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(2) Date of repair 16-1-45
(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. <u>1063</u> <u>72-76</u>	Press <u>Misc.</u>
Dated <u>7-4-</u> 18 <u>66</u> .	

Not to be folded or roughly handled

6/1/45

No. 72. Read the following letter from the Chairman of Railway Terminus Committee, to the Secretary to Government, Public Works Department, dated Madras, 26th February 1866 :—

1. I have the honor to submit, for the consideration of Government, the explanations of the Railway Terminus Committee on the several points noticed in Government Order No. 314, dated 26th January 1866. But, first, the Committee desires to point out, that it has submitted no reasons for selecting a site for a new station in the People's Park, nor has it yet been in a position fully to consider the eligibility, much less has it committed itself to a recommendation of a portion of the Park as a site. Immediately on its organization, the site in the People's Park was brought before this Committee, but at the same time objections to its appropriation on the ground of an alleged guarantee and of the rights of the people were raised. In order that these objections, as well as any others which might exist to the selection of this site, might be fully laid before it and discussed, this Committee invited the Park Committee to meet it; but the invitation was rejected, as the Government is already aware, in terms which appeared to this Committee of unusual abruptness and discourtesy; this Committee accordingly addressed the Government in the hope that, through its intervention, the Park Committee might be induced to comply with the invitation of this Committee.

The Government, without acceding to the request of this Committee, desired it to be shown to the satisfaction of Government, that no measure could be employed for enlarging and perfecting the Royapoorum Station as well as the one at the Cotaurs, to such an extent as might be necessary to enable them to accommodate all present and prospective traffic of the Madras Railway.

The communication from this Committee, of the 21st December last, was simply confined to the discussion of these two points, and any recommendation in regard to the site of the People's Park was intentionally abstained from.

2. In their Order of the 26th January, now under reply, the Government have called for explanation on the following four points :—

First.—Whether, looking at the maze of sidings and buildings of the improved Royapoorum Terminus, the very simple series of lines proposed, is sufficient to afford room for the accommodation that will be required for a station at the People's Park, in which it is observed no provision has been made for the storage of coal, coke, shelter of carriages and engines, &c., &c., so that Government may not at a future date be troubled with applications for extension.

Second.—What extent of ground in the People's Park will be required, and to what extent any distinct understanding or guarantee relative to the old Cemetery will be infringed by the occupation of a portion of it in the contemplated station.

Third.—Whether a site as suitable as that proposed in the People's Park could not be found on the east side of the canal, opposite the General Hospital.

Fourth.—Whether it would not be more advisable to make one large station for both Goods and Traffic at the Salt Cotaur Station, taking in the whole of the ground to the road from Vepery, with a view to economy of establishment.

3. In reference to the first question, I have the honor to re-submit the tracing of the Improved Royapoorum Terminus; the maze of sidings and buildings exhi-

bited in which, caused Government to apprehend that the simple series proposed for the new Terminal Station, somewhere near the south-east corner of the People's Park, would be insufficient. In this plan have now been marked the objects for which the several lines traced on it were originally constructed, and these, the Government will observe, comprise the necessities of the Engineers, (Workshops), General Stores, and Locomotive Departments. Several of these lines will be maintained at Royapoorum, and no similar lines will be needed in their stead at the new station. Some few lines will no longer be required at all, as shown in the plan, and might be removed. Coal and coke will continue stored at Royapoorum, the most convenient locality for landing the fuel from ships. The engines will be stabled at the Perambore Locomotive Works, where they can be most readily inspected, cleaned, and repaired. Thus there remain but the requirements of a first class station for passengers to be met, and as the plan submitted is (as reported in paragraph 2 of my letter, dated 21st December,) arranged on the plan of a station working 300 trains per diem, a fair assurance is given that future extensions will not be necessary.

4. In reference to the second question, I have the honor again to forward the plan of the People's Park, which accompanied my letter dated 25th November 1865. On it, is traced the whole extent of ground which the Railway authorities proposed to appropriate in the event of the Terminal Station being there placed. This piece of land they intended to enclose with a fence and light rail, as far as the commencement of the platforms, and from thence, with a wall. The ground required consists of a strip along the canal bank two and a half chains wide at the north, in consequence of the curve in the line, and gradually narrowing to half a chain until the sidings commence. The whole area being $10\frac{1}{4}$ acres. Whether the shutting off the canal from access by the visitors to the Park is a ground of objection, this Committee thinks open to question. As yet the ground has not in any way been put in order, a bridle-path has been traced, and a few cocoanut trees planted, but the ground is rough and unsightly. The canal is not a stream of pure water, offering pleasant water-side, walking, or fishing. Into that portion of it, which skirts the Park, twelve main sewers of Black Town empty themselves.

5. The "distinct understanding" relative to the closed Cemetery, referred to by Government, is contained in Government Order in the Public Department, No. 180, dated 8th February 1860, which was passed on several petitions from Natives soliciting permission to continue the use of the ground as a burning ground. This Committee does not presume to interpret the order in question, but desires simply to point out that the present state of the Cemetery does not evidence any very strong interest on the part of the Native public in its condition. The north-eastern portion has been used for some years past as a depôt for the collection of manure, heaps of which covered with earth dug from the Cemetery are still there; dry old human bones and skulls are lying neglected on the ground, and there appears no trace of that care which would naturally accompany feelings of reverence for the place. Whether, with this practical evidence of disregard, it would be politic to lay down so inconvenient a precedent as the inviolability of a Hindoo Cemetery, however neglected, in preference to permitting the removal and reconstruction, in another part of the Cemetery, of the nineteen tombs (of which the heirs

of seven only can be discovered) situated in the ground required, due care being taken that all exhumed remains be decently re-interred, and reasonable provision or compensation made to such survivors as exist for any necessary ceremonies, is a question beyond the province of this Committee, though the fact on which it is based is patent to all.

6. In reference to the third question, this Committee considers that the ground on the eastern bank of the canal would be quite as convenient to the public as a station as that on the western bank, and the erection on it of a handsome Terminal Station would present the further advantage of a locality now occupied by low and unsightly houses, becoming one of the most ornamental and popular in Madras, and a station has been accordingly traced in pencil on the plan. But it must be borne in mind that its adoption will involve a considerable addition to the estimated cost of construction. In the first place, Government will have to purchase the ground with the existing buildings, at a cost of not less than from 50,000 to 70,000 Rupees, and, secondly, the Railway Company will have to bear the additional charge of a screw pile bridge, 330 feet long, over the canal, amounting to Rupees 56,000, and a boundary wall half a mile long to shut the line off from the street.

7. The fourth question, whether it would not be better to have only one large station at the Salt Cotaurs, has already been reported on in paragraphs 10, 11, and 12 of my letter dated 21st December, where it was shown that such an arrangement besides cramping the future operations of the goods traffic, and costing Rupees 40,000 more, in first construction, would also involve the continued maintenance of a pilot engine at Rupees 650 per mensem. The first consideration, on again discussing the question, has impressed itself strongly on the Committee which considers it extremely ill-advised to place such a serious obstacle, as a passenger station would offer, to the possibility of extending the area which the certain development of the Goods Traffic will require. I have only further to add that the plan under consideration would cause no reduction of the Traffic Manager's Office establishment, (the only Department which under any circumstances it is proposed to be moved from Royapoorum,) because the accounts of goods and passengers being distinct the same number of Clerks must be employed whether the establishment be located under one roof or apart.

No. 73. Minute by His Excellency the President.
(Here enter 26th February, 1866.)

No. 74. Minute by the Honorable T. PYCROFT.
(Here enter 8th March 1866.)

No. 75. Minute by the Honorable H. D. PHILLIPS.
(Here enter 14th March 1866.)

No. 76. ORDER THEREON, 7th April 1866, No. 1,063.

RAILWAY, No. 2.

1. The Government are still not satisfied with the reasons that have been given for the proposed abandonment of Royapooram as the Terminal Passenger Station of the Madras Railway, or with

what has been adduced to show that the existing station at that place is not capable of such enlargement and improvement as are necessary to render it, in all respects but one, a suitable terminus. The one respect in which it fails is in its situation, which being on the outskirts of the more populous parts of Madras is admittedly ill-chosen to afford the greatest possible facilities to passengers, and on this consideration it is perhaps advisable to select a more central and convenient site.

2. The Government admit that no better position could be fixed upon than the neighbourhood of the spot which has been pointed out by the Committee as in every way eligible, but His Excellency the Governor in Council is confident that the objections which have formerly been stated to the diversion of any portion of the People's Park from its present object, and which have since obtained additional strength by the support they have received from the unanimous vote on the subject passed at a crowded meeting in the Park, are insuperable.

3. The Committee allow that the piece of ground east of Cochrane's Canal and to the north of the General Hospital is equally eligible as a site for a central station, and the only objection which they urge against it is the expense, stated at Rupees 1,26,000, which would have to be incurred in buying up the land and buildings upon it and in constructing a bridge across the canal. Bearing in mind that the proposed station is to be the Passenger Terminus of a Railway system many hundreds of miles long, and traversing the length and breadth of the Madras Presidency, the Governor in Council does not regard an increase in the cost of the proposed changes, by the sum named, of such weight as to influence either the Company or the Government in rejecting a site so very desirable, when it can be obtained at such a comparatively small pecuniary sacrifice, and without incurring the continued strenuous opposition of the general community to the intrusion which has been suggested upon the grounds set apart for the recreation of the people. He will, therefore, be prepared to support any proposition which the Officers of the Railway may bring forward for purchasing this land, and for erecting upon it such buildings as will not only obviate the inconveniences of the present station at Royapooram, but will be in themselves an ornament to the neighbourhood.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Chairman of the Railway Terminus Committee. with three Enclosures.
" Consulting Engineer for Railways.

Exd. S. T. Augustin.

Madras
26th February 1866
5

To,
Colonel. C. A. Orr.
Secretary to Government
Public Works Department

Sir,
I have the honor to submit
for the consideration of Government
the explanations of the Railway
Terminus Committee on the several
points noticed in Government Order
N^o. 314, dated 26th January 1866;
But first the Committee desires to
point out that it has submitted
no reasons for selecting a site for a
new station in the People's Park
nor has it yet been in a position
fully to consider the eligibility much
less has it committed itself to a recommendation.

See Minute
P. 7-16. 17-20

of a portion of the Park as a site -
Immediately on organization, the site
in the People's Park was brought -
before this Committee but at the same
time objections to its appropriation on
the ground of an alleged guarantee
and of the rights of the people were
raised, in order that these objections
as well as any others, which might
exist to the selection of this site, -
might be fully laid before it, and
discussed; this Committee invited the
Park Committee to meet it, but the
invitation was rejected, as the Govern-
ment is already aware, in terms -
which appeared to this Committee
of unusual abruptness and discourtesy,
this Committee accordingly addressed
the Government in the hope that
through its intervention the Park
Committee might be induced to
comply with the invitation of
this

this Committee. 2 71-

The Government without -
acceding to the request of this Committee
desired it to be shown to the satis-
faction of Government, that no measure
could be employed for enlarging -
and perfecting the Royapuram -
station as well as the one at the
Colours, to such an extent as might
be necessary to enable them to accom-
modate all present and prospective
traffic of the Madras Railway.

The communication from this
Committee of the 21st December last
was simply confined to the discussion
of these two points, and any re-
commendation in regard to the site
of the People's Park was intentionally
abstained from.

2 In their order of the 26 January
now under reply, the Government have
called for explanation on the
following four points.

1st Whether looking at the maze of sidings and buildings of the improved Rappahannock Terminal, the very simple series of lines proposed, is sufficient to afford room for the accommodation that will be required for a Station at the People's Park, in which it is observed no provision has been made for the storage of Coal, Coke, Shelter of Carriages, and Engines &c. &c., so that Government may not at a future date be troubled with applications for extension.

2nd What extent of ground in the People's Park will be required and to what extent any distinct understanding or guarantee relative to the old Cemetery will be infringed by the occupation of a portion of it in the contemplated Station.

3 Whether

which was passed on several petitions from Natives soliciting permission to continue the use of the Ground as a burning ground. This Committee does not presume to interpret the order in question, but desires simply to point out that the present state of the Cemetery does not evidence any ~~very~~ strong interest on the part of the Native Public in its condition. The North Eastern portion has been used for some years past as a depot for the Collection of manure, heaps of which covered with earth dug from the Cemetery are still there; Dry old human bones and skulls are lying neglected on the ground and there appears no trace of that care which would naturally accompany feelings of reverence for the place. Whether with this practical evidence of disregard it would be politic to lay down so inconvenient a precedent as the

inviolability of a Hindoo Cemetery however neglected in preference to permitting the removal and reconstruction, in another part of the Cemetery, of the 19 Tombs (of which the heirs of 7 only can be discovered) situated in the ground required - due care being taken that all exhumed remains be decently reinterred, and reasonable provision or compensation made to such survivors as exist for any necessary ceremonies, is a question beyond the Province of this Committee though the fact on which it is based is patent to all.

6: In reference to the 3rd question this Committee considers that the ground on the Eastern bank of the Canal would be quite as convenient to the Public as a Station as that on the Western bank, and the erection on it of a handsome Terminal Station would present the further advantage of a

locality now occupied by low and unsightly houses, becoming one of the most ornamental and popular in Madras, and a Station has been accordingly traced in pencil on the Plan. But it must be borne in mind that its adoption will involve a considerable addition to the Estimated Cost of Construction. In the first place, Government will have to purchase the ground with the existing Buildings, at a cost of not less than from 50,000 to 70,000 Rupees; and secondly, the Railway Company will have to bear the additional charge of a screw pile bridge 330 feet long over the Canal amounting to Rupees 56,000 and a boundary wall half a mile long to shut the line off from the street.

7: The 4th question whether it would not be better to have

only one large Station at the Salt
Cetars has already been reported
in in Paras 10-11. and 12. of my letter
dated 21st December, where it was
shewn, that such an arrangement
besides cramping the future operations
of the Goods Traffic and costing
Rupees 40,000 more, in first construction
would also involve the continued
maintenance of a Pilot Engine at
Rupees 650 per mensem. The first
consideration on again discussing
the question has impressed itself
strongly on the Committee which
considers it extremely ill advised to
place such a serious obstacle, as a
Passenger Station would offer, to
the possibility of extending the area
which the certain development of
the Goods Traffic will require. I
have only further to add that the
plan

3rd. Whether a site as suitable as
that proposed in the People's Park
could not be found on the East
side of the Canal opposite the
General Hospital.

4th. Whether it would not be
more advisable to make one
large Station for both goods and
Traffic at the Salt-Cetars Station
taking in the whole of the ground
to the road from Vepery with a
view to economy of Establishment.

3 In reference to the
1st Question I have the honor to
resubmit the Tracing of the Improved
Rajapooram Terminus, the maze of
sidings and buildings exhibited in
which, caused Government to appre-
hend that the simple series
proposed for the new Terminal
station some where near the S.E.
Corner of the People's Park, would
be

be insufficient. In this Plan have now
been marked the objects for which the
several lines traced on it were originally
constructed, and these the Government
will observe, comprise the necessities of
the Engineers, (Workshops) General Stores,
and Locomotive Departments. Several
of these lines will be maintained
at Rajapourum and no similar lines
will be needed in their stead; at the
new Station some few lines will no
longer be required at all as shown in the
Plan, and might be removed. Coal
and Coke, will continue stored at
Rajapourum, the most convenient
locality for landing the fuel from ships.
The Engines will be stabled at the
Perrambur Locomotive Works where
they can be most readily inspected,
cleaned, and repaired. Thus there
remain but the requirements of a
first Class Station for Passengers
to be met, and as the Plan submitted

is (as reported in ¹⁵ Para 2 of my letter
dated 21st December) arranged on the
plan of a station working 300 Trains
per diem, a fair assurance is given
that future extensions will not
be necessary.

4. In reference to the 2nd question
I have the honor, again to forward
the Plan of the People's Park which
accompanied my letter dated 25th
November 1868. On it, is traced the
whole extent of ground which the
Railway Authorities proposed to ap-
propriate in the event of the Terminal
Station being there placed. This piece
of land they intended to enclose with
a fence and light rail as far as the
Commencement of the Platforms,
and from thence, with a Wall.

The ground required consists of a strip
along the Canal bank $2\frac{1}{2}$ Chains
wide, at the north, in consequence

of the curve in the line, and gradually
narrowing to $\frac{1}{2}$ a Chain until the
sidings commence. The whole area
being $10\frac{1}{4}$ acres. Whether the shutting off
the Canal from access by the Visitors
to the Park is a ground of objection,
this Committee thinks open to question.
As yet the ground has not in any
way been put in order, a bridle path
has been traced, and a few Coconut
trees planted, but the ground is
rough and unsightly. The Canal is
not a stream of pure water offering
pleasant waterside, walking, or fishing.
Into that portion of it which skirts
the Park, twelve main sewers of Black
Town empty themselves.

5th The "distinct understanding"
relative to the closed Cemetery referred
to by Government is contained in
Government Order in the Public
Department N^o 180 dated 8 February 1860
which

17th
plan under consideration would
cause no reduction of the Traffic
Managers Office Establishment (the
only Department which under any
circumstances it is proposed to be
moved from Ryapooram) because
the accounts of Goods and
Passengers being distinct the
same number of Clerks must be
employed whether the establish-
ment be located under one roof
or apart.

I have the honor to be
Sir
Your Most Obedt^t Servant

W. C. C.
Chairman
of Railway Terminus Committee

21

I am unable to join in the fears to which the construction of a new Terminal & passenger Station, on a very small portion of the area of the "People's Park", appear to have been used. Should the station be there built, a long and, being united, sufficient frontage, parallel to the present public road, will still be retained, and will be far more than enough for a good and convenient principal entrance. Whilst the line of rail in the rear of the Station, will occupy only a narrow strip of the P. Park, running close by the side of a well very agreeable or nice canal into which much of the filth of Black Lion pond, &c. may be drawn already an incense, and ~~of~~ to which the visitors of this Park seldom ~~come~~ ^{approach} when they are brought before them once a week of the attractions of a band, or when, at other times, I apprehend, rare times, they want to take exercise. The Station building cannot, I think fairly be treated as an impediment to the free circulation.

P.O. No. 8 Feb 1865 / 1865
 24 Oct 1865 — 578-398
 29 Nov — 688-688
 4 Dec — 83-58
 26 Jan 1866 — 6550 659
 Copy in a letter to England
 27th April 1866 of 1866.

27th 1866, 20th
 To the Chairman of the
 Committee
 To the Secretary of the
 27th 1866, 20th

27th 1866, 20th

Reporting, in reply
 to certain queries, on the
 subject of the rail station of
 the local site for the
 London Railway
 Junction

27th 1866, 20th
 27th 1866, 20th

It seems to me that since the Railway authority
 has so earnestly insisted on the proposed station
 that the best situation would be that on the Park
 Road, by the Canal opposite the Ser's Workshop.
 for my own part I am not convinced that the
 =situation of the station that of the Ser's Workshop
 the site above mentioned will be the best
 of the Government.

27th 1866, 20th
 27th 1866, 20th
 better talk to the Council. I think that we
 can have the station in that place, and the
 demolition of the station site.

27th 1866, 20th
 27th 1866, 20th

East

found on the North side of the
Canal on point of the General
Hospital, agree with the
the President of the Bank
in Sympy in considering the
latter position as an example
and the intended structure

14.3.06

W. D. Williams

Handwritten notes in the top right corner, including the number 25.

Handwritten notes in the middle right section, including the number 11291.

Copy in a Letter to England
of 11: April 19 of 1866.

Article 180110 1866. No. 10.

No. 134/1

Minute by the Honorable
H. D. Phillips.

Date 14th March
Received 14th April 1866.

Recording
Observations on the
subject of the
site proposed for
the new Terminal
Railway Passenger
Station at Madras.

No 1063-7 April 1866

Minute of 17.

Agree with H.E. the
President that if a new
Passenger Terminal is
to be established
on the east bank
of the Canal opposite the
General Hospital is the
best site for it.

2. With all respect for the
Terminal Committee,
and giving them full credit
for the sincerity of their
convictions on that behalf,
I cannot but greatly
doubt whether the area
proposed by them for a
Station at the SE cor-
ner of the Proprietary Park
would be sufficient to
meet all requirements
present and future. It
would I fear be found
in long that it would be
inconvenient, and lead
to an unnecessary expen-
diture of fuel, wear &
tear of Engines, carriages
and rails to reach the
Engines at the Peculiar
work shops. Other works
would probably crop out
and it would ab-
sorb a considerable
portion of the best part

at Washington
Terminal Station for passengers to a Railway
System covering the length & breadth of the
And as Passenger and extending for many
hundred miles

S-3-66

W. H. Wood

in long respect - most
elaborate. It is a special
provision all in the
- with the Park - then
is plenty of ground to the
northward between the
Canal and Waterbury
Road for the erection of
the Terminal buildings
should it ever become
necessary. A handsome
Terminal then would
be an ornament to that
part of the grounds. The
only objection that could
be taken would be that
its erection on that spot
would interfere with some
- what larger outlay
on the part of the port -
if they are to be the ex -
- pense of providing the
ground - and on that
of the Railway Company.
This consideration how -
-ever does not appear
to me of much weight
if it be borne in mind
that we have now to
construct one for all
a ~~Terminal Station~~ ^{building} station
which for as long a
period as we can
foresee will be the

Copy in a letter to England.
27th April 1866.

Public Works 1866. Department

No 1370.

Minutes by the Honorable
J. Pycroft

Dated 8th March
Received 4th April 1866.

7

Recording
observations re-
lative to the site
proposed for the
new Terminal
Railway Passenger
Station at Madras

No 1063-7 April 1866.

Madras 1063/63 33

Proceedings of the Madras Government.
Under date the 7th April 1866.

Read the following.

From the Chairman of
Railway Terminus Committee. } H.E. 26th February 1866
Minute by His Excellency the President
the Honorable J. Pycroft 8th March
H.D. Phillips 14th

The Government
are still not satisfied with
the reasons that have
been given for the pro-
posed abandonment of
Royapuram as the Ter-
minal passenger station
of the Madras Railway
or with what has been
adduced to show that
the existing station at
that place is not capa-
ble of such enlarge-
ment and improvement.

W.D. This should
be reported home speedily
with the memorial which
understand has been
received J.P.

as are necessary to render
it, in all respects ^{but} one,
a suitable terminus. ~~The~~ *The one respect in which*
~~the~~ *it finds itself* situation, ~~on the~~ *on the*

outskirts of the more
populous parts of Malacca
is admittedly ill-chosen
to afford the greatest
possible facilities to pas-
sengers, and on this con-
sideration it is perhaps
advisable to select a
more central and con-
venient site.

The Government
admit that no better po-
sition could be fixed
upon than the neighbourhood
of the spot which has
been pointed out by the
Committee as in every
way eligible, but this

35
Excellency the Governor
in Council is confident
that the objections which
have formerly been stated
to the diversion of any
portion of the People's
Park from its present
subject, and which have
since obtained additional
strength by the support
they have received from
the unanimous vote on
the subject passed at
a crowded meeting in
the Park, are insuper-
able.

The Committee allow
that the piece of ground
west of Cochrane's Canal
and to the North of the
General Hospital is
equally eligible as a site
for a Central Station, and
that

the only objection which
they urge against it
is the expense, stated
at Rs. 1,26,000, which
would have to be in-
curred in buying up
the land and building
upon it and constructing
a bridge across the
Canal. Bearing in mind
that the ^{proposed} station is to be
the passenger terminus
of a Railway system
many hundreds of
miles long and traversing
the length and breadth
of the Madras Presidency,
the Governor in Council
does not regard an increase
in the cost of the proposed
changes, by the sum
named, of such weight
as

391
is to influence either
the Company or the
Government in rejecting
a site so very desirable,
when it can be obtained
at such a comparatively
small pecuniary sacri-
fice ~~without~~ ^{without} incurring
the continued strenuous
opposition of the general
community to the in-
struction ^{which has been suggested} upon the grounds
set apart for the recreation
of the people. ~~and~~ the will therefore be
prepared to support any
proposition which the
Officers of the Railway
may bring forward
for purchasing this
land and erecting upon
it such buildings as
will not only abate
the

the inconveniences of
the present station
at Royapuram but
will be in themselves an
ornament to the neighbour-
hood.

AB

To The Chairman of the
Railway Terminus
Committee with
3 Inclos - Also
2 Encl. 25th April
1883 Wm. Supp. B.
25th April

Copy in a letter to England
27th April 1866.
8-9-31 B.I.V.

To W. B. B. Dept
Pro. of Govt for April

A. 1863

Pro. of the Madras Govt

27th April 1866

A. 72 @ 76.

c. 26th March 1866. A. 2nd April 1866

21/14