M.R.O. 1—77,006—8-6-37.

(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. 2958 Press Mis.

374-75

Dated 22. 11 1871.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 22nd November 1871.

No. 394. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 20th October 1871, No. 455 :—

From the Agent of the Great Southern of India Railway, to the Acting Consulting Engineer for Railways, dated Negapatam, 17th October 1871, No. 4,229.

I HAVE the honour, with reference to your No. 253, to forward copy of a letter from the Chief Engineer on the subject of the site selected for the proposed bridge over the Vigay at Madura, and to request that Mr. Logan's recommendation to erect a level crossing over the line at one end of the bridge, to meet the wishes of the Hindoo community (see enclosed plan), may receive the favourable consideration of Government.

From the Chief Engineer, to the Agent of the Great Southern of India Railway, dated Trichinopoly, 14th October 1871, No. 3,888.

SINCE receipt of your letter of the 18th August last, forwarding G. O., No. 2,074, of 12th August 1871, concerning the site of the proposed bridge on the River Vigay at Madura, with regard to its interference with a certain annual procession there, I have had an interview with Venkatasawmy Naidoo, the Manager of the Madura Temple Funds, and having proposed to accommodate the procession with a level crossing over the line at one end of the proposed bridge, he expressed his entire acquiescence in the arrangement, provided the crossing were given on the *north* bank of the river, to which I see no objection, especially as it is the most suitable side for the purpose in an engineering point of view.

2. It will thus be unnecessary either to raise the bridge or to deviate from the present location of the line.

3. It may be as well however to add, for the information of Government, that to raise the bridge 1 foot 6 inches would cost, with the additional earthwork necessary in approaches, about Rupees 5,000. The gradient down into the station would then be 1 in 200, instead of as now designed 1 in 300.

The chupparum in which the image is carried in procession along the bed of the river, when on the shoulders of the bearers, is 34 feet high, and I understood Venkatasawmy Naidoo to say that it would be next to impossible to cut this down so as to get under the bridge even if it were raised to be 15 feet above the bed of the river, while it would certainly alter the whole character of the accessories to the dignity of the image's procession.

5. With regard to altering the site of the bridge, now that a narrow guage has been decided on for this line, a sweep by a reverse curve of 16 chains radius could be got (see accompanying plan No. 192), so as to cross the river above the Muntapum to which the procession moves up; but such a curve at the entrance to a large and important station like Madura would be most objectionable, both as regards safety in working and in wear and tear of vehicles and rails.

6. The level crossing agreed to by the Manager of the Temple would only be required once a year, when special arrangements could be made to guard against accident. There is no procession *back* along the river bed, so that only once crossing the line at that point would be involved, and I recommend that this solution of the difficulty be accepted.

SUBMITTED to the Government.

On the receipt of G. O., No. 2,074, of the 12th August 1871, I requested that the Chief Engineer's special consideration might be given to the question of altering the site of the Vigay bridge at Madura, and to the effect of raising the road over the river, both in cost and in alteration of the gradient into the station yard.

Agent

Proceedings of the Madras Government, Public Works Department, 22nd November 1871.

2. The Chief Engineer shows on the plan now forwarded an alternative line by which the bridge might be moved up the river, but involving an objectionable curve into the station. The cost of raising the bridge 1½ foot would be about Rupees 5,000, and the fall from the bridge to the station would be 1 in 200, instead of 1 in 300.

3. Mr. Logan, however, has arranged a way of meeting the difficulty in proposing a level crossing over the line on the north bank of the river, which will allow of the car at the first time being taken round the bridge abutment. The Manager of the Pagoda having acquiesced in this arrangement, I recommend it for the approval of the Government.

(Signed) H. L. PRENDERGAST, Major, R.E.,
Acting Consulting Engineer for Railways.

No. 395. ORDER THEREON, 22nd November 1871, No. 2,953.

RAILWAY, No. 48.

THE Government approve of the proposal to erect a level crossing over the line near the site selected for the Vigay bridge in order to accommodate processions from the Madura Temple. It is understood that this arrangement meets the wishes of the Hindoo community.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways, with one Enclosure.

Fxd. S. T. Augustin.

No. 4229 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, October 17th 1871. 3E

From

THE AGENT,

Great Southern of India Railway,

To

The acting Consulting Engineer
for Railways
Madras

SIR,

I have the honor, with reference to your ct. 253, to forward copy of a letter from the Chief Engineer on the subject of the site selected for the proposed bridge over the Vigay at Madura, and to request that Mr Logan's recommendation, to erect a level Crossing over the line at one end of the bridge, to meet the wishes of the Hindoo Community, the enclosed plan may receive the favorable consideration of Government

I have the honor to be
Sir
Your most obt Servant
[illegible]
Agent.

No 3888. Great Southern of India Railway
Chief Engineer's Office
Spetchimopoly October 4th 1871

My dear Sir

Since receipt of your letter of the 8 August last forwarding G. O. of No 2074 of 12 August 1871 concerning the Site of the proposed Bridge on the River Vigay at Madura with regard to its interference with a certain annual procession there, I have had an interview with Venkatasawmy Naidoo the Manager of the Madura Temple Funds and having proposed to accommodate the procession with a level crossing over the line at one end of the proposed Bridge he expressed his entire acquiescence in the arrangement provided the crossing were given on the south bank of the River to which I see no objection especially as it is the most suitable Side for the purpose in an Engineering point of View

It will thus be unnecessary either to raise the Bridge or to deviate from the present location of the line.

It may be as well however to add for the information of Government that to raise the Bridge two feet six inches would cost with the additional Earthwork necessary in approaches about Rupees 5000. The Gradient down into the Station would then be 1 in 300 instead of as now designed 1 in 300.

The Chuppareum in which the Image

is

is carried in procession along the bed of the River, where on the Shoulders of the bearers is 34 feet high, and I understood Venkatasawmy Chetties to say that it would be next to impossible to cut this down so as to get under the Bridge even if it were raised to be 15 feet above the bed of the River, while it would certainly alter the whole Character of the accessories to the dignity of the Images procession

With regard to altering the Site of the Bridge, now that a narrow passage has been decided on for this line, whereby a reverse curve of 16 Chains radius could be got (See accompanying plan No 192) so as to cross the River above the Ellumtapenne to which the procession moves up, but such a curve at the entrance to a large and important Station like Madura would be most objectionable both as regards safety in working and in wear & tear of Vehicles & rails

The level existing agreed to by the Managers of the Temple would only be required once a year when special arrangements could be made to guard against accidents. There is no procession beside along the River bed at any other season, & I do not think that this would be inconvenient, and I recommend that this Solution of the difficulty be accepted

I have the honor
to be Sir
Your most obedient
humble Servant
David Logan
Chief Engineer

Spare Copy
Wm Callaghan

To S. Pettt Esqre
Agent

Dft. Dispt.

No. 2953.

Proceedings of the Madras Government—
Under date the 22nd ~~October~~ Novr. 1871.
Read the following

From the Agl. Civil Engineer
for Railways.

(Hero enter No. 4555 of 20th October 1871)

The Government
approve of the proposal
to erect a level crossing
over the line near the
site selected for Vigay
bridge in order to accom-
-modate processions from
the Madura Temple.
It is understood that
this arrangement meets
the wishes of the
Hindu

Hindlip Community.

11.F.

(4)

16
31 Oct.

To
The Comptroller
for Railways Dept
Sir

Resp. 23/11/71.

69 Feb 1871

C- 6.-5021.

Govt. of [1871] Madras.

PUBLIC WORKS.

To The Secretary Commanding Engrs. for Railways

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Rect. Encl. 2

C. 0.22 Nov[illegible] No. 2953.

Nos. 1394 & 1395

Copy
Bridge and Road Survey
Assessing Professional &
Executive Engineer
Arrival at Karur Engaging
and Line near the river
selected for Cauvery Bridge
Accommodation Bungalow
Examination and Progress
Report Madras Temple.

Nov[illegible]71
[illegible]