

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***public works* **DEPARTMENT.**

G.O. No.	1258	Press
		Mis.
177-18		
Dated	11-5-	1877.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
11th May 1871.*

No 177. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 8th September 1870, No 358 —

With reference to G. O., No 1,903, of the 10th August 1870, I have the honour to submit letter No 476, of the 27th ultimo, with enclosure, from the Agent and Manager of the Madras Railway Company to the effect that the space set apart between the new Central Station and the General Hospital road is not greater than is necessarily required to work the traffic efficiently

2. The accompanying plan shows the public entrances to the station, and the Agent points out that there is a clear space of 92½ feet between the boundary wall of the General Hospital and the unfinished enclosure wall of the station, out of which a strip 33 feet wide is occupied by the present metalled road. There is also ground available to the extent of 31 feet for widening the bridge approach without affecting the station compound as now laid out

3. I am not aware if the President of the Municipal Commission has had any definite project for altering the main road and bridge, and these papers are forwarded to be in readiness for the consideration of the Government, together with the proposals to be brought forward by the Municipality.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 27th August 1870, No 476

In reply to your letter, No 459, of the 12th instant, and to Order of Government, No 1,903, dated the 10th instant, I have the honour to inform you that I have given very full consideration to the question of the space necessarily required by this Company in front of the new Central Station Offices, and I have personally conferred with the Acting Chief Engineer and Traffic Manager upon the subject

2. I am of opinion that the space originally set apart is the minimum that we can do with in order to work the traffic efficiently, and Mr Church, the Traffic Manager, assures me that the limits proposed by the Municipal Commissioners would not afford us sufficient room to carry on our operations

3. We have already expended a sum of between Rupees 600 and 700 upon the construction of the boundary wall in question, and I trust that His Excellency the Governor in Council will favourably consider all the circumstances, bearing in mind that the interests of the Railway Company in this respect are identical with those of the public on whose behalf the Municipal Commissioners have made the application now under notice

4. In making that application the Municipal Commissioners seem to have overlooked the fact pointed out by Mr Goings, that a clear space of 92 feet 6 inches is afforded for the width of the public road between our proposed boundary wall and that of the General Hospital, also that the present width of metalled road as actually constructed is 33 feet. Mr Goings adds, "It cannot surely be anticipated that the traffic of this road will ever increase to such a degree as to require a greater width than 92½ feet. I doubt whether any of the great Railway Stations of London have a wider street frontage than this

"An inspection of the plan will also show that the apprehensions of the President of the Municipal Commission in reference to any inconvenience which may arise consequent on a future widening of the bridge on the side of the Terminus are unfounded. It will in fact be possible to increase the width of the bridge by 31 feet; thus making it 64 feet wide without still infringing on the line of our proposed boundary wall

Consequent

Proceedings of the Madras Government, Public Works Department,
11th May 1871

"The entrances to the station from the main road are placed in such a position that I cannot see how any possible inconvenience can arise."

5 In reference to paragraph 2 of your letter, I have the honour to forward a plan showing the public entrances to the station, etc., and also a copy of the Acting Chief Engineer's letter with which it was forwarded to me

From T H GOING, Esq., Acting Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 19th August 1870, No 428
Your endorsement on Consulting Engineer's letter No 453, of 12th instant

I have now the pleasure to submit the plan called for showing the public entrances to the new Central Station, and such other features as are necessary to explain the position

2 With regard to the amount of space necessarily required by the Company in front of the Central Station Offices, I beg to quote the following opinion of the Traffic Manager, namely —

"That the space originally set apart for the enclosure in front of the Central Station is the minimum of accommodation required to work the traffic efficiently, and that the limit proposed by the Municipal Commissioners will not afford sufficient space for the Railway Company's operations"

3 It will be seen by reference to the accompanying plan that a clear space of 92 feet 6 inches is afforded for the width of the public road between our proposed boundary wall and that of the General Hospital, also that the present width of metalled road as actually constructed is 33 feet. It cannot surely be anticipated that the traffic of this road will ever increase to such a degree as to require a greater width than 92½ feet. I doubt whether any of the great Railway Stations of London have a wider street frontage than this.

4 An inspection of the plan will also show that the apprehensions of the President of the Municipal Commission in reference to any inconvenience which may arise consequent on a future widening of the bridge on the side of the Terminus are unfounded. It will in fact be possible to increase the width of the bridge by 31 feet, thus making it 64 feet wide without still infringing on the line of our proposed boundary wall

5 The entrances to the station from the main road are placed in such a position that I cannot see how any possible inconvenience can arise

No. 178.

ORDER THEREON, 11th May 1871, No. 1,288.

RAILWAY, No. 15.

26th July 1870, No 1,741.
10th Aug " " 1,903

THESE papers will be communicated to the President of the Municipal Commission of Madras, with reference to the orders marginally noted, and with a view to such proposals as the Municipality may intend to make for widening the General Hospital road and bridge being submitted for the consideration of Government

(True Extract)

Colonel, R.E.,

Secretary to Government.

To the Acting Consulting Engineer for Railways
" Superintending Engineer, 4th Division
" President of the Municipal Commission, Madras.
Exd. E. C. Shunker.

Madras Railway Company
No 428. Chief Engineer's Office
Madras 19th August 1870.

The Agent and Manager
Dear Sir,

Your endorsement on Consulting Engineer's letter No 453
of 12th instant is received.

I have now the pleasure to submit the plan called for, showing the public entrances to the new Central Station, and such other features as are necessary to explain the position.

With regard to the amount of space necessarily required by the Company in front of the Central Station Offices, I beg to quote the following opinion of the Traffic Manager —

"That the space originally set apart for the enclosure in front of the Central Station is the minimum of accommodation required to work the traffic efficiently, and that the limit proposed by the Municipal Commissioners will not afford sufficient space for the Railway Company's operations."

3. It will be seen by reference to the accompanying Plan that a clear space of 92 feet 6 inches is afforded for the width of the public road between our proposed boundary wall and that of the General Hospital; also that the present width of metalled Road as actually constructed is 33 feet. It cannot surely be anticipated that the traffic of this Road will ever increase to such a degree as to require a greater width than 92½ feet. I doubt whether any of the great Railway Stations of London have a wider street frontage than this.

4. An inspection of the Plan will also show that the apprehensions of the President of the Municipal Commission in reference to any inconvenience which may arise consequent

Consequent on a future widening of the Bridge on the
 side of the Terminals are impounded. It will in fact be
 possible to increase the width of the Bridge by 31 feet
 thus making it 64 feet wide without still infringing on
 the line of our proposed boundary wall.
 The entrances to the Station from the Main Road
 are placed in such a position that I cannot see how
 any possible inconvenience can arise.

Yours &c
 Signed/ J. H. Goring.
 Acting Chief Engineer.

(True Copy)

W. J. H. Miller
 Agent and Manager

Comptroller

No. 476

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE

Madras, 27th August 1890

From A. B. C. C. C. C.
 Agent and Manager of the M.R.B.

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

In reply to your letter
 No. 459 of the 12th instant, and to Order of
 Government No. 1903 dated the 10th instant
 I have the honour to inform you that I
 have given very full consideration to the
 question of the space necessarily required by
 the pumping in front of the Trunk Station
 Station Office; and I have personally conferred
 with the Acting Chief Engineer and Traffic
 Manager upon the subject.

I am of opinion that the
 space originally set apart is the minimum
 that we can do with in order to work the
 traffic efficiently; and Mr. Church the Traffic
 Manager assures me that the limits proposed
 by the Municipal Commissioners would not
 afford us sufficient room to carry on
 our operations.

We have already expended

a sum of between Rs 600 and 700 upon
the construction of the boundary wall in
question and I trust that the Executive the
Governor-in-Chief will favorably consider
all the circumstances, bearing in mind that
the interests of the Railway Company in
the proper use identical with those of
the Public, and in whose behalf the Municipal
Commissioners have made the application
now under notice.

4. In making that application the
Municipal Commissioners seem to have overlooked
the fact pointed out by Mr. Gung that a
clear space of 92 feet 6 inches is afforded
for the width of the Public Road between
our proposed boundary walls, and that of the
General Hospital, and that the present width
of metalled Road is actually constructed is
33 feet. Mr. Gung adds "It cannot surely
be anticipated that the traffic of the Road
will ever increase to such a degree as to require
a greater width than 92 1/2 feet. I doubt
whether any of the great Railway Stations of
London have a wider street frontage than this."
On inspection of the plan will also
show that the apprehension of the President
of the Municipal Commission in reference to
any measure which may arise consequent
on a future widening of the Bridge on the

side of the Terrace are unfounded. It will
in fact be possible to increase the width of
the Bridge by 21 feet, thus making it 64
feet wide without this infringing on the line
of our proposed boundary wall."

"The entrances to the Station from
the Union Road are placed in such a position
that I cannot see how any possible
inconvenience can arise."

5. In response to paragraph 2 of
your letter, I have the honor to forward a
Plan showing the Public entrances to the
Station, and also a copy of the Acting
Chief Engineer's letter with which it was
forwarded to me.

I have the honor to be,

Yours most obedient servant,
W. J. K. M.
Agent and Manager

CONSULTING ENGINEER'S OFFICE

Railway Department

From

No 558
Captain F. B. Pendergast M.E.,
Consulting Engineer for Railways

To

Colonel A. A. Orr M.E.,
Secretary to Government,
Public Works Department,
Fort Saint George

SIR,

With reference to G.O. No. 1903 of the 10th August 1870, I have the honour to submit letter No. 1476 of the 27th ultimo, with enclosure from the Agent and Manager of the Madras Railway Company, to the effect that the space set apart between the New Central Station, and the General Hospital road is not greater than is necessarily required, to work the traffic efficiently.

The accompanying plan, shows the

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

Date

Recd

No 1476.

Noting the views in reference to the question of the space required by the Company in front of the New Central Station.

3. I am not aware if the President of the Municipal Commission has had any definite project, for altering the main road and bridge and these papers are forwarded to be in readiness for the consideration of the Government, together with the proposals to be brought forward

Ag. Genl. Engr. for Railways

Madras
v. September
1870

J. W. Dyer
 No. 1288.
 Proceedings of the Madras Government.
 Under date the 11th May 1871.
 Read the following
 from the act of Congress
 for Railways. (Here enter No. 5878. 4/4/71
 1871.)

N
 These papers will
 be communicated to
 the President of the
 Municipal Commission
 at Madras, with reference
 to the orders marginally
 noted, and with a view
 to such proposals as
 the Municipality may
 intend to make for
 widening the General
 Hospital road and bridge
 being submitted for the
 consideration of Government.

The Eng. Engr for Railways

S. Engr 4th Div.

President of Municipal
 Commⁿ Madras

Desp^d 12/5/71

W. Dyer

1870 Dec 11
1871 May 11
1871
 RAILWAY DEPARTMENT.

From
 The Consulting Engineer
 for Railways,

To
 The Secretary to Government,
 P. W. Department,
 Fort St. George

Dated 8th Dec 1870.
 Received 10th Dec 1870.
 No. 358. Date 10:3

Submitting letter No. 476 &
 its enclosure regarding the plan
 between the 4th & 6th of the Genl
 Hospital road. —

No. 1288-11 May 1871

103 May 1871
1871

Gold of 1871 Standard.

PUBLIC WORKS.

2. Loco Consulting Eng^r.
for Railways.

Notes:

Per y

and

6 May 1871, No. 1288.

Nos. 177-178

Empire

1. The subject of the paper
 is the effect of the
 great light of the
 business, and the
 the business of the
 school system, and
 the business of the
 school system.

63rd May/71 Reto 5 May