

Marine (1896) Department.

G.O., No. 462

DATED 24 January 96

[Despatch Abstract.]

Railway in front of Clive's Battery.
Madras — Letter from the Lieutenant
General Commanding the Force forwarding
Govt of India's sanction to the execution
of certain improvements in the line of
Communications to the Chairman
Harbour Trust Board

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From H. LE FANU, Esq., I.C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, Marine Department, dated 10th August 1895, No. 1930.

I have the honour to submit, for the information and for favour of the early orders of Government, an extract from the proceedings of a meeting of the Harbour Trust Board held last evening regarding a proposed modification of the existing line in front of Clive's Battery.

2. Before this line was constructed the following objections were raised by the Military Department :—

(a) the very small radius of the curve ;

(b) points and crossings on this sharp curve, which added to the risk of derailment, upon an embankment, under the guns of the battery.

3. Although the Military authorities waived their objections and allowed the line to be constructed on a very sharp curve with the objectionable points and crossings upon it, the Madras Railway Company decline to make use of the line, as at present constructed, for traffic hauled by their locomotives.

4. The proposed alterations do away with the points and crossings ; the curve of the new line closely follows that recommended by the Harbour Improvements Committee, and will allow of the entry of Madras Railway locomotives.

5. The coal traffic has so largely increased that better arrangements are imperatively necessary for the following reasons :—

(a) The Board's Engineer cannot haul empty wagons in after 8 A.M. or loads out before 5 P.M. without considerably prejudicing harbour construction, and this not only puts the railway to great inconvenience and expense, but disorganises their traffic. Further, the existing circumstances by which Harbour Works locomotives and staff, which ought to be employed solely on construction, are engaged upon railway traffic for three hours a day is seriously interfering with construction. It is very desirable that the capping of both arms should be finished before the cyclone months come, and this will not be possible unless Mr. Pogson is relieved from the demands of the railway.

(b) The Harbour Works locomotives are small, old and barely able to move the railway loads. The extra strain thrown upon them may, it is feared, lead to an accident, which will cause further delay to harbour construction.

6. On Monday last the Traffic Manager of the Railway declined to receive traffic from the harbour after 5 P.M., while the Board's Engineer could not commence to deliver it before that hour. The Traffic Manager of the Railway gave way, to avoid a dead-lock, and has to submit to the continued disorganisation of his traffic, until through communication can be made over properly constructed lines upon which the locomotives of his company can haul the traffic.

7. Under the urgency of these circumstances the Board's Engineer has been directed to commence the embankment in anticipation of the approval and sanction of Government. Ordinarily, a small work of this kind could be carried out by the Board without any reference to Government ; but as, though anticipating no objection from the Military Department, the alteration involves the doubling of the line under the battery and cutting down a narrow strip of casuarina shrubbery masking the same, I think it right to give Government the earliest possible information regarding the alteration proposed, and trust that it may meet with approval. I have personally satisfied myself that the few saplings which it will be necessary to remove

are in the centre of the plantation, and that their removal will not, in any way, interfere with the marking of the battery. I submit herewith a plan showing the proposed improvements, and request that very early sanction may be accorded.

8. I should mention that the Board has accepted the suggestion of Government that railway vehicles entering Harbour Trust premises, but not hauled by the Board's locomotives, should in future be charged at only one anna per ton; and I am addressing you separately on this subject, with a view to the necessary notification being published in the Gazette under section 45, Act II of 1886. Owners of goods will be at liberty to make their own terms with the railway companies regarding haulage over Harbour Trust lines.

ENCLOSURE.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras, at a Meeting held at the Offices of the Board on Friday, the 9th day of August 1895.

*9. Read correspondence with the Traffic Manager, Madras Railway Company, commencing with his letter No. 66455, dated Saturday, 3rd August, giving notice that, on and from Monday the 5th instant, no traffic would be accepted by the Madras Railway from the Harbour Trust after 5 P.M.

The Chairman informed the Trustees that he had since had an interview with the Agent and Manager of the Madras Railway, with the result that an agreement had been arrived at, by which the railway would continue to accept traffic from the harbour, as hitherto, after 5 P.M., until better arrangements could be made.

The new line sanctioned by the Board at its special meeting of the 25th June 1895 is not such as the railway can use; because, immediately to the east of Clive's Battery the Harbour Works construction line entered and ran out of it at a very sharp angle; the curves are also of small radius, and the line is upon a narrow embankment, flanked on both sides by trees, so that the driver's outlook is limited. When the question of constructing the Harbour Works line in front of Clive's Battery was referred to the Military authorities, exception had been taken to this very item—points and crossings upon a sharp curve immediately before the muzzles of the guns—but the objection had been waived. This alignment, however, is, it is now found, one which absolutely prohibits any Madras Railway locomotive passing in front of Clive's Battery, and the Railway authorities decline to make use of the line as at present constructed.

It is, therefore, necessary to separate the two lines, which can be done by widening the embankment in front of Clive's Battery to a sufficient extent to enable it to carry two separate lines of rail as proposed by the Harbour Improvements Committee and already approved in principle by Government.

To do this, it will be necessary to remove a few more small casuarina trees, and the additional cost, over and above that already sanctioned by the Board for facilitating the working of coal traffic over the Madras Railway line, would amount only to about Rs. 200 extra.

The Board's Engineer, who was present, submitted a plan showing the proposed improved alignment; and the Chairman further explained to the Trustees that the very small additional expenditure for which sanction was asked was due to the fact that it is not at present necessary to construct the full sanctioned length of the line leading towards the north arm, or to put down the weighbridge on the same. The material already purchased could, therefore, be utilized in constructing the line in front of Clive's Battery so as to meet the requirements of the railway and enable traffic to be worked over it by railway locomotives in accordance with standing railway rules.

One of the Trustees inquired whether it was intended that the charge of one anna per ton for haulage, surrendered by the Board as suggested in G.O. No. 222, Marine, dated 26th July, would be collected by the Board and handed over to any railway which might in future do the haulage.

The Chairman replied that, as he understood the intention of the Board, one anna per ton would be charged for the entry of vehicles, and that if these were hauled by the railway locomotives, the merchants interested would have to make their own arrangements with the railways as to payment for haulage.

The Board unanimously agreed with the Chairman as to the necessity for the proposed improvements, but some of the Trustees expressed a doubt as to whether the widening of the embankment would not be objected to by the Military authorities. The Engineer explained that, so far from there being any objection to the proposed improvements, judging by previous correspondence, the alteration would remove the two principal objections which had been raised by the Military authorities to the line as at present constructed, viz., the points and crossings on a sharp curve under the guns of the battery, and the small radius of the curve. The proposed improvements did away with the two existing points and crossings, and made the radius of the curve very much easier, viz., about 650 feet.

Read again G.O., dated 16th October 1894, No. 6286, Military Department. Resolved that, as the proposed alteration of the existing line in front of Clive's Battery does not appear to, in any way, infringe the conditions laid down by the Military authorities, but, on the contrary, removes objections to the existing line, the Board's Engineer is authorised to carry out the work, as shown in the plan, at a cost, exceeding the estimate already sanctioned, of about Rs. 200.

The Chairman is requested to address Government.
(True Extract.)

(Signed) C. PINSENT,
Secretary, Harbour Trust Board.

No. 1913, Marine.

Referred to the Lieutenant-General Commanding the Forces, Madras, for favour of early remarks, with advertence to the correspondence ending with G.O. No. 6286, Military, dated 16th October 1894.

(Signed) J. F. PRICE,
Chief Secretary.

Ootacamund,
16th August 1895.

From His Excellency the Lieutenant-General Commanding the Forces, Madras, to the Chief Secretary to the Government of Madras, dated Ootacamund, 9th January 1896, No. 59 M.W.

In returning as requested your endorsement No. 1913 of 16th August 1895, and its enclosures, I have the honour to forward a copy of the marginally-noted communication from the Government of India sanctioning the execution of the proposed improvements in the line of railway in front of Clive's Battery at Madras.

ENCLOSURE.

From the Secretary to the Government of India, Military Department, to the Director-General of Military Works, dated Simla, the 2nd December 1895, No. 3007 M.W.

In reply to your letter No. 1407 C., dated 18th October 1895, I am directed to state that the Government of India sanction the execution of the proposed improvements in the line of railway in front of Clive's Battery at Madras, on the understanding that the conditions laid down in Military Department letter No. 2577 M.W., dated 1st September 1894, will be strictly adhered to except that plain instead of barbed wire may be used for fencing the line as approved in Military Department telegram No. 2950 M.W., dated 9th October 1894.

No. 137.

Transferred to the Marine Department.
(Signed) W. W. PHILLIPS,
Ag. Asst. Secretary.

FORT ST. GEORGE,
18th January 1896.

ORDER—No. 46, Marine, dated 24th January 1896.
Communicated to the Chairman, Harbour Trust Board, with reference to G.O. No. 414, Marine, dated 30th October 1894.
(True Extract.)

Under Secy. to Government.

To the Chairman, Harbour Trust Board, with plan.
" Presidency Port Officer.

Exd. T. D. Ryan.
Spare Copies

Gobt. of {1896} Madras.
MARINE.

Dated January, 24th.

Recd.

Encl.

G.O. No. 46, 24th January 1896.

JANUARY.

**Railway in front of Clive's
Battery, Madras**

Letter from the Lieutenant-General Com-
manding the Forces forwarding copy of a
communication from the Government of
India sanctioning the execution of the pro-
posed improvements in the line of —, com-
municated to the Chairman, Harbour Trust
Board.

CURRENT No. 636

MARINE DEPARTMENT.

FROM
THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS.

TO
THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

DATED 10th August 1895.

DESPATCHED 12th " "

RECEIVED

ENCLOSURE One plan.

No. 1930.

SUBJECT.
MADRAS HARBOUR.

Requesting the favour of very early sanction to
carry out improvements in Railway communication,
by widening the embankment, and doubling the line,
in front of Clive's Battery.

I. G. M. V.
RECORD No. C 465
ENCLOSURE OF 46
No. 3007 OF 1895

I. G. M. V.
RECORD No. C 465
ENCLOSURE OF 44
No. 5258 OF 1895

38
Referred to the Lt.
General Commanding
the Forces, Madras, for
favour of early remarks,
with adverbence to the
correspondence ending
with G.O. d/16th Oct '94
No 6286. Mily.

Redmichie
Chief Secretary

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16.8.95.
Do. to be returned
16.8.95.3

TO BE RETURNED
WITH REPLY.

Amly
17.8.95

EXECUTIVE ENGINEER, MILITARY WORKS
Genl. No. 3697
5-SEP-95
MADRAS DIVISION

CL
CLIVE'S BATTERY

5

Madras Harbour Trust,
SECRETARY'S OFFICE,
10th August 1895.

18

No. 1930.

FROM

H. LE FANU, Esq., I. C. S.,
CHAIRMAN, HARBOUR TRUST BOARD,
Madras.

TO

THE HON'BLE MR. J. F. PRICE, C. S. I., I. C. S.,
CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

SIR,

I have the honor to submit, for the information and for favour of the early orders of Government, an extract from the proceedings of a meeting of the Harbour Trust Board, held last evening, regarding a proposed modification of the existing line in front of Clive's Battery.

2. Before this line was constructed the following objections were raised by the Military Department.

(a) the very small radius of the curve ;

(b) points and crossings on this sharp curve, which added to the risk of derailment, upon an embankment, under the guns of the battery.

3. Although the Military authorities waived their objections, and allowed the line to be constructed, on a very sharp curve, with the objectionable points and crossings upon it, the Madras Railway Company decline to make use of the line, as at present constructed, for traffic hauled by their locomotives.

4. The proposed alterations do away with the points and crossings; the curve of the new line closely follows that recommended by the Harbour Improvements Committee, and will allow of the entry of Madras Railway Locomotives.

5. The Coal Traffic has so largely increased that better arrangements are imperatively necessary for the following reasons :—

(a). The Board's Engineer cannot haul empty wagons in after 8 A. M., or loads out before 5 P. M., without considerably prejudicing Harbour Construction; and this not only puts the Railway to great inconvenience and expense, but disorganises their traffic. Further, the existing circumstances by which Harbour Works locomotives and staff, which ought to be employed solely on construction, are engaged upon Railway traffic for 3 hours a day, is seriously interfering with construction. It is very desirable that the capping of both arms should be finished before the Cyclone months come, and this will not be possible unless Mr. Pogson is relieved from the demands of the Railway.

(b). The Harbour Works locomotives are small, old, and barely able to move the Railway loads. The extra strain thrown upon them may, it is feared, lead to an accident, which will cause further delay to Harbour construction.

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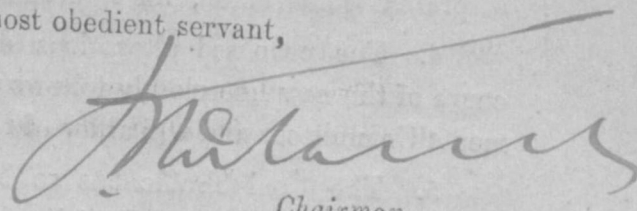
42

6. On Monday last, the Traffic Manager of the Railway, declined to receive traffic from the Harbour after 5 p. m., while the Board's Engineer could not commence to deliver it before that hour. The Traffic Manager of the Railway gave way, to avoid a dead-lock, and has to submit to the continued disorganisation of his traffic, until through communication can be made, over properly constructed lines, upon which the locomotives of his Company can haul the traffic.

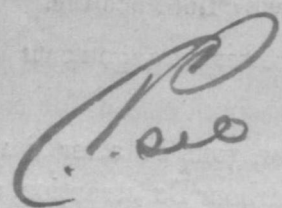
7. Under the urgency of these circumstances the Board's Engineer has been directed to commence the embankment, in anticipation of the approval and sanction of Government. Ordinarily, a small work of this kind could be carried out by the Board without any reference to Government; but as, though anticipating no objection from the Military Department, the alteration involves the doubling of the line under the battery, and cutting down a narrow strip of casuarina shubbery masking the same, I think it right to give Government the earliest possible information, regarding the alteration proposed and trust that it may meet with approval; I have personally satisfied myself that the few saplings, which it will be necessary to remove, are in the centre of the plantation, and that their removal will not, in any way, interfere with the masking of the battery. I submit herewith a plan showing the proposed improvements, and request that very early sanction may be accorded.

8. I should mention that the Board has accepted the suggestion of Government, that Railway vehicles entering Harbour Trust premises, but not hauled by the Board's Locomotives, should in future be charged at only one anna per ton; and I am addressing you separately on this subject, with a view to the necessary notification being published in the Gazette, under Section 45, Act II of 1886. Owners of goods will be at liberty to make their own terms with the Railway Companies, regarding haulage over Harbour Trust lines.

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



Chairman,
Harbour Trust Board.



Encls 3
Mar 50/56

Extract of Proceedings of the Trustees of the Harbour of
Madras, at a Meeting held at the Offices of the Board on
Friday, the 9th day of August 1895.

9. Read correspondence with the Traffic Manager, Madras Railway Company, commencing with his Letter No. 66455, dated Saturday 3rd August, giving notice that, on and from Monday the 5th instant, no traffic would be accepted by the Madras Railway from the Harbour Trust after 5 p. m.

The Chairman informed the Trustees that he had since had an interview with the Agent and Manager of the Madras Railway, with the result that an agreement had been arrived at, by which the Railway would continue to accept traffic from the Harbour, as hitherto, after 5 p. m., until better arrangements could be made.

The new line sanctioned by the Board, at its Special Meeting of the 25th June 1895, is not such as the Railway can use; because, immediately to the east of Clive's Battery, the Harbour Works construction line entered and ran out of it at a very sharp angle; the curves are also of small radius, and the line is upon a narrow embankment, flanked on both sides by trees, so that the drivers outlook is limited.—When the question of constructing the Harbour Works line in front of Clive's Battery was referred to the Military authorities, exception had been taken to this very item—points and crossings upon a sharp curve immediately before the muzzles of the guns—but the objection had been waived. This alignment, however, is, it is now found, one which absolutely prohibits any Madras Railway locomotive passing in front of Clive's Battery, and the Railway authorities decline to make use of the line, as at present constructed.

It is, therefore, necessary to separate the two lines, which can be done by widening the embankment in front of Clive's Battery, to a sufficient extent to enable it to carry two separate lines of rail, as proposed by the Harbour Improvements Committee, and already approved in principle by Government.

To do this, it will be necessary to remove a few more small casuarina trees, and the additional cost, over and above that already sanctioned by the Board, for facilitating the working of coal traffic over the Madras Railway line, would amount only to about Rupees 200 extra.

The Board's Engineer, who was present, submitted a plan showing the proposed improved alignment; and the Chairman further explained to the Trustees that the very small additional expenditure, for which sanction was asked, was due to the fact that it is not at present necessary to construct the full sanctioned length of the line leading towards the north arm, or to put down the weighbridge on the same. The material already purchased could, therefore, be utilised in constructing the line in front of Clive's Battery, so as to meet the requirements of the Railway, and enable traffic to be worked over it by Railway locomotives, in accordance with Standing Railway Rules.

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One of the Trustees enquired whether it was intended that the charge of 10 anna per ton for haulage, surrendered by the Board as suggested in G. O. No. 1000, Marine, dated 26th July, would be collected by the Board, and handed over to any Railway which might in future do the haulage.

The Chairman replied that, as he understood the intention of the Board, 10 anna per ton would be charged for the entry of vehicles, and that if these were hauled by the Railway locomotives, the merchants interested would have to make their own arrangements with the Railways, as to payment for haulage.

The Board unanimously agreed with the Chairman as to the necessity for the proposed improvements, but some of the Trustees expressed a doubt as to whether the widening of the embankment would not be objected to by the Military authorities. The Engineer explained that, so far from there being any objection to the proposed improvements, judging by previous correspondence, the alteration would remove the two principal objections which had been raised by the Military authorities to the line as at present constructed, viz., the points and crossings on a sharp curve under the guns of the battery, and the small radius of the curve. The proposed improvements did away with the two existing points and crossings, and made the radius of the curve very much easier, viz., about 650 feet.

Read again G. O., dated 16th October 1894, No. 6286, Military Department.

Resolved that, as the proposed alteration of the existing line in front of Clive's Battery, does not appear to, in any way, infringe the conditions laid down by the Military authorities, but, on the contrary, removes objections to the existing line, the Board's Engineer is authorised to carry out the work, as shown in the plan, at a cost, exceeding the estimate already sanctioned, of about Rs. 200.

The Chairman is requested to address Government.

(True Extract.)

C. P. S. S. S.

Secretary,
Harbour Trust Board.

Encls 2
Mar 65/96

Hyderabad
in
Court.

No: 3004 M.W.

Government of India.

Military Department.

Simla, the 2nd December 1895.

The Director General of Military Works.

Sir,

In reply to your letter No. 1414 dated 18th October 1895, I am directed to state that the Government of India sanction the execution of the proposed improvements in the line of railway in front of Clive's Battery at Madras, on the understanding that the conditions laid down in Military Department letter No. 2544 M.W. dated 1st September 1894, will be strictly adhered to, except that plain instead of barbed wire may be used for fencing the line as approved in Military Department telegram No. 2950 M.W. dated 9th October 1894.

I have &c.

Signed James Dallas, Captain R.E.
Secy to the Govt. of India. (C.S.)

(True Copy)

A. H. M. Lawrence Captain,
Asst. Adjutant General.

Defences
Coast

No. 59 M.W.

Ootacamund,

9th January 1896.

112 Pub

From

The Lieutenant-General COMMANDING the FORCES, Madras.

To

The Chief Secretary to
the Government of Madras

SIR,

In returning as requested your Indorsement
No. 1913 of 16th August 1895 and its enclosures,
I have the honor to forward a copy of the
marginally noted Communication from the
Government of India sanctioning the execution
of the proposed improvements in the line
of Railway in front of Olives' Battery
at Madras.

I have the honor to be
Sir

your obedient servant

S. J. Holland Lieut. Genl
for Commanding the Forces
Madras

ENCLOSURES.

* No. 3057 M.W. of
22nd December 1895
from Government of
India, Military Dept.
to the Director General
Military Works.

Pub.

112

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Oct. 16 Oct 194 6286
6 Nov 6868

Encls 4 (Plan)

Recd: 21.1.96

Recd No 137

Transferred to the Marine
Department.

W.D. Phillips
Ag. Asst. Secy.

70B
17.1.96.

No 54 J.N.
9.1.96

Recd 11.1.96. Encl. 4.

Subject

Forwarding a copy of the
Communication from the G. & S.
Sanctioning the execution of
the proposed improvements in
the line of Railway in front of
Chives Battery. Madras.

John St. George
18 January 1896

No 46 Marine of 24 Jan 1896

Communicated to the
Chairman Harbour Trust
Board with reference to R.O.
4114 Marine, of 30 October 1894.

C.M.S.
23/1/96

The Ch. J. B. with plan.
P.P.O.

N.S.

DESPATCHED
12 FEB 96

M.R. for indy order 6286
16.11.94

Transferred