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(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2672

Press
~~Mis.~~

131-33

Dated 8

11

1870

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
8th November 1870.*

Read the following papers:—

- No. 131. Read the following Proceedings of the Board of Revenue, dated 22nd June 1870, No. 4,303.

Read the following letter from the President of the Municipal Commission, Cuddapah, to the Acting Secretary to the Board of Revenue, dated 2nd June 1870, No. 17.

I HAVE the honour again to draw the Board's attention to the subject of Government Orders, Public Works Department, dated 20th July 1869, No. 2,360, and 18th March last, No. 812, and to resubmit the map connected therewith.

2. In my capacity as Collector I brought to notice that the Railway had caused great inconvenience to the public by closing the cart road at the point C, without giving any equivalent, and I suggested that the Company should provide a level crossing at D., outside the points.

3. The Board asked the Consulting Engineer for his opinion, and he, while considering it unadvisable to have a level crossing at D., or anywhere between C. and X., referred to an incidental mention of mine, of a projected Choultry and cart-stand on the site marked B., and suggested a line of road from E. to B., to be prolonged to F.

4. The Board asked my opinion on this proposition, and I agreed to accept the compromise, provided the Company made that part of the new road from B. to F.

5. On this the Board submitted the matter to Government, giving it as their opinion that the Company should make the whole road from E. to F., and in

* X. is printed, but that is a mistake.

that case the claim to a level crossing at D.* might be given up.

6. The Government directed the Consulting Engineer to suggest to the Company that they should make the new road from B. to E., remarking that it was "only reasonable that the Company should agree to make some sacrifice for the benefit of local communication."

7. Next followed a great deal of delay and confusion, on the part of the Railway authorities, with reference to the site of the projected cart-stand. It will be sufficient to say on this head that the letter B. on the map was not intended to represent the exact point alone where it is placed, but the whole area, in one corner of which it was accidentally placed.

8. It never was intended to place the cart-stand at the point B., but somewhere within the site B., and nothing like so close to the Railway premises as the Agent persisted in supposing. As for the foundations, of which the Consulting Engineer makes mention as being visible, all I can say is he must have been thoroughly humbugged, for they were not excavated for the cart-stand as he was made to believe. The site originally selected by the Municipal Commissioners was considerably further from the Railway fence, and even that they themselves gave up as being too close.

9. Having arrived thus at a thorough misunderstanding of the facts, the Consulting Engineer, in paragraph 5 of his last letter, represented to Government that the construction of proposed road was entirely contingent upon the site that

might be selected for the cart-stand, and the Government, in Public Works Department, thereupon declared that the road should be regarded as a necessary Railway feeder, and should be constructed from Local Funds, and, moreover, peremptorily ordered the Municipal Commissioners not to do what, as I have above explained, they never had any intention of doing.

10. This seems to me rather hard. Putting altogether aside the Municipal Commissioners and their projected cart-stand, which will now probably never be established, the matter stands exactly as it did when, as Collector, I brought to notice that the Railway had inflicted an uncompensated injury upon the public, and especially on the villages south of the line, whose direct route to their market it had cut off. It is a complete mistake to suppose that the line marked F., I., H., and all the other lines south of the Railway represent roads. These are nothing but tracks that have never been touched, and are water-courses for the most part in wet weather. The only made-road is that which the Railway have closed at C.

11. To make a road round by F. would be very expensive, besides being very circuitous, nor can I understand upon what principle of justice the public can be solely burdened with the expense, while the Railway which has inflicted the injurious necessity, escapes scot free.

12. Truly the Railway has been the reverse of a blessing to the neighbouring land-owners. It is a fact that the land occupied by it in this district was taken up at just about one-quarter of its value. Only Rupees 50 per acre were paid for the valuable wet lands between C. and X., when they were worth from Rupees 200 to 300 per acre. It would be too hard to mulct these sufferers still further for a new circuitous road in lieu of their old short one which the powerful Company managed to deprive them of.

13. I beg the Board will request the Government to re-consider the subject, on the ground that it has not been properly presented to them. I maintain that the claim to a level crossing is nothing but just, and that it should either be at D. or about K., on the east of the station, a point approved by the Superintending Engineer, who inspected it with me. A road round by K. would be very much less expensive than one by F. Between K. and F. the ground is very difficult on both sides of the line.

ENCLOSURE. No. 1.—Map.

SUBMITTED for the orders of Government.

2. In Government Order, 20th July 1869, No. 2,360, Government intimated that they considered that the Railway Company ought to make a certain road ("from E. to F.") because they had closed another (at C.). The Company

* Public Works Department.

objected, and in Government Order, 18th March 1870, No. 812, Government determined that the road ought to be made from Local Funds because it would be a Railway feeder, and ignored the fact that they had formerly considered that the Railway owed this contribution to local communications, because of damage which they had done to them by closing an important road (at C.).

3. The President now requests a re-consideration of this order, and the Board agree with him in considering that the Railway Company ought to make a level crossing as near to the station as possible.

No. 132. From the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 20th October 1870, No. 409.

With reference to your endorsement, dated 10th August 1870, on the Revenue Board's Proceedings, No. 4,303, of the 22nd June 1870, I have the honour to forward a letter from the Collector of Cuddapah, No. 4, dated 19th September 1870, with trace plan, showing the point K.,

where it is now proposed to have a level crossing; and the pieces of road required to meet it, marked in red pencil. I also enclose letter No. 560, of the 5th instant, in which the Agent and Manager of the Madras Railway agrees to erect the crossing gates, and to make so much of the road as lies within the Railway fences.

2. I met Mr. VansAgnew lately at Cuddapah, and he told me he quite consented to this arrangement, and that the road up to the station would be made from the Local Funds. I therefore request the sanction of the Government for the road and level crossing at K., which appears to be the point most suitable for giving access to the station, without interfering with the working of the Railway.

From the Collector of Cuddapah, to the Acting Consulting Engineer for Railways, dated on Circuit at Gurramkondah, 19th September 1870, No. 4.

I HAVE the honour, as Collector, to reply to your letter of 12th instant, No. 570, as it was by an error in my office that my letter to the Board of Revenue, dated 2nd June last, was despatched as from the President of the Municipal Commission, and not as from the Collector. I have marked on the tracing, in red pencil, the road which is required from a level crossing at K. to E., with a bit south of K. This arrangement would not only materially shorten the communication between all the villages to the south-east of the line and the town, but would also give them tolerably easy access to the Railway Station, to reach which their carts have now to make a circuit out by the top left hand corner of the sketch. The Superintending Engineer, who is now with me, entirely coincides in this opinion.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 5th October 1870, No. 560.

In reply to your letter No. 558 of the 27th ultimo, I have the honour to inform you that I think the Company may fairly undertake to erect the crossing gates, and to make so much of the new road as will be within the Railway fences, but beyond this I do not imagine that the Company can be held liable for the cost of the road, the necessity for it having arisen five years after the opening of the line to Cuddapah.

No. 133.

ORDER THEREON, 8th November 1870, No. 2,672.

RAILWAY, No. 23.

With reference to the Orders of Government under date the 20th July 1869, and 18th March 1870, Nos. 2,360 and 812, respectively, the Acting Consulting Engineer for Railways now reports

*Proceedings of the Madras Government, Public Works Department,
8th November 1870.*

that the Agent and Manager of the Madras Railway is prepared to construct level crossing gates contiguous to the Cuddapah Station at the point marked K. in the plan furnished by the Collector, and to make so much of the road as will lie within the Railway fences, leaving the approaches to the station on both sides of the line to be formed by Government from Local Funds. In this arrangement, it is stated, the Collector of the District acquiesces, and Captain Prendergast now requests the sanction of Government to the commencement of the work promised to be undertaken by the Company.

2. His Excellency the Governor in Council approves of the arrangement and authorizes the carrying out of the work.

3. Orders for the provision of a grant for the portion of the road to be constructed from Local Funds will be issued in the Revenue Department.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Acting Consulting Engineer for Railways,
,, Board of Revenue.
,, Revenue Department.

Exd. S. T. Augustin.

Read the following:-

No.

No. 4,303.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 22nd June 1870.

Read the following letter from G. VANSAGNEW, Esq., President of the Municipal Commission, Cuddapah, to the Acting Secretary to the Board of Revenue, dated 2nd June 1870, No. 17:—

I HAVE the honour again to draw the Board's attention to the subject of Government Orders, Public Works Department, dated 20th July 1869, No. 2,360, and 18th March last, No. 812, and to re-submit the map connected therewith.

2. In my capacity as Collector, I brought to notice that the Railway had caused great inconvenience to the public, by closing the cart road at the point C., without giving any equivalent, and I suggested that the Company should provide a level crossing at D., outside the points.

3. The Board asked the Consulting Engineer for his opinion, and he, while considering it inadvisable to have a level crossing at D., or anywhere between C. and X., referred to an incidental mention of mine, of a projected Choultry and Cart-stand on the site marked B., and suggested a line of road from E. to B., to be prolonged to F.

4. The Board asked my opinion on this proposition, and I agreed to accept the compromise, provided the Company made that part of the new road from B. to F.

5. On this, the Board submitted the matter to Government, giving it as their opinion that the Company should make the whole road from E. to F., and in that case, the claim to a level crossing at D., * might be given up.

* X., is printed, but that is a mistake. 6. The Government directed the Consulting Engineer to suggest to the Company that they should make the new road from B. to E., remarking that it was "only reasonable that the Company should agree to make some sacrifice for the benefit of local communication."

7. Next followed a great deal of delay and confusion on the part of the Railway authorities with reference to the site of the projected cart-stand. It will be sufficient to say on this head that the letter B., on the map, was not intended to represent the exact point alone where it is placed, but the whole area in one corner of which it was accidentally placed.

8. It never was intended to place the cart-stand at the point B., but somewhere within the site B., and nothing like so close to the Railway premises as the Agent persisted in supposing. As for the foundations of which the Consulting Engineer makes mention as being visible, all I can say is, he must have been thoroughly humbugged, for they were not excavated for the cart-stand as he was made to believe. The site originally selected by the Municipal Commissioners was considerably further from the Railway fence, and even that they themselves gave up as being too close.

9. Having arrived thus at a thorough misunderstanding of the facts, the Consulting Engineer, in paragraph 5 of his last letter, represented to Government, that the construction of proposed road was entirely contingent upon the site that might be selected for the cart-stand, and the Government, in the Public Works Department, thereupon declared that the road should be regarded as a necessary Railway feeder, and should be constructed from Local Funds, and, moreover, peremptorily ordered the Municipal Commissioners not to do what, as I have above explained, they never had any intention of doing.

10. This seems to me rather hard. Putting altogether aside, the Municipal Commissioners and their projected cart-stand, which will now probably never be established, the matter stands exactly as it did when, as Collector, I brought to notice that the Railway had inflicted, an uncompensated injury upon the public, and especially on the villages south of the line, whose direct route to their market it had cut off. It is a complete mistake to suppose that the line marked F., I., II., and all the other lines south of the Railway represent roads. These are nothing but tracks that have never been touched, and are water-courses for the most part in wet weather. The only made road is that which the Railway have closed at C.

Cuddapah Collectors Office
 Madras
 19th September 1870

No 4

From J. Paris Agnew Esquire
 Collector of Cuddapah

To Captain H. L. Pendergast R.E.
 Acting Consulting Engineer for Railways
 Madras.

Sir: I have the honor, as Collector, to reply to your letter of 12th instant, 1870, as it was by an error in my Office that my letter to the Board of Revenue dated 22nd June last was despatched as from the President of the Municipal Commission and not as from the Collector. I have marked on the tracing in red pencil the road which is required from a level crossing at K to E with a bit South of K. This arrangement would not only materially shorten the communication between all the villages to the South-East of the line and the Town, but would also.

11. To make a road round by F., would be very expensive, besides being very circuitous, nor can I understand upon what principle of justice the public can be solely burdened with the expense, while the Railway which has inflicted the injurious necessity, escapes scot free.

12. Truly the Railway has been the reverse of a blessing to the neighbouring land-owners. It is a fact that the land occupied by it in this district was taken up at just about one quarter of its value. Only Rupees 50, per acre, were paid for the valuable wet lands between C., and X., when they were worth from Rupees 200 to 300 per acre. It would be too hard to mulct these sufferers still further for a new circuitous road in lieu of their old short one which the powerful Company managed to deprive them of.

13. I beg the Board will request the Government to re-consider the subject, on the ground that it has not been properly presented to them. I maintain that the claim to a level crossing is nothing but just, and that it should either be at D., or about K., on the east of the station, a point approved by the Superintending Engineer who inspected it with me. A road round by K., would be very much less expensive than one by F. Between K., and F., the ground is very difficult on both sides of the line.

ENCLOSURE No. 1.—Map.

SUBMITTED for the orders of Government.

2. In Government Order, 20th July 1869, No. 2,360, Government intimated that they considered that the Railway Company ought to make a certain road ("from E. to F.") because they had closed another (at C.). The Company objected, and in Government Order, 18th March 1870, No. 812, Government determined that the road ought to be made from Local Funds because it would be a Railway feeder, and ignored the fact that they had formerly considered that the Railway owed this contribution to local communications, because of damage which they had done to them by closing an important road (at C.).

3. The President now requests a re-consideration of this order, and the Board agree with him in considering that the Railway Company ought to make a level crossing as near to the station as possible.

(A true Copy and Extract.)

(Signed)

J. GROSE,
 Acting Secretary.

To the Secretary to Government, Public Works Department,
 with a Map.
 Copy to the Acting Secretary to Government, Revenue Department.
 " to the President of Municipal Commission, Cuddapah.
 " to the Collector of Cuddapah.

Erd. G. A. Turton.

PROCEEDINGS, 22ND JUNE 1870, No. 4,303.

MADRAS.

25th 1870. Board of Revenue.

Received 7th July 1870.

Encl.

JUNE.
 No. 4,303.

Order to Cuddapah Railway Station.—Letter from President of Municipal Commission requesting re-consideration of order of Government that construction of certain, in lieu of cart road closed by Railway Company, should be undertaken from Local Funds, and expressing opinion that Company ought to make a level crossing as near to station as possible, submitted for orders of Government.

ch 131

ch 26/2-8-1870

also give them tolerably easy
access to the Railway Station, to
reach which their carts have now
to make a circuit out by the top
left-hand corner of the sketch.
The Superintending Engineer who
is now with me entirely coincides
in this opinion.

I have the honor to be
Sir
Your most obt servant

W B Anderson

Agd. Supt. Collector
for Collector

Look up Orders, to see by whom
the road by A R to E should be
made: that is by whom paid
for

I have not seen them

The road should
be made by Govt
under Sec of Public Works
1863. Herewith sent.

W B Anderson

No. 560

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 5th October 1870.

From

R. B. Edwin Esq

Agent and Manager of the M.R.

To

Captain H. A. Mendenhall Esq
Acting Consulting Engineer for Railways.

Sir,

I in reply to your letter of 5th of the 27th ultimo, I have the honor to inform you that I think the Company may fairly undertake to erect the crossing gates and to make so much of the new road as will be within the Railway fences, but beyond this, I do not imagine that the Company can be held liable for the cost of the road, the necessity for it having arisen 5 years after the opening of the line to Buddah.

I have the honor to be,
Sir

Your most obedient servant

R. B. Edwin
Agent and Manager

Wm.

1870.
Revenue Department
From
The Collector
of Buddah
The Ag. Consulting Eng.
for Railways.

Dated 19th } September 1870
Recd 22 }
P.M. 11/19/70-
V.F. 4
Enclosure

In reply to your letter
of 12th instant No. 570
informs that he has marks
in the tracing herewith
returned the road required
from a level crossing at
K. L. E.

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 409.

From

Captain H. L. Prndergast R.E.
Consulting Engineer for Railways,

To

Colonel C. A. Oir R.E.
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

With reference to your
endorsement dated 10th August 1870,
on the Revenue Board's proceedings
N^o 4303 of the 22nd June 1870,
I have the honour to forward a
letter from the collector of
Cuddapah, with trace plan,
shewing the point K, where it is
now proposed to have a level
crossing;

N^o 4 dated
19th September
1870

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

24/9/70

Dated 24th September 1870.

Recd.

No. 550.

Replying to your letter
letter N^o 558 having
reference to the
construction of a
level crossing
near the railway
station at Cuddapah.

crossing; and the pieces of road
required to meet it, marked in
red pencil. I also enclose
letter N^o 560 of the 5th instant
in which the Agent and
Manager of the Madras
Railway agrees to erect the
crossing gates, and to make
so much of the road as lies
within the Railway fences.

2 I met Mr. Vans
Agnew lately at Cuddapah
and he told me he quite consent-
ed to this arrangement and
that the road up to the station
would be made from the
Local funds. I therefore
request

35
request the sanction of the
Government for the road, and
level crossing at K, which
appears to be the point most
suitable for giving access to
the station, without interfering
with the working of the
Railway.

I have the honour to be,
Sir,

Your most obedient Servant,

Madras }
October
1870 }

Chas. Bunderjost Capt. R.E.
Asst. Commr. for Railways

No. 2672 P. W. D. 10
 Proceedings of the Madras Government.
 Read the following
 Proc. of the Board of Revenue. (H. E. No. 303 of 22nd June)
 From The Asst. Engineer
 for Railways (H. E. No. 409 of 20th Sept)

With reference to the
 orders of Govt. under date
 the 2nd July/69 and 18th
 March/70 Nos 2360 and
 812 respectively the Acting
 Asst. Engineer for Railways
 now reports that the Agent
 and Manager of the Madras
 Railway is prepared to
 construct level crossing
 gates contiguous to the
 Buddapah Station at
 the point marked R
 in the plan furnished
 by the collector and to
 make so much of the road

R

Public Works Department
 Madras 15th October 1870
 No. 409
 To The Secretary to Government,
 P. W. Department,
 Fort St. George
 From The Consulting Engineer
 for Railways
 Railway Department
 Dated 20th October 1870
 Received 21st October 1870
 Enclosure 3
 From the Collector of
 Cuddapah with trace
 plan regarding the
 proposed level crossing
 No 2672-18 Nov 70

No. 102
 Copy to the Board

road as will be within
the Railway fences leaving
the approaches to the station
on both sides of the line to
be formed by Govt from
local funds. In this ar-
rangement it is stated
the Collector of the District
acquiesces and Captain
Prendergast now requests
the sanction of Govt to
the commencement of the
work promised to be
undertaken by the
Company.

His Excellency the
Governor in Council
approves of the arrange-
ment and authorizes
the carrying out of the
work.

Orders for the
provision of a grant
for the portion of the
road to be constructed
from local funds will
be issued in the Revenue
Department.

Al

42

To

Mr. Mag. Eng. for Railways

Board of Revenue

Revenue Department

Placed to the Bd. of
Rev. - No. 2454
1871-19/1/71

Recd 9/11/70

Off 24/19th
Govt. of (1870) Madras.

PUBLIC WORKS.

To *Rock Consulting Eng^r*
for Railways

Noted

Recd.

Vol. 3

G. O. 8th Nov 2672.

Nos. 132 @ 133

Level Crossing gates. The con-
struction of level crossing gates
contiguous to the Adapa
Station & ^{the} certain portion of
the road which lies within the
Railway fences by the Rail-
way ~~Authority~~ Company, Quak-
ing with remarks.