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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3192	Press
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Dated 24-6-1865.	

Not to be folded or roughly handled

77

Proceedings of the Madras Government, Public Works Department.
24th October 1865.

No. 598. Read the following Despatch from the Right Honorable the Secretary of State for India (Railway), to His Excellency the Honorable the Governor in Council, Fort Saint George, dated India Office, London, 8th September 1865, No. 12 :—

1. Herewith is transmitted a copy of a letter from the Directors of the Madras Railway Company, dated 11th August, No. 1,871, on the subject of the terminal arrangements at Madras.

2. You will observe that all the Railway officials are of opinion that the present site of the passenger terminal station is inconvenient, and it appears to be generally admitted that, if it be retained, it will be necessary to incur very considerable expenditure upon the station buildings.

3. The Directors are of opinion that the present station must eventually be abandoned, as it is not capable of being rendered fit for the permanent terminus. They therefore propose, instead of incurring further expenditure upon it, to build a new station in a central situation. By the adoption of this proposal, it is stated, the traffic could be worked more satisfactorily and economically, and the auxiliary station at Perambore might be abandoned. I agree with the Directors in thinking that, if a mistake has been made in the selection of a site, it should be remedied without unnecessary delay. Until this point has been satisfactorily settled, I think it undesirable that any further considerable expenditure should be incurred on the present buildings, and in order that the question may be thoroughly investigated, I would suggest the appointment of a Committee to inquire into and report upon it. This Committee may consist of three Government Officers (the Consulting Engineer being of the number), the Railway Company's Agent, their Chief Engineer, and their Traffic Manager, and three members of the commercial community. You may probably think it desirable to ask the Chamber of Commerce to nominate the latter.

4. I shall be glad to receive, with the report of the Committee, your Excellency's views on its recommendations.

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From the Managing Director of the Madras Railway Company, to the Under Secretary of State for India, dated 33 New Broad Street, London, 11th August 1865, No. 1,871.

1. I am desired by the Board to request the notice of the Secretary of State for India to an important question, raised by the necessity which has arisen for providing further accommodation at the Presidency for the increased and increasing passenger traffic of the Railway.

2. The subject has for a long time been anxiously considered by our Agents and Officers, and has lately been brought under the special consideration of the Madras Government by the Agent, in connection with proposals for the abandonment of the two existing but objectionable and inadequate Stations there, and the substitution of one Central Station instead, of proper plan and dimensions and in a better locality.

3. In the erection of the present Terminal Station it has long been felt and admitted that a double mistake was committed; in the site, which is inconvenient for traffic, whether of goods or passengers, and in the plan, which has rendered it impossible to effect in it the alterations and additions demanded by the growth of the traffic. It proved insufficiency and inconvenience led to a proposal by the Agent, six years ago, to erect a separate Goods Station near the Salt Depot, and a Central Passenger Station near the People's Park. The former was eventually sanctioned by Government, and since the 1st of June, 1864, the whole of the goods traffic has been transferred with great advantage to the new Station.

4. The passenger traffic, however, has still continued to be carried on at the old Terminal Station, supplemented by an additional Station at Perambore, an unsatisfactory arrangement, involving increased charge in working and establishment, and withal so imperfectly meeting the object, that it is now necessary to go to considerable further outlay at once at Perambore, to provide for the pressing requirements of the traffic. At the Terminal Station a very much greater outlay will soon be called for if the present arrangement be continued, in order to adapt it, however imperfectly, to the increased traffic which the opening of the N. W. Line to Cuddapah and Bellary, and the junction with the Bombay line, must bring to it. The influence of this traffic is only beginning yet to be felt.

for

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5. But in the opinion of the Traffic Manager, the Chief Engineer, and the Agent and Manager, such is the construction and position of the buildings that it is not possible to make the additions that will be hereafter required for this increased traffic. The Chief Engineer estimates the cost of the alterations that would be necessary to make Royapooram a "workable" Station for a time, at about a lakh of Rupees, but adds that after all this expense we should still have an inconvenient Station in a most inconvenient locality; that it is impossible, disposed as the buildings are, to make Royapooram or Perambore Stations in accordance with modern ideas; and that in keeping up two Stations instead of one we should perpetuate an expensive system of working, while the outlay incurred would be absolutely unproductive.

6. On the other hand, by erecting a new and central Station in a favorable locality, we can make the arrangements best suited to work the increasing traffic in the most economical way, and the saving in establishments and cost of working, with the extra mileage from Perambore passengers, it is calculated will go far to meet the interest on the extra outlay.

7. Under these considerations, the Agent submitted to Government that instead of laying out more money, as had been sanctioned, upon Stations which, in the opinion of those competent judges, could not by such outlay be fitted for the efficient and economical working of the traffic, or for its accommodation at all when increased as it soon must be, our true policy would be to proceed at once to erect a new and central Terminal Station, giving up the old one, which he suggested it might suit the Government to acquire for the purpose of a Jail, Custom House, or other public building.

8. After some time the Government replied that they were not prepared to entertain the propositions of the Agent, there being no public purpose to which the Royapooram Terminus could with advantage be applied.

9. Endeavouring to obviate this difficulty, the Agent submitted, for the approval of the Government, a modified proposal, by which the present Terminal Station buildings would continue to be occupied as heretofore by the Agent and Manager, Engineer, Account and General Stores Departments, comprising, in fact, all the General Offices, with the exception of the Traffic Manager's, which, under any circumstances, is required to be removed to the vicinity of the Goods Station. The rooms vacated by him at the Terminus, it was suggested, might suit the Government Consulting Engineer, whose proximity would, no doubt, facilitate the despatch of business.

10. By this arrangement it would only at present be necessary to erect on the proposed central site, a Passenger Station and Traffic Offices (convenient for the Goods Station also), leaving the question of the disposal of the old Terminal Station and its buildings open for future settlement. The cost of these to the Company is estimated to have been 3½ lakhs of Rupees; out of which would have to be taken for the present, the estimated cost of the general offices proposed to be retained for use, which exceeds 1½ lakhs. But there seems every reason to believe, that before long, the site and the buildings will be in request for some public or other purpose, giving opportunity for disposing of the whole on terms that would reduce the eventual loss of the Company to an amount so moderate as not to be put in comparison with the advantages to be derived from the removal of the Railway business to more suitable premises in a better situation. It seems indeed not improbable that such an opportunity may occur before the erection of a new Passenger Station, necessarily a work of time, could be completed.

11. The Chief Engineer has estimated the cost of the additions and alterations that would be required if the existing Stations are to be retained, at Rupees 161,000. On the other hand, he estimates the cost of the proposed new Passenger Station and Traffic Offices at Rupees 300,000, showing a difference of Rupees 139,000 only between the two courses, and the Board, after giving the question their best consideration, entirely agree with their Agent and officers in preferring the latter of them. It is evident that to a new and more central Station we must come in no long time, and this being so, it appears better policy to undertake the work at once than to spend more money upon the old one, which cannot by any outlay be made an economical or convenient one for working, or capable of permanently serving its purpose. All outlay on such a station but adds to the sacrifice its ultimate abandonment will involve, while its continuance entails a daily loss through the necessity of keeping up two establishments, and of working the traffic in an inconvenient and uneconomical way.

12. The Board bring the question under the consideration of the Secretary of State, in the hope that the reasons in favour of building a new Station rather than go on spending money on the old, will appear to him as weighty as they do to them; and that he will be pleased to give such expression of his views to the Government of Madras, as will lead to their reconsidering this important question.

13. The Government, by their very just animadversion on the fault in planning the Royapooram Station, recognize its unfitness for being made the permanent Terminus of the Railway, though they think it may still be made for a time serviceable. They also refer to, though without adopting, the recommendation of their Consulting Engineer, that the Perambore Station should be given up, and a new passenger Station built near the place proposed. The objections of the

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Government to the Agent's proposals are rested entirely on the large outlay incurred on the old Station, and the circumstance that no satisfactory way of disposing of it presented itself. Otherwise there is every reason to believe that the Government were quite disposed to sanction a measure as advantageous and convenient to the public as to the Railway. It may be that under the expression of the opinion of the Secretary of State such use may be found. We are informed that the site is generally considered at Madras to be extremely well suited for a Jail, and the site of the present Jail to be objectionable.

14. But whether an immediate use for the Royapooram Station can be found or not, the Board are strongly convinced of the policy of not delaying the erection of a Central Passenger Station, leaving, if necessary, the General Offices and Stores of the Company in their present quarters, until they can be advantageously converted to other uses, and their cost, as far as possible, recouped to the Company.

No. 599. ORDER THEREON, 24th October 1865, No. 3,192.

RAILWAY, No. 51.

1. The Governor in Council resolves to appoint the undermentioned Officers to be Members of a Committee, which,

under the orders conveyed in the foregoing Despatch from the Right Honorable the Secretary of State for India, will be convened to consider and report upon the question of removing the present Terminus of the Madras Railway from Royapooram to a more central situation:—

Mr. T. Clarke, Member of the Board of Revenue.

Mr. W. Hudleston, Acting Secretary to Government, in the Revenue Department.

Major J. H. M. Shaw Stewart, R. E., in charge of the Office of the Consulting Engineer for Railways.

2. The Agent and Manager, the Chief Engineer, and the Traffic Manager of the Madras Railway Company will form Members of the Committee, as suggested by the Secretary of State.

3. The Chamber of Commerce will be requested to nominate three members of the commercial community as Members of the Committee.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To T. Clarke, Esq., Member of the Board of Revenue.

" W. Hudleston, Esq., Acting Secretary to Government, Revenue Department.

" Major J. H. M. Shaw Stewart, R. E., in charge of the Office of the Cong. Engr. for Railways.

To the Agent and Manager, Madras Railway Company.

" " Chief Engineer do. do.

" " Traffic Manager do. do.

" " Chamber of Commerce.

Exd. S. T. Augustin.

for

to be continued
18th Feb 1881
by order of

the former and
appoint J. Clarke
member of the Board
of Revenue D. H. H. H.
acting Secretary & Co.
and then to be in
charge of the Consulting
Engineer's Office as the
former member
of the Committee of
the Secretary

and would ask the
(members of Council
& nominate their
members of the Commercial
Community.

from my friend

G. J. Cunningham

P.W.D.

No 3192

Proceedings of the Madras Government

Under date the 24th October 1865.

Read the following

Despatch from the

Right Honble the Secy of
& late for India —

N. E. 8th Sept 1865

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Mr. J. Clarke. Member of the Board of Revenue.

Mr. W. Huddleston. Acting Secretary to Govt. in the Revenue Department.

Major J. H. M. Shaw Stewart. R. E. In charge of the Office of the Consulting Engineer for Railways.

The Joint and Manager, the Chief Engineer, and the Traffic Manager of the Madras Railway Company will form members of the Committee, as suggested by the Secy of State.

The Chamber of Commerce will be requested to nominate three members of the community.

Committee

J. Clarke Esq.
Member of the Bd of Rev.
W. Huddleston Esq.
Acting Secy to Govt. Rev. Dept.
Major J. H. M. Shaw Stewart R. E.
In charge of the Office of the
Consulting Engineer for Railways
Manager
Railways Co.

Copy in a letter to England
by 11: April 19 1866

1865
Memo. of Govt. for Belm

No. 0192
Memo. of the Al. Govt.
124 Oct/65

Per Oct 29/66

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Memorandum of the Indian
Railways at Royapuram Belm
gentlemen of the Board to consider
and report upon
the reasons