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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. <u>314</u>	Press
<u>655-659</u>	~~Mis.~~
Dated <u>26-1-</u>	18 <u>66.</u>

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
26th January 1866.*

Read the following papers :—

No. 655. From the Chairman of the Railway Terminus Committee, to the Secretary to Government, Public Works Department, dated Madras, 21st December 1865.

1. I have the honor with reference to Government Order No. 3,609, dated 29th November 1865, Public Works Department, to submit, for the information of Government, the following report of the progress made by the Railway Terminus Committee in the consideration of the subject placed before it, which will explain the circumstances under which it was deemed expedient and courteous by this Committee to invite the gentlemen forming the People's Park Committee, to meet it in order to their having an opportunity of inspecting the plan proposed by the Railway authorities, (which had not been seen by any of their number), to hear the arguments offered in favor thereof, and to express their own views.

2. At the first Meeting of this Committee for business there was laid before it by the Chief Engineer of the Madras Railway, a plan of a Terminal Passenger Station, in which the buildings and lines of rail were laid out according to a system which included all the latest improvements of Railway construction, and which being similar in arrangement to the Charing Cross Station, where accommodation is afforded for 300 Trains daily inwards and outwards, gave fair assurance that future extensions would be unnecessary.

3. The salient features of this plan, which I forward for the inspection of Government, appear to be :—

1st.—Great length of platform (650 feet), affording ample accommodation for ascent and descent of passengers from the carriages.

2nd.—Distinct provision for special and exceptional traffic by a third platform in the centre.

3rd.—Spacious waiting-rooms and booking offices, containing an area of 4,500 square feet, so arranged as to afford ready access to every platform, and

4th.—Separate gates of ingress and egress, with commodious covered ways for carriages.

4. The plan laid before the Committee was accompanied by a rough estimate of the cost, amounting to Rupees 5,68,231, in which, however, was included Rupees 36,581 for the construction of a single line from the Salt Cotaar Station to the proposed site for the new station at the south-east corner of the People's Park. Deducting the cost of that connecting line it appears the cost of the new station would be Rupees 4,71,650.

5. With this plan before it the Committee proceeded to view the Royapoorum Terminal Station, and found—

1st.—That the departure (south) platform was only 400 feet long, and the arrival (north) platform, though extending 220 feet further east, was for that space uncovered, and with no way of egress for the public except at the extreme end, which last circumstance renders it necessary to use the south platform for both departures and arrivals.

by

2nd.—There was no provision for special and excursion traffic, which whenever occurring (and the occasions appear increasing in frequency) invariably caused unavoidable confusion, and involved risk of danger to life.

3rd.—The booking offices and waiting-rooms were small and incommodious, containing only an area of 1,960 feet, and were accessible only from the south platform.

4th.—The door of ingress was narrow and contracted, and there was cover only for a single carriage. At the place of exit from the north platform there was no cover of any kind.

6. The Chief Engineer of the Railway in his rough estimate submitted in October 1864, made provision for such wants only as were then daily felt. He did not (perhaps in consequence of the heavy immediate outlay such a measure would necessitate) propose any plan for such a re-arrangement of the lines and platforms as would put a complete end to the inconvenience and confusion experienced. His scheme as concerned Royapoorum was limited to the lengthening the south platform, the construction of certain rooms and offices, and of a long verandah; and further the erection of a boundary wall, and a few minor matters. It was confessedly of an imperfect nature, adapted only for present wants, and after an outlay of Rupees 94,000 would have left the station still inconvenient, badly arranged, and expensive to work.

7. The Committee now considering the subject, with one voice condemned this proposition. It considered the outlay would be a waste of money; that it would tend to perpetuate the inconvenience now suffered by the public, and by adding to the amount of capital, already large, that has been sunk in ill-advised construction, would increase the difficulty of re-arrangement at a future date.

8. The Committee decided that it was advisable to adopt the plan of a Terminal Passenger Station submitted by the Chief Engineer, and proceeded to consider the question of the best site.

9. Government in the order now under acknowledgment have called on this Committee to show that "no measures can be employed for enlarging and perfecting the station at Royapoorum or that at the Salt Cotaurs, so as to accommodate all the present and prospective traffic of the Railway."

10. In reference to the Salt Cotaurs Station, the Railway authorities earnestly deprecate the appropriation of any portion for a Passenger Terminal Station; they urge that all the space now owned there by the Railway is but sufficient for the present requirements of the goods' traffic; and that all the ground still unoccupied, lying between Elephant Gate road and Basin Bridge road will ultimately be required for the same.

11. But supposing that by the pressure of high ware-housing charges the public were compelled to remove their goods with greater expedition, and thus the Railway requirements of room were reduced to the narrowest limits, it is possible that space might be found; and with this view the station was carefully examined by Colonel Anderson, Consulting Engineer of the Railway, and a Member of this Committee,

and he states that the only site in the vicinity of the Salt Cotaurs Station which would be suitable for a Passenger Station, is on the ground to the westward; which would necessitate a junction at a considerable distance up the line, and thus involve the use of a pilot engine as at present.

12. The cost of the Terminal Station itself on this site would probably be somewhat greater than at the People's Park, say Rupees 5,00,000, in consequence of deeper foundation being necessary, and that of the junction line would also be increased, as heavier works would be required, say Rupees 50,000. The maintenance of the station at Perambore would be no longer necessary, but as above mentioned the pilot engine would still need to be maintained.

13. The possibility of an interchange: that is, of making the Salt Cotaurs a Passenger Station and Royapoorum a Goods Station was also considered, but not found feasible. The short experience already gained shows that the Salt Cotaurs Station is the most advantageous to the public as a Goods Station, and a return to Royapoorum would be a step of retrogression.

14. The capabilities of Royapoorum were then considered. At that station there is ground belonging to the Railway on the south of the present general offices, on which at present are built coal sheds, store yards, &c. The new station might be laid out there, and the outlay would probably be the same as estimated for the site at the People's Park, the cost of the single line from the People's Park to the Salt Cotaurs being set against the destruction and re-construction of the coal sheds, &c., and the lengthening of the over-bridge; but in addition thereto the station at Perambore would have to be enlarged at a cost of something more than Rupees 30,101. Offices for the Traffic Manager at the Salt Cotaurs have to be constructed at a cost of Rupees 40,420, and the pilot engine maintained as at present.

15. The site at Royapoorum, above referred to, has been selected in preference to any re-arrangement of the present station there after careful consideration, and supported by the opinion of Colonel Anderson, who stated that if the Royapoorum site now occupied be retained, the entire station including all accessories should be re-constructed as the only means of effectually remedying the objections now urged. Such re-construction would involve a heavy charge for demolition of the buildings now cumbering the ground, whereas if a new station were built apart from the old one the latter might be converted into Bonded Warehouses, and produce a considerable income.

16. The cost of the three schemes above detailed may now be compared.

	RS.
First.—People's Park site Terminal Station	4,71,650
Single line to Salt Cotaurs	36,581
Total	5,08,231
Second.—Salt Cotaurs' site Terminal Station	5,00,000
Single line to junction	50,000
Total	5,50,000
Monthly cost of Pilot Engine	650

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	RS.
Third.—Royapooram site Terminal Station	4,30,925
Destruction and re-construction of coal sheds and lengthening over-bridge, &c.	36,104
Repairs at Perambore... ..	30,101
Traffic Offices at Salt Cotaour	40,420
Total	5,37,550
Monthly cost of Pilot Engine and Perambore Esta- blishment	850

17. But the instructions to the Committee did not restrict it to the matter of ascertaining the possibility or not of constructing a convenient and well arranged Terminal Station on either of the present sites. The Right Honorable the Secretary of State is desirous that the question whether or not a mistake had been made originally in the selection of the present site should be thoroughly investigated, and the point satisfactorily settled. The Committee, therefore, proceeded to consider whether the adoption of the present site was judicious in the first instance, or whether any other offered more advantages and conveniences both to the public and the Railway.

18. The opinion that a Railway Station is *per se* a nuisance has long been exploded, and although special circumstances may have weight against a station or terminus occupying any particular spot yet, as a general rule, it is universally acknowledged that its neighbourhood is an immense advantage. No stronger evidence of this fact can be given than the gigantic efforts now made to connect the several termini of the London Railways. If this be conceded, it follows that that site is most eligible which affords these facilities to the greatest number.

19. With this view the Committee examined the Map of Madras, and the Census Returns prepared under the orders of the Municipal Commissioners in 1863, with the following results:—

First.—A two mile radius from the Royapooram Station included the whole of Black Town, skirted the edge of New Town and Choolay, and took in all to the north, aggregating a population of 220,000.

Second.—A two mile radius from the Salt Cotaours covered all Black Town, Chintadrapett, Egmore, Vepery, Perambore and half Royapoorum, just excluding Triplicane, and comprised a population of 310,000.

Third.—A similar radius from the south-east corner of the People's Park comprised about the same population, and included nearly the same Districts, except that Royapoorum fell just outside the circle, and Triplicane, within it, but it lessened the distance from Saint Thomé by half a mile.

20. The Committee after careful consideration of the foregoing found that, in respect both of the convenience of the public as above shown, and of the interest of the Railway as shown in paragraph 15, every circumstance indicated a site somewhere near the south-east corner of the People's Park as the most eligible for a Terminal Passenger Station, and that therefore the adoption of Royapoorum for that purpose was ill-judged.

21. The Committee now await the further instructions of Government.

*Proceedings of the Madras Government, Public Works Department,
26th January 1866.*

No. 656. MINUTE BY THE HONORABLE THE PRESIDENT.

1. I have read the Report of the Railway Terminus Committee, and have examined the plans submitted, and I cannot at all admit that a case has been made out either for the abandonment of the present Royapooram Station, or the adoption of that in the People's Park.

2. It is perfectly evident that if all that mass of sidings and buildings exhibited on the plan of the improved Royapooram Station are necessary, then the very simple series of lines laid down on the new People's Park Station will never be sufficient for the anticipated traffic; and after a time the Government will be troubled with claims for extension, which will swallow up the best part of the People's Park, a sacrifice which I am in no way disposed to make.

3. I cannot but think that the multiplication of stations, and the consequent separation of Departments, must add very much to the expenses of working the line, and, therefore, if the Royapooram Station is to be given up, that it would be in every respect better to make one large station at the place where the present Goods Station is built, taking in the whole of the land between the Salt Kotaurs and the road from Vepery up to the point where the Salt Kotaour branch crosses it, than to make another station anywhere.

4. I do not, however, understand that it will be possible to give up the Royapooram Station altogether; it is close to the sea, convenient for landing goods and stores. The space of ground now occupied is larger, much larger than that which it is proposed to take. Before then the Government can come to any decision on the subject, it will be necessary that it should have a clear and definite statement, showing how the Railway authorities propose to appropriate the land which they have and that which they seek to obtain. The Report of the Committee is not clear as to this.

(Signed) W. T. DENISON.

20th December 1865.

No. 657. MINUTE BY THE HONORABLE T. PYCROFT.

1. It appears to me that the site at the south-east corner of the People's Park is the most central that could be had, and in all respects the most eligible, provided that it would not encroach too much upon the Park—but of this I have much doubt.

2. As observed by His Excellency the President, the space to be occupied by buildings and rails, according to the Chief Engineer's plan, exhibits a remarkable contrast to the area actually taken up at present at the Royapooram Terminus. This may in part arise from the Royapooram Station having been originally laid out both for Passengers and Goods Traffic, whereof the last has since been transferred to the Salt Cotaour Station. Still, this does not explain all the differences.

3. Again, at every large Terminal Station provision should, I suppose, be made for sheds for coal, coke, and other stores, and cover for Railway carriages, engines, and tenders; but I can find no accommodation of the kind in the new plan.

4. Full explanation should, I conceive, be called for on these points. If no more of the Park will really be at any time required than is indicated in the sketch, I would not hesitate to give the ground proposed; for I quite agree with the

Committee that the new Terminus might be made a highly ornamental building, and such as in no degree to disfigure the Park, but the contrary. We should, however, be clearly satisfied on this matter, and that the larger part of the Park will not eventually be sacrificed.

5. If no more space than is shown in the plan is really wanted, it could be given on the opposite side of the canal on the north side of the Hospital road. This arrangement would be somewhat more costly than that of appropriating a portion of the Park, inasmuch as the land north of the canal is private property, and partly covered with private buildings, although not of a very expensive character. It would also be necessary to carry the rail across the canal by a bridge. There would be no objection to this on the score of interrupting the canal traffic, as the traffic now stops at the basin, and is not likely to pass southwards of it, or if it did, and the bridge were not high enough above the canal to admit of boats passing under it, as I think the present Railway bridge is, the bridge might, I presume, be made to swing or lift.

6. Any expense in providing the land for the new Terminus—wherever it may be—should properly fall upon the Company. They have a Terminus already of their own original selection or approval, and any change now is for their benefit.

7. It should be noted, that just to the northward of the site recommended by the Terminus Committee is a Hindoo burying ground. It is now, I believe, disused; but as far as I can recollect, on the formation of the People's Park, some objection was raised on the part of those interested in the cemetery, which was overcome on the assurance that the ground should be hedged in, and in no way be interfered with. As far as I can judge from a recent visit to the spot, supposing no more land to be occupied than is shown in the plan, the Railway line would pass in rear of, the burial ground and between it and the canal, and the former would not be meddled with. But if eventually it should be found necessary to enlarge the station ground, this would at once bring the Railway Company's premises in contact with the cemetery, and it would be necessary either to demolish it (which could scarcely be done) or to insulate it, and surround it with the Terminal premises, which, to say the least, would be very inconvenient.

29th December 1865.

(Signed) T. PYCROFT.

No. 658. MINUTE BY THE HONORABLE H. D. PHILLIPS.

My perusal of the Railway Terminus Committee's Report, and the other papers accompanying it, does not convince me that the Royapooram Station may not be improved to the extent declared to be necessary. Its site has many manifest advantages of an important kind, and the Railway Company have land at hand, some unoccupied and some covered by inexpensive constructions, on which they may readily build what is now said to be wanting. But I fully agree with the Railway Terminus Committee as to the desirableness and necessity of having a new Terminal Passenger Station in a more central position, and there can be no better one, I consider, than what they suggest should be selected at the south-east corner of

the People's Park. I confess myself so much of a Goth and a Vandal that I am unable to appreciate the objections to the appropriation of a strip of this Park—a place of recent origin, a place to the cost of which the persons who principally use it have not contributed from their pockets—where the object to be attained is the general convenience of 310,000 of the inhabitants of the town and suburbs of Madras.

(Signed) H. D. PHILLIPS.

3rd January 1866.

No. 659.

ORDER THEREON, 26th January 1866, No. 314.

RAILWAY, No. 62.

1. Having carefully perused the report now submitted by the Railway Terminus Committee, and examined the plans which accompanied it, the Government are not prepared to admit that sufficient reasons have been shown for abandoning the Royapooram Station, or for selecting a site for a new one in the People's Park.

2. Looking at the maze of sidings and buildings which is exhibited on the plan of the improved Royapooram terminus, the Government question whether the space occupied on the other plan by the few buildings and very simple series of lines there laid down, is sufficient to afford room for the accommodation that will be required for a station at the People's Park; and they see reason to apprehend that, even if that site could be conceded, the Government would be troubled after a time with claims for an extension which would swallow up the best part of the Park, and demand a sacrifice which neither the Government nor the public are disposed to make.

3. The remarkable contrast which is displayed on the plans between the area required to be occupied at Royapooram, and that shown to be enough for the purposes of a station at the corner of the People's Park, may, perhaps, in some measure, be accounted for by the Royapooram Station having been originally laid out for both passenger and goods traffic, whereof the latter has been transferred to the Salt Cotaar Station; but this does not explain all the difference, and it is observed that none of the usual terminal buildings for the storage of coal coke, and other articles, or for the shelter of railway carriages and engines requiring to stand under cover are shown to be provided in the plan of the proposed new station. Moreover, it would appear from the plan that the space shown, even now, to be required trenches considerably on the old cemetery, which was included within the limits of the Park with some difficulty on the distinct understanding that it was to be separately fenced in and in no way to be interfered with, and which cannot be encroached upon without a breach of faith with those interested in it. Full information on all these points is required of the Committee, and it should be laid before Government with a plan showing the whole course of the rail through the Park, supposing the new terminus to be at the south-east angle of the Park, and also how much of the north-east of the Park will have to be cut off by the line.

*Proceedings of the Madras Government, Public Works Department,
26th January 1866.*

4. Well situated as the south-east corner of the People's Park may be considered to be for the establishment of a central passenger station, whether in lieu of, or in addition to the station at Royapooram, there is an equally good position in the immediate neighbourhood on the opposite side of the canal, and to the north of the General Hospital road. The adoption of this site would be somewhat more costly than the occupation of a part of the People's Park; inasmuch as the land east of the canal is private property and is covered with private buildings, and the canal would have to be crossed. The buildings are, however, of an inexpensive character, and a bridge, of sufficient span to give ample passage-way to the insignificant boat traffic of that part of the canal, would not be a costly work nor involve any engineering difficulties of construction. The Committee will be requested to give their opinion on this suggestion.

5. As it is not proposed to abandon the Royapooram Station altogether, the Government cannot but think that the multiplication of stations, and the separation of Departments which must accompany such changes as are proposed, must add greatly to the expenses of the Railway, and they believe that instead of removing only the passenger traffic from Royapooram to another station, it will be better to make one large station at the spot where the present goods station is placed, by taking in the whole of the ground between the Salt Cotaurs and the road from Vepery up to the point where it is crossed by the rail.

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

Colonel C. A. Orr

Secretary to Government

Public Works Department

Sir,

I have the honor with reference to Government Order N^o 3609 dated 29th November 1865 Public Works Department to submit for the information of Government the following report of the progress made by the Railway Terminus Committee in the consideration of the subject placed before it, which will explain the circumstances under which it was deemed expedient and courteous by this Committee to invite the Gentlemen forming the People's Park Committee to meet it in order to their having an opportunity of inspecting the plan proposed by the Railway Authorities (which had not been seen by any of their number) to hear the arguments offered in favor thereof and to express their own views.

2. At the first meeting of this Committee for business there was laid before it

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by the Chief Engineer of the Madras Railway a Plan of a Terminal Passenger Station, in which the Buildings and Lines of Rail were laid out ^{which} ~~which~~ ^{being} according to a system which included all the latest improvements of Railway construction and which being similar in arrangement to the Charing Cross Station, where accommodation is afforded for 300 Trains daily inwards and outwards, gave fair assurance that future extensions would be unnecessary.

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3. The salient features of this plan which I forward for the inspection of Government appear to be,

1st Great length of platform (650 feet) affording ample accommodation for ascent and descent of Passengers from the Carriages.

2nd Distinct provision for special and exceptional Traffic by a third Platform in the centre.

3rd Spacious waiting Rooms and Booking Offices, containing an area of 4500 square feet, so arranged as to afford ready access to every platform and

4th Separate gates of ingress and egress with commodious covered ways for Carriages.

4. The Plan laid before the Committee

Committee was accompanied by a rough Estimate of the cost, amounting to Rupees 5,08,231 in which however was included Rupees 36,581 for the construction of a single Line from the Salt Coteau Station to the proposed site for the new Station at the South East corner of the Peoples Park. Deducting the cost of that connecting Line it appears the cost of the new Station would be Rupees 4,71,650.

5. With this plan before it the Committee proceeded to view the Royapooram Terminal Station and found

1st That the Departure (South) platform was only 400 feet long and the Arrival (North) platform, though extending 220 feet further East, was for that space uncovered, and with no way of Egress for the Public except at the extreme end which last circumstance renders it necessary to use the South platform for both Departures and Arrivals

2nd There was no provision for special and excursion Traffic which whenever occurring (and the occasions appear increasing in frequency) invariably caused unavoidable confusion and involved risk of danger to life.

3rd The Booking Offices and Waiting Rooms were small

small and incommodious containing only an area of 1900 feet and were accessible only from the South platform.

4th The door of ingress was narrow and contracted and there was cover only for a single Carriage.

At the place of exit from the North platform there was no cover of any kind.

6 The Chief Engineer of the Railway in his rough Estimate submitted in October 1864 made provision for such wants only as were then daily felt. He did not (perhaps in consequence of the heavy immediate outlay such a measure would necessitate) propose any plan for such a re-arrangement of the Lines and Platforms as would put a complete end to the inconvenience and confusion experienced. His Scheme as concerned Royapooram was limited to the lengthening the South Platform, the construction of certain rooms and Offices, and of a long Verandah; and further the erection of a Boundary Wall and a few minor matters. It was confessedly of an imperfect nature adapted only for present wants and after an outlay of Rupees 94,000 would have left the Station still, inconvenient, badly arranged, and expensive to work.

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7. The Committee now considering the subject, with one voice, condemned this proposition. It considered the outlay would be a waste of money, that it would tend to perpetuate the inconvenience now suffered by the Public and by adding to the amount of Capital, already large, that has been sunk in ill-advised Construction, would increase the difficulty of re-arrangement at a future date.

8 The Committee decided that it was advisable to adopt the Plan of a Terminal Passenger Station submitted by the Chief Engineer and proceeded to consider the question of the best site.

9 Government in the Order now under acknowledgement have called on this Committee to show that no measures can be employed for enlarging and perfecting the Station at Royapooram or that at the Salt Cotours so as to accommodate all the present and prospective Traffic of the Railway.

10 In reference to the Salt Cotour Station the Railway Authorities earnestly deprecate the appropriation of any portion for a Passenger Terminal Station. They urge that all the space now owned there by the Railway is but sufficient for the present requirements of the Goods Traffic and that all the grounds

ground still unoccupied lying between Elephant Gate Road and Bason Bridge Road will ultimately be required for the same.

11 But supposing that by the pressure of high ware-housing charges the Public were compelled to remove their goods with greater expedition and thus the Railway requirements of room were reduced to the narrowest limits it is possible that space might be found; and with this view the Station was carefully examined by Colonel Anderson, Consulting Engineer of the Railway and a Member of this Committee, and he states that the only site in the vicinity of the Salt Cotaur Station which would be suitable for a Passenger Station is on the ground to the Westward; which would necessitate a junction at a considerable distance up the Line and thus involve the use of a Pilot Engine as at present.

12 The cost of the Terminal Station itself on this site would probably be somewhat greater than at the Peoples' Park say Rs. 500,000 in consequence of deeper foundations being necessary and that of the junction line would also be increased as heavier works would be

15 be required say Rs. 50,000. The maintenance of the Station at Perambore would be no longer necessary but as above mentioned the Pilot Engine would still need to be maintained.

13 The possibility of an interchange that is, of making the Salt Cotaur a Passenger Station and Royapoorum a goods Station was also considered but not found feasible. The short experience already gained shows that the Salt Cotaur Station is the most advantageous to the Public as a Goods Station and a return to Royapoorum would be a step of retrogression.

14 The capabilities of Royapoorum were then considered. At that Station there is ground belonging to the Railway on the South of the present General Offices on which at present are built Coal sheds, Store yards &c. The new Station might be laid out there, and the outlay would probably be the same as estimated for the site at the Peoples' Park, the cost of the single Line from the Peoples Park to the Salt Cotaur being set against the destruction and re-construction of the Coal sheds &c. and the lengthening of the overbridge but in addition thereto

thereto the Station at Perambore would have to be enlarged at a cost of something more than Rupees 30101. Offices for the Traffic Manager at the Salt Cotawre have to be constructed at a cost of Rupees 40420 and the Pilot Engine maintained as at present.

The site at Royapoorum above referred to has been selected in preference to any re-arrangement of the present Station there after careful consideration, and supported by the opinion of Colonel Anderson, who stated that if the Royapoorum site now occupied be retained the entire Station including all accessories should be re-constructed as the only means of effectually remedying the objections now urged. Such reconstruction would involve a heavy charge for demolition of the Buildings now cumbering the ground whereas if a new Station were built apart from the old one the latter might be converted into Bonded Warehouses and produce a considerable income.

The cost of the three schemes above detailed may now be compared

1 st Peoples Park Site Terminal Station No. 471650.	
Single Line to Salt Cotawre	36581
Total	508231
2 nd Salt Cotawre Site Terminal Station	500000
Single Line to Junction	50000
Total Rupees	550000
Monthly cost of Pilot Engine	650
3 rd Royapoorum Site Terminal Station	430925
Demolition and re-construction of Coal Sheds and lengthening overbridge &c.	36104
Repairs at Perambore	30101
Traffic Offices at Salt Cotawre	40420
Total Rupees	537550
Monthly cost of Pilot Engine and Perambore Establishment	850

But, the instructions to the Committee did not restrict to the matter of ascertaining the possibility or not of constructing a convenient and well arranged Terminal Station on either of the present sites. The Right Honorable the Secretary of State was desirous that the question whether or not a mistake had been made originally in the selection of the present site, should be thoroughly investigated and the point satisfactorily settled. The Committee therefore proceeded to consider whether the adoption of the present

present site was judicious in the first instance or whether any other offered more advantages and conveniences both to the Public and the Railway.

18 The opinion that a Railway Station is per se a nuisance has long been exploded and although special circumstances may have weight against a station or terminus occupying any particular spot yet as a general rule it is universally acknowledged that its neighbourhood is an immense advantage. No stronger evidence of this fact can be given than the gigantic efforts now made to connect the several termini of the London Railways. If this be conceded it follows that that site is most eligible which affords these facilities to the greatest number.

19 With this view the Committee examined the Map of Madras and the Census Returns prepared under the orders of the Municipal Commissioners in 1863 with the following results.

1st A two mile radius from the Royapooram Station included the whole of Black Town skirted the edge of New Town and Choolay and took in all to the north aggregating a population of 220,000.

2nd

2nd A two mile radius from the Salt Petaurs covered all Black Town, Chintadrapett, Egmore, Vepery, Perambore and half Royapooram just excluding Triplicane and comprised a population of 310,000.

3rd A similar radius from the south east corner of the Peoples Park comprised about the same population and included nearly the same Districts except that Royapooram fell just outside the circle and Triplicane within it but it lessened the distance from St. Thomas' by half a mile.

20 The Committee after careful consideration of the foregoing found that in respect both of the convenience of the Public as above shewn, and of the interest of the Railway as shewn in Para 15 every circumstance indicated a site somewhere near the South East Corner of the Peoples' Park as the most eligible for a Terminal Passenger Station and that therefore the adoption of Royapooram for that purpose.

purpose was ill judged.

21 The Committee now await
the further instructions of Government.

I have the honor to be

Madras

Sir

December }
1865 }

Your obedient Servant

W. L. A. S.

Chairman

of the Railway Terminus Committee

W. L. A. S. 1865

Minutes

I have read the report of the Railway Committee & have examined the plan submitted and I cannot at all admit that a case has been made out either for the abandonment of the present Noyaporan station or the adoption of that in the people's park - It is perfectly evident that all that map of siding and building exhibited on the plan of the improved Noyaporan station are necessary. Then the very simple series of lines laid down in the new people's park station will never be sufficient for the anticipated traffic and after a time the goods will be troubled with claims for extension

29th Nov 1865 Mr. 688-689.

Copy in Mr. Allen to Eng. Com. of 11th Nov 1865.

23rd Nov 1865 - 2 copies of 11th Nov 1865 for Com.

From the Chairman of the Railway Committee

21st & 22nd Dec 1865

B.2

[Handwritten initials]

29th Nov 1865

Submitting the views of the Committee on the subject of a new station for the Victoria & Northampton at Noyapora

21st Jan 1866

Q.C. 1st Jan 1866 O.A. 19th Jan 1866 O.A. 1865 O.A. 1865

Facilitated for the orders of Com.

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Feb. 1866

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C. 23. 1865-1866-71-72

What will swallow up
best part of the People's
Dach, a sacrifice which
I am in no way des-
-posed to make.

I cannot but think that
the multiplication of
stations & the consequent
separation of depart-
-ments must add very
much to the expenses
of working the line, and
therefore, of the Noyahnam
station is to be proved up
that it would be in every
respect better to make
one large station at the
place where the present
goods station is built.
taking in the whole of
the land between the
Salt Cotaan & the road
from Yeprey up to
the ~~Road~~ ~~Salt~~ points
where the Salt Cotaan
Branch crosses it than
to make another station
anywhere. —

I do not however under-
-stand that it will be
possible to procure the

Noyahnam station
altogether. It is close to
the sea, convenient
for landing food &
stores. The space of ground
now occupied is larger
much larger than that
which it is proposed
to take. I fear that
the Govt can come to
any decision without
doubt it will be necessary
that it should have a
clear and definite
statement showing
how the Railway author-
-ities propose to appro-
-priate the land which
they have & that which
they seek to obtain.
The report of the Committee
is not clear as to this

W

It appears to me that
the site at the South
East corner of the
People's Park is the
most central that
could be had and
in all respects the

best site in the region

most eligible, provided
that it would not be
in such too much
upon the Park - but
of this I have much
doubt -

As observed by ME
the President the space
to be occupied by
buildings & lawns
according to the Chief
Engineer's plan, et
- with a considerable
contrast to the area
actually taken up
at present at the
Rogers House Inn.
This may in
fact arise from the
Rogers House Station
having been originally
laid out both for Pass-
enger & foot traffic
whereas the latter has
since been transferred
and to the Ball-Cotnam
Station. Still this does
not explain all the difference.

Again at every large
terminal station
provision should
be made for
the collection of
other stores, and conveyance
for railway carriages, etc.
engines & tenders. I
can find no account
- modification of the plan
in the new plan -

Full explanation
should, I conceive,
be called for on these
points. If no more
of the Park will really
be at any time required
- end than is indicated
in the sketch, I would
not hesitate to give
the ground proposed
for I think a few well-
the Committee that
the new Terminal
might be made a highly
ornamental building
and with no less

to distinguish the Park
but the contrary - He
should have to clarify
suspicion on this matter
- to - and that the
larger part of the
Park will not rise.

It really is surprising
If no more space
than is shown in the
plan is really wanted
it could be given on
the opposite side of
the Canal - on the north
side of the Hospital
Road. This area is
- must would be torn
what was east of them
that of approximating
a portion of the Park
inasmuch as the Canal
north of the Canal is
private property & partly
covered with private
buildings & this sort
of a very expensive
character. It would
also be necessary to

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carry the rail across
the Canal by a bridge.
There would be no
objection to this on
the score of the surp.
- by the Canal Corp.
- for as the traffic
how stops at the
barrier and is not
likely to pass south
- would fit - It
it did, and the bridge
was not high enough
above the Canal to
admit of boats pass-
- ing under it, as
I think the present
unlucky bridge is, the
bridge must I pre-
- sume be made to
swing on lift -

Any expense in
providing the land
for the new Terminus
- where it may be -
should be met by the
whole the Company.
They have a Terminus
already of their own

Recent visit to the
shop, improving use

by personal of the
 Railway Committee for
 further report & the other
 papers accompanying
 it, does not convince
 me that the proposed
 station may not be
 improved to the extent
 declared to be necessary.
 Its site has many
 manifest advantages
 of an important kind
 and the Railway Co.
 have laid at least
 some manifest some
 covered & new
 construction, on which
 they may readily build
 that is now said to
 be wanting. But I
 fully agree with the
 R. F. Committee as to the
 desirability of a new
 of having a new terminus of
 station in a more central
 position and there can
 be no better one I consider
 than what they suggest
 and he suggested at
 the S.E. corner of the

33
 Fichter Park. I suspect
 myself somewhat of a both
 a bandit that I am unable
 to appreciate the significance
 of the ^{abandonment} of a club of this
 Park - a place of recent
 origin - a place ^{the work of} the
 person who personally
 are it, have not contributed
 from their pockets. - I see
 the object to be attained
 with the personal concurrence
 of 30,000 of the inhabitants
 of the town. The number
 hundreds.

3.1.66.

अदर

1. The first of these is the fact that the
 2. second of these is the fact that the
 3. third of these is the fact that the
 4. fourth of these is the fact that the
 5. fifth of these is the fact that the
 6. sixth of these is the fact that the
 7. seventh of these is the fact that the
 8. eighth of these is the fact that the
 9. ninth of these is the fact that the
 10. tenth of these is the fact that the

82. ① 2016

100-41622

Copy in a letter to England
of the April 19th 1866

P.W. 1866 Dept
of Govt for Jan'y
No 87

[Faint handwritten notes, mostly illegible]

Minute by the
Honorable the
President and
Members of
Council.
Dated } Jan'y/66

[Handwritten signature/initials]

Offering observations
upon the report of the
Railway Terminus
Committee on the sub-
ject of a new terminal
station at Madras.

9/5/11

No 156 @ 158

8th - 28th January 1866

Public Works Department.
Proceedings of the Madras Government.

Read the following. 35
From the Chairman of the
Railway Terminus Comtee.
Submitting the views of the Com-
mittee on the subject of the
new railway terminal station
at Madras.

H. E. 21st Decr/65.

Minute by the Honble
the President and
the Members of Council
H. E. 29th Decr/65.
3rd Jan'y 1866.

Having carefully per-
used the report now submitted
by the Railway Terminus
Committee and examined
the plans which accom-
panied it, the Government
are not prepared to admit
that sufficient reasons
have been shown for aban-
doning the Royapuram
station, or for selecting a
site for a new one in the
Peoples Park. The latter
spot is no doubt very
eligibly situated and,

if the area to be taken up were not likely to be more extensive than is shown on the plan, it would in every way be suitable for a large Central Passenger Terminal.

2. Looking, however, at the maze of sidings and buildings which is exhibited on the plan of the improved Royal Victoria Terminal, the Government question whether the space occupied on the other plan by the few buildings and very simple series of lines there laid down is sufficient to afford room for the accommodation that will be required for a station at the People's Park, and they see reason to

37
aspire to that, even if that site could be conceded, the Government would be troubled after a time with claims for an extension, which would swallow up the best part of the park, and demand a sacrifice which neither the Government nor the Public are disposed to make.

3. The remarkable contrast which is displayed on the plans between the area required to be occupied at Royal Victoria and the provision to be made for the purpose of a station at the corner of the People's Park, and, perhaps, in some measure, be accounted for by the

to maintain the station
for the establishment
of a Central passenger
station, which will be
of great addition to the
station, yet, I do not think
there is an equally good
position for the same
in the neighbourhood on
the opposite side of the
Canal and towards North
of the General Hospital
Road. The adoption of
this site would be some
what more costly than
the occupation of a
part of the People's Park,
inasmuch as the land
east of the Canal is
private property and is
covered with private buildings,
and the Canal would
have to be crossed.
The

In consequence of the
difficulties of construction
it is not proposed to abandon
the Royapooram station
altogether, the
Government cannot
but think that the
multiplication of the
stations and the
separation of the
which must accom-
pany such changes
as are proposed must
add greatly to the
expenses of the Railway.

41
The buildings are, how-
ever, of an inexpensive
character, and a bridge
of sufficient span to
give ample way to the
passage of the
indigenous boat,
with a few of that sort of
the Canal, which will
be costly work, may
involve any engineering
difficulties of construction.
As it is not pro-
posed to abandon
the Royapooram sta-
tion altogether, the
Government cannot
but think that the
multiplication of the
stations and the
separation of the
which must accom-
pany such changes
as are proposed must
add greatly to the
expenses of the Railway.

and they are clearly of opinion that instead of removing with the passengers from the old station to another station it will be better to make one large station at the spot where the present good station is placed by taking in the whole of the ground between the salt works and the road from Vaux up to the point where it is crossed by the Railway. If this can be shown to be feasible with advantage to the Railway and the Public, and that an entirely new station is really necessary, the Govt. would then give the preference, as a site for

But it has been decided
They cannot do it
at present

I would like to see
this plan
- and to see
in the future
a plan

43
for it, to the spot of ground east of the Canal over that which has been pointed out, and erroneously imagined to be available at the Corner of the People's Park

We have been given a plan of the site of the new station, which is a large rectangular area of ground, bounded on the north by the canal, on the east by the railway, on the south by the road, and on the west by the salt works. The plan shows the proposed station building, the platform, and the various tracks and sidings. The site is well situated for the proposed extension of the railway to the new terminus, and the plan is well drawn and clear.

To The Chairman of the
Railway Terminus Committee

of the ...
...
...
...
...
...

(4)

5716
87

✓

c. 10th Jan'y 1866 A. 19th

14/1 Railway 14/1
Proceedings of the Madras Government.

Read the following:
From the Chairman of
the Railway Terminus
Committee

Submitting the views of the
Committee on the subject of the
new railway terminal station
at Madras

Minister by the Honble the
President and the
Members of Council — 14th 29th Decr/65 and 3rd Jan'y
1866.

MD
JP
WM

Having carefully
perused the report now
submitted by the Rail
way Terminus Com:
mittee and examined
the plans which ac:
company it, the
Government are not
prepared to admit that
sufficient reasons have
been shown for aban:
doning the Royastooman
Station

station, or for selecting
a site for a new one
in the People's Park.

2 Looking at the
maze of ridings and
buildings which is ex-
hibited on the plan of
the improved Ruyapooram
Terminus, the Govern-
ment question whether
the space occupied
on the other plan
by the few buildings
and very simple series
of lines there laid down,
is sufficient to afford
room for the accom-
modation that will
be required for a station
at the People's Park,
and they see reason to
assume that, even
if that site could be
conceded

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conceded, the Govern-
ment would be troubled
after a time with claims
for an extension which
would swallow up the
best part of the park,
and demand a sacrifice
which neither the Govern-
ment nor the public
are disposed to make.
3 It is the remarkable
contrast which is dis-
played in these plans
between the area required
to be occupied at Ruy-
apooram and that which
is to be enough for the
purposes of a station
at the corner of the
People's Park, which
perhaps, in some measure,
be accounted for by the
Ruyapooram

Royalpooram Station
having been originally
laid out for both
passenger and goods
traffic, where of the latter
has been transferred to
the Salt Cotair Station;
but this does not ex-
plain all the ob-
jections, and it is observed, that
none of the usual ter-
minal buildings for
the storage of coal, coke
and other articles, or
for the shelter of Rail-
road Carriages and
Engines requiring to stand
under cover are shown
to be provided in the
plan of the proposed
new station. Moreover,
it would appear from
the plan that the
space

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space shown, even now
to be required trenches
considerably on the old
Cemetery, which was
included within the limits
of the Park with some
difficulty on the dis-
tinct understanding
that it was to be sepa-
rately fenced in and
in no way to be in-
terfered with, and
which cannot be en-
croached upon without
a breach of faith with
those interested in it.
Full information on all
these points is required
of the Committee, and
it should be laid
before Government with
a plan showing the
whole course of the rail
thro

through the park, and
placing the new terminus
to be at the South East
angle of the Park, and
also how much of the
North East of the Park
will have to be cut off
by the line -

Well situated at
the South East corner
of the People's Park may
be considered to be for
the establishment of a
Central passenger station,
whether in lieu of, or in
addition to the station
at Poyasporam, there is
an equally good position
near the immediate neigh-
bourhood on the opposite
side of the Canal, and
to the North of the
General.

451
General Hospital Road.
The adoption of this site
would be somewhat
more costly than the
occupation of a part
of the People's Park,
inasmuch as the land
east of the Canal is
private property and
is covered with private
buildings and the canal
would have to be crossed.
The buildings are however
of an insignificant
character, and a bridge
of sufficient span
to give ample passage
way to the insignifi-
cant boat traffic
of that part of the
Canal, would not be
a costly work nor
involve any engineering

difficulties of construction. The Committee will be requested to give their opinion on this suggestion. It is not proposed to abandon the Royapuram station altogether, the Government cannot but think that the multiplication of stations and the separation of Deptos which must accompany such change as are proposed must add greatly to the expenses of the Railway and they believe that instead of relieving only the passenger traffic from Royapuram to another station it will

5
will be better, to make one large station at the spot where the present goods station is placed by taking in the whole of the ground between the salt Cotans and the road from Tisery up to the point where it is crossed by the rail.

5/10 The Chairman of

The Railway Terminus Committee
with two plans

15

Decr 25th January.

Copy in a letter to England
of 11. April 1866.

56

To Mr. Webb Dep. Secy
of the Govt for June

No. 14

Pres. of the Ex. Com.
of 25. Jan'y/66

Pres. of 1799/66

12

Site (proposed) for
the Railway terminal station
at the People's Park. - Passing
orders on the views of the
Railway Terminus Committee
on the subject of -

N 655 @ 609

25/5