 1 in 62 between Pulghat and Pondicherry of the South Indian Railway, between Erode and Beypore, is far from favorable, and generally the 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 the Presidency from which grain can be carried by rail, it is submitted that the proper course is to work to the maximum of 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 Jollapett, will then be available to bring it from Erode to Jollapett. 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

that in such works the la
useful hereafter in the r
difficulties arise on the line
grain traffic, even at some s

Public Works Department,
No. 793.

item of cost; the rails, &c., being
at on the change of gauge. If
at absolute preference be given to
ice of general traffic.

Mantle

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

To the Consulting Engineer for Railways.
" Revenue Department. ✓
" Marine "

Exd. E. C. Shunkor.

20 Spare Copies

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Encl.

G. O., 7th March 1877, No. 723.

MARCH

Nos. 182-183.

Through rate for grain consigned from
Negapatam to Bangalore - Directing the
immediate introduction *1884*

17 March/77

612 B of Revenue 20 March