M.R.O. 1—77,000—8-6-37.

(1) Number of pages 20

(2) Date of repair 7-4-63

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 1666—67. Press —Mis.

61-62.

Dated 4— 6 — 18 67.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department.
4th June 1867.

No. 61. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 16th May 1867, No. 154 :—

Read the following letter from the Agent and Manager of the Madras Railway Company, to the Deputy Consulting Engineer for Railways, dated Madras, 19th February 1867, No. 69.

* No. 553 A.
,, ,, B.
,, ,, C.
,, ,, D.
,, ,, E.
,, ,, F.
,, ,, G.
,, 555.

1. In compliance with the request contained in Major Shaw Stewart's letter of the 30th August last, No. 426, I have the honour to submit, for the sanction of Government, plans* and estimates of the proposed new Central Station.

† Letter No. 75, 15th instant.

2. When forwarding these plans, the Chief Engineer observed† as follows :—

" The building is proposed to be situated on the east side of the canal which " bounds the People's Park on the east, and will face the south towards the General " Hospital, and the face of the building will be distant from the centre of the public " road 5½ chains.

" The building for the principal Offices will be in two stories, the height to " the plinth from the general level of the road will be four feet, the height of the " basement from floor to floor twenty-two feet, the height of the first floor story from " floor to roof nineteen feet.

" The basement will contain the following apartments :—

Booking Office...	60 feet	× 32 feet	6 inches.
Ladies' waiting room...	21 ,,	× 36 ,,	0 ,,
Gentlemen's waiting room... ...	32 ,,	6 inches × 21 feet	6 inches.
Telegraph Department...	40 ,,	6 ,, × 23 ,,	6 ,,
Goods Department	32 ,,	6 ,, × 30 ,,	0 ,,
Covered Way...	177 ,,	0 ,, × 20 ,,	0 ,,

" The upper story will contain the following apartments :—

Traffic Manager's room	33 feet	0 inches × 22 ,,	0 ,,
Assistant's room...	36 ,,	0 ,, × 21 ,,	0 ,,
Clerks' room...	92 ,,	0 ,, × 33 ,,	0 ,,
Record room in Tower...	17 ,,	0 ,, × 17 ,,	0 ,,
Station Master's residence.			
Sitting room...	24 feet	0 ,, × 15 ,,	0 ,,
Dining room...	24 ,,	0 ,, × 15 ,,	0 ,,
Bed room No. I	16 ,,	0 ,, × 15 ,,	6 ,,
Do. No. II	16 ,,	0 ,, × 15 ,,	6 ,,
Dressing room No. I	16 ,,	0 ,, × 12 ,,	0 ,,
Do. No. II	16 ,,	0 ,, × 12 ,,	0 ,,
Servants' and Store-room	15 ,,	0 ,, × 8 ,,	6 ,,

" The opinion of the Board, expressed in the Secretary's letter No. 383, of " 5th October 1866, paragraph 14, has been carefully attended to, and beyond the " beauty of a good design, which will not cost more in execution than a bad one, " all ornamentation has been avoided, and the building is proposed to be as simple " as consists with its purpose and situation.

judging from the design only, I should be inclined

"The beauty of design in the principal Offices is arrived at by a judicious "distribution of a less amount of material and labour than would be necessary in the "execution of a building on the same plan in the ordinary Madras manner—the "perfection of ugliness and bad construction.

"The cost of such a building at very reasonable rates would be Rupees "1,74,640. The cost of the design that I have the pleasure to submit is Rupees "1,55,085-2-4.

"The platforms and covered way are of the very simplest design, wholly "devoid of ornament, and are to be carried out according to the elevation shown on "Drawing No. 553 B., and the section shown on Drawing No. 553 G. It will be "observed from the latter that the roof is to be in two spans of 73 feet each, "designed in the most simple and inexpensive manner. It will be necessary to "give the covered way a neat finish at the north end, for this purpose the sum of "Rupees 2,000 is allowed in the estimate to be expended according to a detail "design, to be decided upon as the work proceeds.

"The whole of the work will be executed generally in brick, the dressings "on the south, east, and west facades will be in cut-stone, a small quantity of "carefully moulded brick and terra-cotta ornaments will be sparingly introduced.

"All the floors and the flat roofs will be supported by rolled iron girders. "The roofs over the front and east verandahs will be sloping flat tiled roofs in "coloured tiles; the high pitched roofs will be of zinc beaten over rolls.

"The whole of the basement will be laid with three-inches granite slabs, "all other floors will consist of terracing; the platforms will be laid with asphalte, "and will have granite copings.

"The face-work will be built with selected bricks of varying texture and "'flush pointed.'

"There will be no plaster work of any kind on the exterior of the building "either in the shape of 'tuck pointing,' flat surfaces, or any other description of "work in which this species of ornamentation can be carried out. In the interior of "the building all plastered surfaces will be plain white and polished; the ornaments "will be 'beads' and 'splays' of the most simple nature, the few decorations being "confined as much as possible to the iron and wood surfaces."

1. Submitted to Government together with the plans and estimates of the proposed new Cntral Station.

2. The estimates for which sanction is now solicited by the Agent and Manager of the Madras Railway are the following:—

	Rs.	A.	P.
Passenger Station and Offices for the Traffic Manager and Establishment	1,55,085	2	4
Two ornamental turrets	2,000	0	0
Covered way and platform, 450 feet in length ...	2,46,780	0	4
Open platform, 250 feet	24,197	14	8
Platform Offices	7,477	0	0
Superintendence	21,777	0	0
Contingencies	45,731	14	8
Total ...	5,03,049	0	0

3. The rates have been compared with those allowed for the new Presidency College, and have been found to differ from them but slightly. On the whole they are somewhat higher; and although judging from the design only, I should be inclined to think it would prove more costly than the style that has been customary in Madras, I cannot find on reference to actual figures, any proof that it cannot be carried out for the estimated amount.

4. No separate allowance has been made for drainage or for the clearance of the ground, but the proximity of the canal will render the former inexpensive, and the large sum allowed for contingencies should be sufficient to cover any extra charges.

5. The estimates do not comprise the whole of the outlay which the construction of the station at the proposed site will render necessary. The Railway authorities originally contemplated having the station within the People's Park, and the Chief Engineer approximately estimated the cost at 5,08,231 Rupees, viz.:—

G. O. No. 314, dated 26th January 1866.

For the Terminal Station	Rupees	4,71,650
For a single line to the Salt Cotaur	,,	36,581

The last item has to be added to the estimates now submitted, and a further outlay of probably 50,000 Rupees will be required for the skew bridge and other works which the crossing of the canal between the Salt Cotaur and the new station will render necessary. In all, the outlay is not likely to be much, if at all, under six lacs of Rupees.

6. The Chief Engineer estimated that the re-modelling of the Royapoorum terminus, additions to the Perambore station, and new traffic offices at the Salt Cotaur station would cost Rupees 5,37,550: and that there would be an additional expenditure of 850 Rupees per month for a pilot engine to connect the goods wagons with the trains on the main line.

G. O. above referred to.

7. In actual prime cost the arrangements now contemplated can hardly be pronounced superior to the alternative scheme of retaining the present terminus at Royapoorum and the Perambore station: but, as explained by the Railway Terminus Committee in their Report to Government, dated 21st December 1865, the site now selected is far more convenient of access to the mass of the population than Royapoorum. It will also be more advantageous to the Railway Company, as the Perambore station will be abandoned on the completion of the new buildings, and extra mileage will thus be obtained from a considerable number of travellers.

8. As regards the design of the Station, the Chief Engineer has explained that ornamentation has been avoided, and that the building is proposed to be as simple as possible consistent with its purpose and situation. I may add that a considerable portion of the decoration of the exterior of the building, as it appears in the general elevation, is apparent only, being due to an artistic arrangement of colour, and of light and shade. The mass of the work will be plain brick-work.

9. The turrets are ornamental more than useful; that is as regards the roofing, for the upper story of the central tower will be used as a record room.

10. The "statue complete with canopy," for which 1,000 Rupees are allowed in the estimate, may, I think, be omitted with advantage.

11. The "marble top wash-stand complete," at Rupees 600, is, in my opinion, of an unnecessarily sumptuous character, even for ladies, for whose use it appears to be intended, more particularly as the waiting rooms at the Terminal Station are not likely to be much frequented. The accommodation afforded for the booking and luggage rooms and for the Traffic Manager's establishment is very ample.

12. With the above remarks I beg to recommend the estimates, now submitted, for the sanction of Government.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

No. 62. ORDER THEREON, 4th June 1867, No. 1,666.

RAILWAY, No. 4.

1. With this letter the Consulting Engineer for Railways submits in compliance with the Orders of the 28th August 1866, No. 2,719, plans and estimates for the proposed new Terminal Passenger Station at Madras.

2. Colonel Anderson recommends the adoption of the design furnished by the Railway authorities which he explains "to be as simple as possible consistent with its "purpose and situation."

3. His Excellency the Governor in Council agrees with the Consulting Engineer that the proposed statue and canopy may well be omitted from the estimates, and that a marble top wash-hand stand at a cost of 600 Rupees is an unnecessarily luxurious adjunct to the ladies' waiting room. His Lordship moreover considers that the record rooms might be more conveniently placed on the level of the other rooms.

4. It is observed that the estimates do not provide for a line of rail from the building to the Salt Cotaur station and for a skew bridge over the canal, both of which works are necessary.

5. Application will now be made for the sanction of the Government of India to the proposed expenditure of Rupees 5,03,049.

Ordered that the following letter be sent:—

(Here enter No. 1,667, dated 3rd June 1867.)

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT.
FORT SAINT GEORGE,
4th June 1867.

No. 1,667.

No. 63.
To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

RAILWAY, No. 5.

Despatch from the Secretary of State, No. 7, dated 16th July 1866.
Proceedings of Madras Government, No. 2,719, dated 28th August 1866.
To the Govt. of India, No. 3,560, 8th Nov. 1866.
From do. do. ,, 93A, 28th Jan. 1867.

1. With reference to the correspondence noted in the margin, I am directed by the Right Honourable the Governor in Council to forward for the sanction of the Government of India an application from the Consulting Engineer for Railways for the expenditure of a sum of Rupees 5,03,049 on the construction of a new Terminal Passenger Station at Madras.

2. It will be observed from the accompanying papers that the design for the building is as simple as possible consistent with its purpose and situation, and that ample accommodation has been provided to meet the convenience of the public and the requirements of the Railway.

3. I am to add that the estimates of Rupees 5,03,049 do not provide for a line of rail from the site of the proposed building to the Salt Cotaur Station, and a skew bridge over the canal, for which works separate estimates will be submitted.

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

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

Exd. S. T. Augustin.

No. 154.

1 Submitted to Government together with the plans and estimates of the proposed new Central Station.

2 The Estimates for which sanction is now solicited by the Agent and Manager of the Madras Railway are the following.

	Rs	A	P
Passenger Station and offices for the Traffic Manager and Establishment	155,985	2	4
2 Ornamental turrets	2,000	—	—
Covered way and Platform 450 feet in length	2,46,780	—	4
Open platform 250 feet	24,197	14	8
Platform offices	7,477	—	—
Superintendence	21,777	—	—
Contingencies	45,731	14	8
Total	503,049	—	—

3 The rates have been compared with those allowed for the new Presidency College, and have been found to differ from them but slightly. On the whole they are somewhat higher; and although judging from the design only, I should be inclined

inclined to think it would prove more costly than the style that has been customary in Madras, I cannot find on reference to actual figures, any proof that it cannot be carried out for the estimated amount.

4 No separate allowance has been made for drainage or for the clearance of the ground, but the proximity of the Canal, will render the former inexpensive, and the larger sum allowed for Contingencies should be sufficient to cover any extra charges.

5 The Estimates do not comprise the whole of the outlay which the construction of the Station at the proposed site will render necessary. The Railway authorities originally contemplated having the station within the People's park and the Chief Engineer approximately estimated the cost at 5,08,281 Rs—namely

For the Terminals Station — 471.650 Rupees

For a Single line to the Salt Cotaur 36.581 — " —

The last item has to be added to the estimates now submitted and a further outlay of probably 50,000 Rupees will be required for the Skew Bridge and other works which the crossing of

G.O. No. 314 of 26 Jany 166.

of the Canal between the Salt Cotaur and the new Station will render necessary. When all the outlay is not likely to be much if at all under 6 Lacs of Rupees.

above referred to 6 The Chief Engineer estimated that for the remodelling of the Royapooram terminus, additions to the Perambore Station and new traffic offices at the Salt Cotaur Station would cost Rupees 5,37,550: and that there would be an additional expenditure of 850 Rs per month for a pilot Engine to connect the Goods Wagons with the trains on the main line.

7. In actual prime cost the arrangements now contemplated can hardly be pronounced superior to the alternative scheme of retaining the present terminus at Royapooram and the Perambore Station: but, as explained by the Railway terminus Committee in their Report to Government — dated 21st December 1865, the site now selected is far more convenient of access to the mass of the population than Royapooram. It will also be more advantageous to the Railway Company, as the Perambore Station will be abandoned

on

on the completion of the new buildings and extra mileage will thus be obtained from a considerable number of travellers.

8 As regards the design of the Station the Chief Engineer has explained that ornamentation has been avoided, and that the building is proposed to be as simple as possible consistent with its purpose and situation. I may add that a considerable portion of the decoration of the exterior of the building, as it appears in the general elevation, is apparent only, being due to an artistic arrangement of colour, and of light and shade. The mass of the work will be plain brickwork.

9 The turrets are ornamental more than useful; that is as regards the roofing, for the upper story of the central tower will be used as a record room.

10 The "Statue complete with canopy" for which 1000 Rupees are allowed in the Estimate, may, I think be omitted with advantage.

11 The "Marble top washstand complete" at Rupees 600, is in my opinion of an unnecessarily sumptuous character, even for ladies, for whose use it appears to be intended; more particularly as the waiting rooms at the Terminal Station are not likely to be much frequented. The accommodation afforded for the booking and luggage rooms, and for the Traffic Manager's establishment is very ample.

12. With the above remarks I beg to recommend the estimates now submitted for the sanction of Government.

Madras
16 May
1867

J. Anderson Lieut Colonel R.E.
Cons: Engineer for Railways

To
The Secretary to Government
Public Works Department
Fort Saint George.

Rec'd from Govt for Skyes 1867 No. 1825

RAILWAY DEPARTMENT.

From

The Consg. Engineer for Railways,

To

The Secretary to Government,
P. W. Dept.

Dated 16th May 1867.
Received 17th May
No. 154
Enclosures, No. 2 & Plans

Submitting for the sanction of Government plans and estimates for the proposed new Central station at Madras.

#1667
ccc 1666 & 17th June 1867

No 61

c. 22nd June 67 · R. 27th

Public Works Department.

ccc 1666

PROCEEDINGS of the MADRAS GOVERNMENT.

under date the 17th June 67

Read the following

From The Consulting Engineer for Railways.

(Here enter No. 154 dated 16th May 1867)

I do not object to the plans of the Central Station as produced, but I do not approve of the elaborate and costly towers which Chesman has introduced. I agree that the carriage & staff may be dispensed with and I suggest that the architect may be requested to state what the cost of the great tower is

With this letter the Consulting Engineer for Railways submits in compliance with the orders of the 28th August 1866, No. 2719, plans and estimates for the proposed new Terminal Passenger Station at Madras. Colonel Anderson recommends the adoption of the design furnished by the Railway Architect which he explains "the simple as possible consistent

Consistent with its "purpose and situation"—

His Excellency the Governor in Council agrees with the Consulting Engineer that the proposed Station and Canopy may well be omitted from the estimates, and that a Marble Top wash-hand Stand at a cost of five rupees is unnecessarily luxurious for the adjunct to the Ladies waiting rooms—As Lordship concurs Considers that the second rooms might be more conveniently placed on the level of the other rooms—

It is observed that the estimates do not provide for a line of rail from the building to the Salt Cotaur Station and for a Steam Bridge over the Canal, both of which works are necessary

Application will for I think that feature in the design of the building might be dispensed with—It may however be necessary to provide 200 rooms might be more convenient placed on the level of the other rooms. It would be more convenient placed on the level of the other rooms. It may however be a matter of detail which would be ultimately left to the Railway people with the Railway Engineer with his Lordship's remarks & orders

It colouring—

Kamtul Town Council

dispensed with—It seems a pity that a proper design should be made for the proposed Station at Kamtul now that the Government of India have sanctioned the expenditure of Rs 5,03,049—

Ordered that the following letter be sent to the Secretary to the Govt of India P.W.D.—

Sir

With reference to the correspondence noted in the margin, I am directed by the Right Honorable the Governor in Council to forward for the sanction of the Government of India an application from the Consulting Engineer for Railways for the expenditure of a sum of Rs 5,03,049 on the construction of a new Terminal Passenger Station at Madras—

It will be observed from the accompanying p

The Comptroller for Revs
Works & Plans vol Buildings

Secy's 5th Line

Despatch from the Secretary of State No 7 9/16 July 66—
Proceedings of M.G— 2709 28 Augt 66—
To the Govt of India 5560-8 Nov 66—
From Do— Do— 95— 28 Jany 67

Ludhiana Para 8 of Mr Smart's letter embodied in Mr Elwin's comn Rene in Mr Elwin's comn Rene Lemm's letter as to custom of using chunam of colour—

Concur in the objections as to Sumptuous wash stand. Canopy desirable, but it appears desirable to have a good dash & a tower will be the best place to put it in—The tower too is a part of the plan &c will be much detracted without it—When considering the Lawrence Asylum plans it was determined to retain the towers there however as much because it was intended to be

papers that the design for the building is as simple as possible consistent with its purpose and situation, and that ample accommodation has been provided to meet the convenience of the Public and the requirements of the Railway.

I am to add that the estimates of Rupees 5,03,049 do not provide for a line of rail from the site of the proposed building to the Salt-Colaba Station, and a Screw Bridge over the Canal, for which works separate estimates will be submitted.

Fort St George
21st June 1867

R. 22nd May 1867 A. 27th

Dept. 5th June 1867 with G.O.
No. 1666. dated 4th June 1867

Engineer and to be a substitute for the old "Salt-house" design

WDH

Pub: Works 1867 Department

Pro: of Govt. for June

No. 1666 & 1667

Pro: of the Madras Govt.

Dt 4th June 1867

Passing orders on a letter from the Consulting Engineer for Railways, Submitting plans and estimates for Station (Terminal Passenger) at Madras.

No. 61-62 & 63