

MADRAS RECORD OFFICE

Government of Madras.

LOCAL DEPARTMENT

G.O. No.

Provis.
116.

Dated

18

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 10th March 1857.

No. 62. Read the following Extract from the Minutes of Consultation in the Financial (Railway) Department, dated 3rd February 1857, No. 59.

Read the following letter from Major T. A. JENKINS, Agent and Manager; to Lieutenant Colonel T. T. PEARS, c. b., Consulting Engineer for Railway, dated 18th November 1856, No. 812.

SIR,

I have the honor to transmit herewith a tracing of a Survey which has been prepared shewing the line of direction of a road which it may be considered desirable by the Government to have constructed to connect the Trivullum Station with the Chittoor road. The road from the station to the nearest public road viz., the old Pioneer road, will be made, I presume, at the expense of this Company, and I request that Government may be pleased to authorize the necessary outlay for the same.

Letter from Major T. A. JENKINS, Agent and Manager; to Lieutenant Colonel T. T. PEARS, c. b., Consulting Engineer for Railway, dated 22nd January 1857, No. 55.

SIR,

With reference to your letter No. 625, dated 20th of November, I have the honor to acquaint you that the Acting Chief Engineer has this day informed me that the proposed road from the Trivullum station to the Chittoor road will strike that road, at the 78 mile stone from Madras, and 2 miles from the Temple on the river tank at Trivullum.

2. The distance from the Railway station to the Traveller's Bungalow at Trivullum by the Pioneer road is 1 mile and 60 chains.

No. 21.

On letters from the Agent and Manager of the Madras Railway Company Nos. 812 and 55, dated 18th November and 22nd January 1857, respectively.

Observations by the Consulting Engineer.

The Agent forwards a Survey of a line of road, which will be much required when the Railway is opened as far as Trivullum to perfect the communication between the Chittoor road and that station. At the same time sanction is requested to the construction, at the cost of the Railway of a short branch line to connect the station with the High road known as the old Pioneer road, with the latter work the Agent has been authorized to proceed.

2. With respect to the other road, Survey of which is now submitted, it might appear at first sight a question, whether it also should be made by the Railway Company, or by the Government.

3. I have carefully considered the subject and am of opinion, that if the company form a communication between this station and the nearest High road, had though the present condition of that road may be they do all that can be required of them, though perhaps not all that in many cases it might be to their own interests to do.

4. The road, of which Survey is now forwarded, is not absolutely necessary to enable traffic from Chittoor, to reach the station, but it would greatly shorten the distance and thus prove a great convenience to the public.

5. Without this road a cart from Chittoor has to follow the present High road to Trivullum, and from thence turning back to reach the station by the old Pioneer road.

6. Thus the distance from the point where it is proposed that the new road should leave the present High road (marked on the Survey A) to the station would be by the existing roads, via the village of Trivullum, about 4 miles, whereas by the proposed new road it would be a mile and a half.

*therefore very likely that
passenger*

Fort Saint George, Public Works Consultation of 10th March 1857.

7. With these observations I would recommend the construction of the road in the Public Works Department to the favorable consideration of Government.

Madras
24th January 1857, }

(Signed) T. T. PEARS,
Consulting Engineer for Railway.

The Government approve of the Agent having been authorized to proceed with the construction, at the cost of the Railway Company, of a short branch line to connect the Trivullum station with the High road, known as the old Pioneer road, and resolve to refer for consideration in the Public Works Department the proposed line of road, of which a Survey is submitted, to perfect the communication between that station and the Chittoor road.

(Signed) T. PYCROFT,
Chief Secretary.

No. 63. ORDER THEREON, No. 431; dated 5th March 1857.

In the above paper the formation of a road to connect the Chittoor road with the Trivullum Railway station is proposed. The entire distance of this route from Chittoor appears to be nearly 22 miles. The Railway it is observed intersects the road from Chittoor to Vellore at a point nearer to Chittoor. It is therefore very likely that passengers and traffic from Chittoor will join the Railway at the Vellore station rather than at the Trivullum station, when the line is opened to the former place, and the proposed new road will in consequence not be of much use. The Vellore station moreover is on the road from Chittoor to Vellore, and no branch will be necessary. The Government also question whether the old Pioneer road can be properly considered a High road, and they are of opinion that, if it be necessary to unite the Chittoor and Madras road with the Railway as proposed, the work should be done at the expense of the Railway Company.

2. With these remarks, it is resolved to return the papers to the Financial (Railway) Department for further communication with the Consulting Engineer.

(Signed) H. FORBES,
Acting Secretary to Government.

Extract from the Minutes of Consultation
Under date the February 1857.

Read the following extract
from the Minutes of Consultation
in the Financial Railway
Department.

(Here enter 3rd February 1857 No 59)

In the above paper
the formation of a road to
connect the Chittoor road
with the Trivullum Railway
Station is proposed. The entire
distance of this route from
Chittoor appears to be nearly
22 miles. The Railway it is
observed intersects the road
from Chittoor to Vellore at
a nearer point. It is
therefore very likely that
passengers

passengers and traffic from
Chittoor will join the Rail-

way at the Vellore station

rather than at the Tiruvallur

Station when the line is

opened to the former place

and the proposed new road

will in consequence not be

of much use. The Vellore

Station moreover is on the

~~border of the road from~~

Chittoor, and no branch

will be necessary. With

these observations the Gov^t

resolve to communicate

the papers to the Chief Eng^r

for his report and if he

should concur in the necessity

of the proposed road he will be

good enough to submit an

estimate as soon as possible.

M. R.

213/5-223

July 26th 1897.

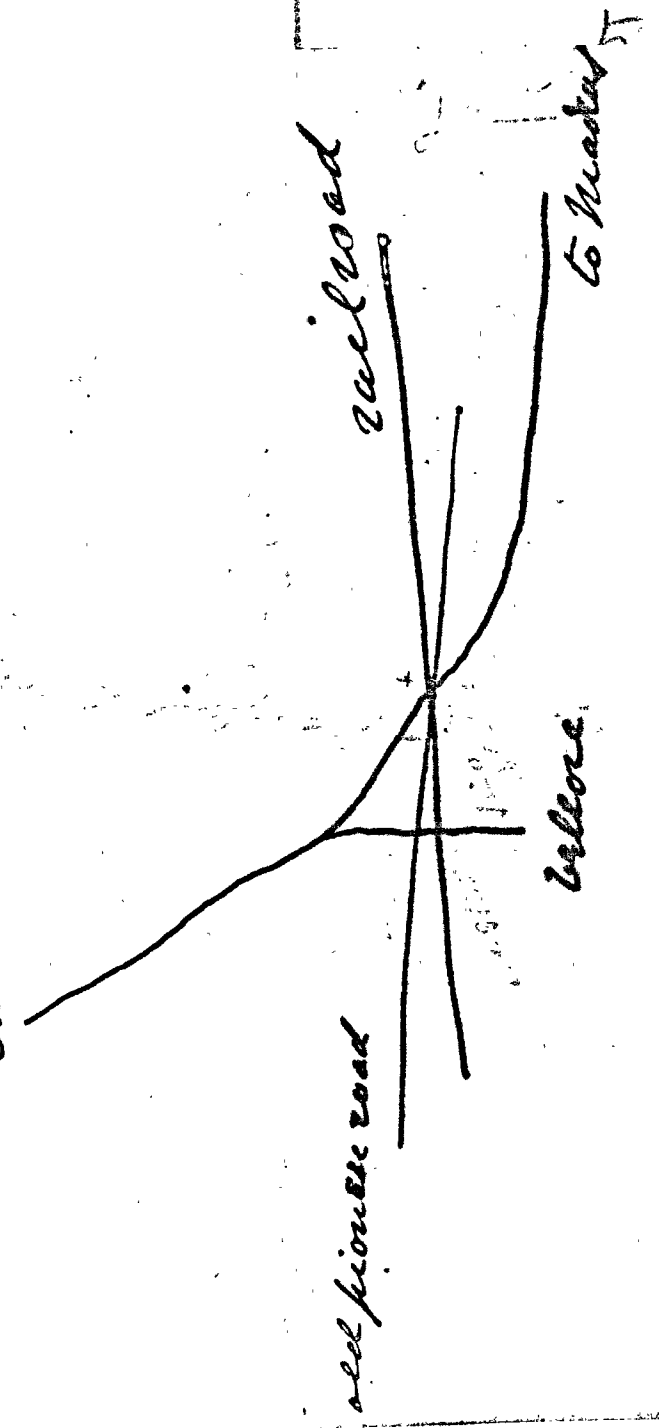
chittoor

see pioneer road

railroad

Bellore

to Madras



Public Works Dept

No. 431

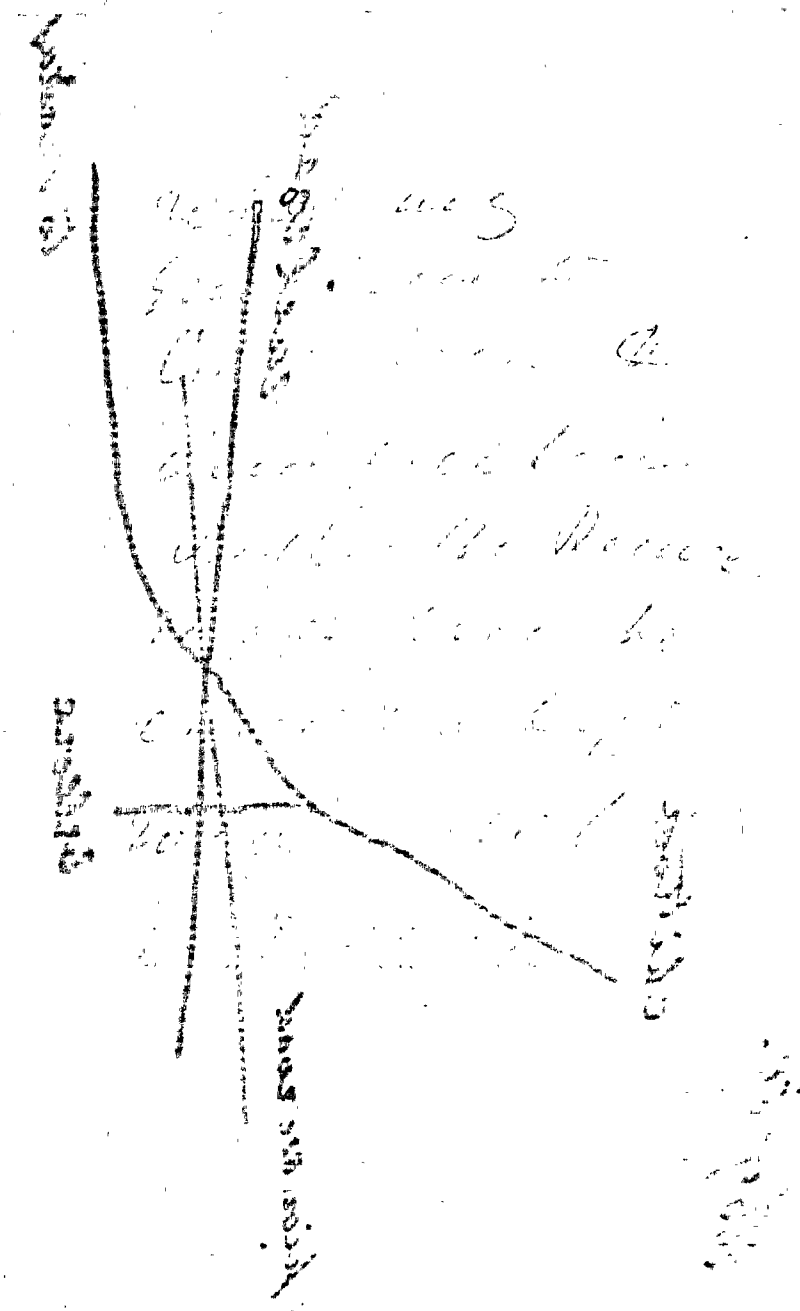
Extract from the Minutes of Consultation
Under date the 3^d March
February 1857.

Read the following
Extract from the Minutes of
Consultation in the Financial
Railway Department.

/ Here enter 3^d February 1857/1859.

At
the
of
Mr. M.

In the above paper
the formation of a road to
connect the Chittoor road
with the Trivallum Rail-
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6
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opinion that, if it be ne-
cessary to unite the
Chittoor and Madurai
roads with the railway
as proposed, the work
should be done at the
expense of the railway
Company.

2 With these remarks
it is resolved to return
the papers to the Financial
Railway Department for
further communication
with the Consulting
Engineer.

R. S.

Copies to the Financial/Railway Dep.
with Engr. Survey - Disp. 6.

Job 62463.

Referring to return the
papers regarding the foundation
of a road to connect the
Baltimore and Annapolis
Railway Station
to the Annapolis Railway
Station and for further
information with the
Baltimore Engineering

Contract drawing for
Baltimore and Annapolis
Railway Station

Contract drawing for
Baltimore and Annapolis
Railway Station

Sept 1, 1911

Contract drawing for
Baltimore and Annapolis
Railway Station

and L. R. R.