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.

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## Government of Madras.

public works **DEPARTMENT.**

| | | |
|---|---|---|
| G.O. No. H5910456 | 2518 | Press / Mis. |
| Dated | 25-10- | 1892. |

***Not to be folded or roughly handled***

Read the following letters:—

No. 453. From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 28th June 1872, No. 335.

WITH reference to my letter to you dated the 5th instant, No. 282, I have the honour to enclose tracings along "Whannell's Road" and "Sydenham's Road," showing the manner in which it is proposed to carry those roads over the line of Railway, in the event of the Government consenting to allow the passenger terminus of the Carnatic Railway to be placed upon the site near the Penitentiary.

A letter* on the subject from the Agent is also submitted for the consideration of Government.

* No. 472 of 28th June 1872, with Sketch Map.

2. I do not myself think that the traffic along "Whannell's Road" is such as to necessitate the cost of an over-bridge. A level crossing at this point would, in my opinion, meet all the requirements of the traffic along that road.

3. The case is different with respect to "Sydenham's Road;" and I cannot agree with the Railway authorities that, in the event of an over-bridge being constructed over the line where this road crosses it, it will be advisable to make the gradient upon the approaches to the bridge less easy than 1 in 50.

4. I do not anticipate any danger to the line of railway if the level of the rails is fixed 2½ feet above the present level of water in the Cooum river. Now that the beach line of road is carried over the mouth of the Cooum upon a bridge, there is no object gained by maintaining the "bar" after the water in the river rises to a certain height, and when the bar is once opened the water in the river passes off without difficulty.

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From the Agent and Manager of the Carnatic Railway Company, to the Consulting Engineer for Railways, dated Madras, 28th June 1872, No. 472.

I HAVE the honour to forward herewith a tracing of sections taken along Whannell's Road and Sydenham's Road, as requested in your letter No. 151. I also enclose a tracing from the Municipal map which will serve to show where the lines of levels have been taken.

2. The Chief Engineer reports that he has adopted a gradient of 1 in 50 for the road approaches, but this will probably be found to be easier than necessary, as the present gradient on Law's bridge is, I understand, as steep as 1 in 29 in some places.

3. The Chief Engineer states further that he proposes to lower the rails to pass under the bridge to within 2 feet 6 inches of the present water level; and that it is reported that the water is during freshes about 2 feet higher than at present, but that if the bar at the mouth of the river is opened the extra water passes off with very little increase of height at this place, which is within the limit of the backwater from the sea.

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No. 454. From the Officiating President of the Municipal Commission, to the Secretary to Government, Public Works Department, dated Madras, 9th September 1872, No. 165-G.

WITH reference to the Order of Government dated 11th July 1872, No. 1,720, paragraph 3, I have the honour to state that the subject of the proposed site for the Terminal Passenger Station of the Carnatic Railway was duly considered

1 Executive Engineer's Report, dated 29th August 1872.
2 Plans showing the proposed alterations, per book post.

by the Municipal Commissioners at a general meeting held on the 30th ultimo, when the following Resolution was adopted :—

"That the suggestions made by the Executive Engineer are fully approved by this meeting, and the Commissioners in submitting the report for the favourable consideration of Government strongly recommend its adoption on public grounds."

2. A copy of the Executive Engineer's report referred to in the Resolution is herewith sent.

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From the Executive Engineer of the Municipal Commission, to the Officiating President of the Municipal Commission, dated Madras, 29th August 1872.

AGREEABLY to your instructions to report on the subject referred to the Municipal Commissioners in connection with the Carnatic Railway in Government Order, No. 1,720, dated 18th July 1872, namely, "the inconvenience of over-bridges at point of conveyance of four roads," I have the honour to state with reference to the proposed Sydenham's Road crossing.

1*st*.—That the design submitted by the Railway authorities for the over-line bridge is light and handsome.

2*nd*.—Ample provision is made for the traffic by making the roadway and foot-paths over the bridge 35 feet and the approaches 45 feet wide, with a gradient of 1 in 50.

3*rd*.—It is proposed to shift the Poonamallee Road, opposite the Friend-in-Need Society's Workshop, to the north, by pulling down some half-ruined and wretched looking tiled buildings ; so to throw back the frontage in line with the People's Park railings. This is an immense improvement. It will give a straight sketch of road at a point where there is very great traffic, and will remove the only objectionable feature in this otherwise magnificent road from Fort St. George to the western suburbs of Madras.

2. The points that require attention appear to me—

1*st*.—That immediate arrangement be made for altering, at the expense of the Railway Company, the line of our watermain, so that it may be without the slopes of the proposed embankments. The object of this is to facilitate access to the pipes in case of leaks ; and the reason for doing it immediately is to avoid the inconvenience to the residents of Black Town which would result were the work done after the main is charged with water and the people made to depend on it for their daily supply.

2*nd*.—No provision is shown on the plans for protecting the sides of the raised approaches.

3*rd*.—The side slopes which are 2 to 1 are simply to be turfed.

3. The two latter might be considered together. Wooden railings, such as those used on the Madras Railway, are very expensive to maintain, and turfed slopes in such a locality as Pareametto would require constant attention, and even then would be an eyesore during the dry months. I would suggest that the roadway should be protected by neat countersloping revetment walls, topped with a handsome dwarf parapet.

4. If these points are agreed to, I have no hesitation in saying that the proposed work would effect a great improvement.

5. The other crossing is at Whannell's Road, and in dealing with it it is necessary to follow the proposed course of the Railway. On leaving the site of the Friend-in-Need Society's Workshops and the proposed church for the native congregation of the Church of Scotland, the line crosses river-side road. This obstruction is provided for by the road being made to skirt the river up to Law's bridge, and calls for no remark, beyond that due provision should be made for the protection of the traffic by sufficient railings similar to those on the river banks. The line then passes parallel to Jordan's Road for its whole length ; but is located on private ground belonging to Messrs. Barrie and Co., the School of Arts, and Scotch Kirk. Whannell's Road is then proposed to be crossed with an over-line bridge and approaches similar in construction to the other but somewhat higher.

6. There are several objections to this proposal.

*Proceedings of the Madras Government, Public Works Department, 25th October* 1872.

1*st*.—A boundary wall is not sufficient to separate a line of Railway from an ordinary carriage road when they run parallel to each other. The screech of the steam-whistle, the hiss of the locomotive, and the heavy roll of the train are quite sufficient to frighten any horse.

2*nd*.—The four arms of the high approaches will effectually keep back the sea breeze and impede circulation in a locality much in need of it.

3*rd*.—The expense of the undertaking would be very great, as the line passes through most valuable properties.

7. To remove these evils it has suggested itself to me that Jordan's Road might be with advantage both to the public and Railway Company appropriated for the line of Railway and another road opened out in lieu of it through the paddy fields on the south of the Male Asylum buildings, carried across Kennet's lane and joined to Ponnumman Covil Road. The distance along this route to Law's bridge, the point where Jordan's Road now tends, is scarcely 100 feet longer than by the existing road ; but apart from the convenience of the Railway this arrangement possesses very great advantages :—

1*st*.—The paddy fields would be utilized as building sites and thereby one great cause of the insanitary condition of this portion of Egmore be removed.

2*nd*.—The line of communication would be very much improved. There would be a straight road leading from Egmore High Road up to St. Andrew's bridge and over it through Chintadrepettah to the Mount Road.

3*rd*.—The Male Asylum road could then be closed, and the ground between the southern boundary wall of the Asylum and the proposed road through the fields could be appropriated as a boys' play-ground. The present play-ground on the Poonamallee road-side being made over to the Railway for goods station. This suggestion is worthy of the consideration of Government, as by it much valuable property on the Poonamallee road, which it is now proposed to take up, need not be acquired, and the alteration would also make both the proposed Railway premises and the Asylum compound symmetrical, as shown on the plan.

4*th*.—This arrangement would save the closing of the new road just opened out at considerable expense by the Commissioners for the benefit of the Vepery people through the Doveton College compound and up to the Police Commissioner's Office road. This road was proposed in 1857, and after much delay and very great amount of trouble, owing to the difficulty of getting possession, on favourable terms, of the land which is very valuable, has only now been opened up to the public.

8. I have alluded to the advantage, in a pecuniary point of view, of the alterations suggested, though it does not affect Municipal interests, with the view of inducing the Government to re-consider the subject, as it is greatly in their favour.

9. Should the diversion be approved of, the bridge over Whannell's Road would need only two approaches instead of four as at present, and would, therefore, be less objectionable. The high wall along the whole length of Jordan's Road would also be unnecessary.

10. I do not here offer any suggestions as to the arrangements to be made for the convenience of the traffic at these points during the progress of the works, as they could be considered when application is made for breaking ground.

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No. 455. From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 11th September 1872, No. 485.

IN compliance with the instructions conveyed in the Order of Government dated the 18th July 1872, No. 1,720, I have the honour to forward herewith an estimate and two tracings which will, I trust, supply all the information necessary to enable the Government to come to a decision with reference to the proposed

extension of the Carnatic Railway Company's line from the Male Asylum site to the Penitentiary. In explanation of the estimate, three letters* which have passed between this office and the Agent of the Carnatic Railway Company are also submitted.

* From the Agent, No. 520, dated 14th August 1872.
To the Agent, No. 199, dated 16th August 1872.
From the Agent, No. 530, dated 22nd August 1872.

2. It will be seen that it is proposed to make provision in the first place for a single line of railway only along the extension, but that land should be taken up with a view to the formation of a double line hereafter. The necessary provision has also been made in the designs of the two over-bridges, so that the doubling of this short portion may be at any time effected without much additional expense.

3. The estimate submitted by the Chief Engineer amounts to Rupees 79,943; but Mr. Dibblee explains that the heads "IV.-1 ballast" and "IV.-2 permanent-way" include a considerable amount for sidings, which is in no way necessitated by the extension, as the same sidings would be required for the terminal station wherever it is located. The amount due to these sidings is shown to be Rupees 18,195, and by striking this out the cost of the extension will be reduced to Rupees 61,748. This sum should be reduced still further, inasmuch as the Chief Engineer has provided in his estimate for an iron road; and in the similar case of the extension of the Great Southern of India Railway, the Government of India have decided on the adoption of a wooden road. The difference between the cost of an iron road as estimated by Mr. Dibblee and the cost of a road on creosoted fir sleepers comes to about Rupees 4,000 per mile, or for the length of the proposed extension, 61½ chains, to about Rupees 3,075. The substitution of wooden sleepers would, therefore, bring the estimated cost of the extension to a sum of about Rs. 58,673.

4. With reference to the last paragraph of the order of Government under acknowledgment, I have had an opportunity of meeting the President and Members of the Municipal Commission upon the ground, and of pointing out to them the proposed line of the extension, and the manner in which the various roads will be affected by it.

5. One phase of the question, which so far as I know has not been brought forward, but which ought not to be lost sight of, is the importance of having the terminus of the Carnatic Railway as near as possible to the new General Post Office. It should be borne in mind that the combined system of the Carnatic and the Great Southern of India Railways will directly accommodate five districts,* and the greater part of a sixth; and that these represent one-third of the entire Presidency in population, revenue, and general importance. Putting out of consideration the through mail service between Madras and Bombay, it seems to me that the local mails which may be expected to start from, and to arrive at, the Carnatic Railway terminus, will be almost equal in bulk and importance to those which are now dealt with at the terminus of the Madras Railway.

* South Arcot.
Tanjore.
Trichinopoly.
Madura.
Tinnevelly and four taluqs of Chingleput.



From the Agent and Manager of the Carnatic Railway Company, to the Consulting Engineer for Railways, dated Madras, 14th August 1872, No. 520.

With reference to your letter No. 174, I have now the honour to submit, as requested, the complete plans, sections, and estimate of the proposed line from the Male Asylum to the Penitentiary, together with a copy of an explanatory letter from the Chief Engineer, No. 425.

2. These documents will, I hope, afford all the information required, and will also, I trust, remove all doubt as to the convenience of the public, and enable the Government cordially to accord their sanction to this most desirable part of our undertaking.

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From the Consulting Engineer for Railways, to the Agent and Manager of the Carnatic Railway Company, dated Madras, 16th August 1872, No. 199.

In acknowledging the receipt of your letter No. 520,* dated the 14th instant, I have the honour, with reference to our conversation of this morning, to return the estimate which accompanied it, and to request that the Chief Engineer may be moved to revise the provisions under "IV.-1 ballast" "and IV.-2 permanent-way," with a view to reducing the amounts under those heads as far as possible consistently with provision for an efficient single line of railway between the Male Asylum station and the proposed passenger terminus at the Penitentiary. I am of opinion that this will be ample for all the requirements of the Company for some time to come. At the same time I consider that it would be well to take up land for a double line, and to make the necessary provision in the two over-bridges that are intended to cross it; so that the doubling of this short portion may be hereafter effected without much additional expense. From our conversation of this morning I gathered that you agree with me upon these points.

* With enclosure.

2. I have retained the drawings and schedules which accompanied your letter under acknowledgment, and I request that the revised estimate may be furnished as soon as possible.

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From the Agent and Manager of the Carnatic Railway Company, to the Consulting Engineer for Railways, dated Madras, 22nd August 1872, No. 530.

With reference to your letter No. 199, I have the honour to return herewith the estimate for the construction of the line described as part of district 1, being the portion to connect the Male Asylum with the proposed site near the Penitentiary, together with a copy of a letter from the Chief Engineer, No. 442, in explanation of the items IV.-1, ballast and IV.-2 permanent-way.

2. These two items in the estimate taken together amount to Rupees 32,870, and it would appear from the explanation that of this amount only Rupees 14,675, the cost of a single line from one point to the other, are to be chargeable to the extension, and that the balance, namely, Rupees 18,195, must be added to the estimate for district 1 proper, for sidings connected with the passenger terminus whether placed at the desired site or further away.

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From the Chief Engineer, to the Agent and Manager of the Carnatic Railway Company, dated Madras, 21st August 1872, No. 442.

With reference to the Consulting Engineer's letter No. 199 of the 16th instant, forwarded with your memorandum No. 916 of the 17th, I have carefully considered the suggestion of the

Consulting Engineer and have examined the calculations for the quantities of permanent-way entered in the estimate. The amounts given include sidings and will not be more than is required, whether a double or single line of rails is laid between the passenger station and the engine stables, and, I think, therefore, it would be unwise to reduce them. The sidings have not been estimated for accurately, as the arrangement of them cannot be fixed upon until the question of site is settled.

I would remark that it is not strictly fair to set down all the permanent-way, entered in my estimate, as being required additional to the rest of the line, in consequence of the extension to the Penitentiary site, as the same sidings would be required for the station in any case. All that can really be considered *an extra length* is that needed to connect the two stations* on which a traffic mileage will be chargeable.

* 61¼ Chains.—Cost of ballast being ... Rupees 860
„ of permanent-way ... „ 13,815
Total Rupees... 14,675

I have the pleasure to return the estimate herewith, and trust that after this explanation a revision of the estimate will not be considered necessary.

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From the Chief Engineer, to the Agent and Manager of the Carnatic Railway Company, dated Madras, 13th August 1872, No. 425.

As requested in the Consulting Engineer's letter No. 174, copy of which was enclosed in your memorandum No. 523, I have the pleasure to send herewith, for submission to Government, a plan of the line from the Male Asylum to the site for a passenger station near the Penitentiary, showing the mode of passing the roads across the line by bridges, and what will be required as embanked approaches for that purpose; also a tracing of a design for the bridges, with a full detailed estimate of cost of the works which will be involved.

2. It will be observed from the sections on the tracing that on the Poonamallee road which is the principal thoroughfare, the embankment will be only 6·15 feet above the present level, and that the gradient will be 1 in 50, which is much more easy than many parts of the Madras roads (on the present approaches to Law's bridge, one part is as steep as 1 in 24).

3. The width of the raised roadway will be 45 feet, which I consider will be found ample, as the present available road near the "Friend-in-Need Workshop" is 45 feet, and the Hospital bridge over which all the traffic passes is but 32 feet wide.

4. There is but one house, and that a very poor one on Sydenham's Road, that can be inconvenienced by the raised roadway, the floor level is about 3 feet lower than the level of the road, and will require steps up to the road. I am inclined to think however that all the houses at that point will eventually be replaced by buildings of a better description, to correspond with what will be the road frontage at the corner of Poonamallee road, and in that case the present level of the house need not be considered.

5. The estimate is taken out for a double line for this distance, and, as you will perceive, makes the cost at the rate of about 5,400 per mile only; the amount would have been much less but that I have provided most fully for all that can be required. A wall is provided for through-out to screen the passing trains from horses on the roads, and the earthwork in embankments is estimated at 8 Annas a yard to enable me to bring it from a distance.

6. No additional establishment can be required that I am aware of to work the passenger traffic from this point, the only additional work being that of bringing the engine up to the station which will be done by the driver who drives the train.

7. The estimate is made in the form adopted for the rest of the line, with a view to it being subsequently added when sanction of Government is received.

*Proceedings of the Madras Government, Public Works Department,*
*25th October* 1872.

## CARNATIC RAILWAY COMPANY.—(LIMITED.)

ESTIMATE FOR THE CONSTRUCTION OF THE LINE UPON PART OF DISTRICT I.

*From Whannell's Road to Sydenham's Road.*

III.—1. *Earthwork.*

| Description. | Quantity. | As per Schedule. | Rate. | Per | Amount. | Total. |
|---|---|---|---|---|---|---|
| | | | RS. A. P. | | RS. A. P. | RS. A. P. |
| Earthwork in banks and cuttings ... ... C. Yds. | 8,356 | A *a* | 0 3 0 | C. Yd. | 1,566 12 0 | |
| Trimming slopes ... Sqr. | 325 | C *c* | 0 2 0 | Sqr. | 40 10 0 | |
| Turfing ... ... „ | 325 | ..... | 0 8 0 | „ | 162 8 0 | 1,769 14 0 |

*III.*—2. *Bridge-work.*

| No. | Description. | As per Schedule. | Amount. | |
|---|---|---|---|---|
| | | | RS. A. P. | RS. A. P. |
| 1. | Double 6 feet girder culvert ... ... ... | I. | 891 10 3 | 891 10 3 |

*III.*—4. *Level Crossings, etc.*

| No. | Description. | As per Schedule. | Amount. | |
|---|---|---|---|---|
| | | | RS. A. P. | RS. A. P. |
| 2 | Bridges under Whannell's Road and Sydenham's Road ... ... ... ... ... ... | I | 17,371 2 0 | |
| | Raising and diverting roads ... ... ... | J | 16,080 11 3 | |
| 8 | Grade posts ... ... ... ... ... | ..... | 40 0 0 | 33,491 13 3 |

*III.*—5. *Fencing.*

| Description. | Quantity. | As per Schedule. | Rate. | Per | Amount. | |
|---|---|---|---|---|---|---|
| | | | RS. A. P. | | RS. A. P. | |
| Concrete wall and drain C. Yd. | 2,730 | K | 4 0 0 | C. Yd. | 10,920 0 0 | 10,920 0 0 |

*IV.*—1. *Ballast.*

| Description. | Quantity. | As per Schedule. | Rate. | Per | Amount. | |
|---|---|---|---|---|---|---|
| | | | RS. A. P. | | RS. A. P. | |
| Ballast ... C. Yds. | 3,413 | U *a.* | 0 9 0 | C. Yd. | 1,919 13 0 | 1,919 13 0 |
| *IV.*—2 *Permanent-way.* | | | | | | |
| Laying permanent-way ... L. Yds. | 3,025 | W. | 0 8 0 | L. Yd. | 1,512 8 0 | |
| Best steely iron rails with pot sleepers. Ms. | 1·72 | ..... | 16,967 7 0 | Mile. | 29,183 15 10 | |
| Leading permanent-way, 3 miles. Tons. | 270·3 | ..... | 0 5 0 | ..... | 253 6 6 | 30,949 14 4 |
| | | | | Grand Total... | | 79,943 0 10 |

(Signed) F. L. DIBBLEE,
*Chief Engineer.*

12*th August* 1872.

pushes, about 2 feet higher than at present

*Proceedings of the Madras Government, Public Works Department, 25th October 1872.*

No. 456. ORDER THEREON, 25th October 1872, No. 2,518.

**RAILWAY, No. 66.**

HIS Excellency the Governor in Council is not of opinion that the arrangement proposed for locating the passenger station of the Carnatic Railway between the Penitentiary and the river will be accompanied by any advantage adequately compensating for the extra cost and inconvenience which its adoption would entail.

2. Putting aside the incidental advantages alleged in its favour, of isolating the jail, and removing certain objectionable buildings, as attainable irrespectively of the location of the passenger station; and that of facilitating communication with a landing place on the beach, as a remote contingency, capable of realization from either site with almost equal ease; that of propinquity to the Madras Railway, General Post Office, and Black Town, appears to be the only substantial advantage brought forward. But no great interchange of passenger traffic between the two stations can be expected, when it is remembered that the northern and southern lines of rail will communicate more directly *via* Arconum and Chingleput. Passengers intending to use both lines but coming out of their direct road to Madras would stay at least some hours there. The saving of three-quarters of a mile to postal and mercantile interests, as regards passengers and correspondence only, is not of appreciable value, considering that horse transits would in either case be necessary.

3. On the other hand, it cannot be doubted but that great inconvenience will be caused by the proposed location of the passenger station to street traffic, to the General Hospital, and to the Railway Company themselves, by its separation from their spare sidings and rolling stock, and by the restricted area available for further extension of Railway premises. The blocking up of an existing open space in that locality is also to be deprecated. Should the proposal be still further pressed its promoters must therefore be prepared with answers to these objections; with precise estimate of the cost of land, and compensation, and road diversions, to be paid by Government; and with details of the passenger station plan, for consideration of His Excellency the Governor in Council after return to Madras and personal inspection of localities.

(True Extract.)

Colonel, R.E.,
*Secretary to Government.*

To the Consulting Engineer for Railways.
,, President of the Municipal Commission, Madras.

Exd. E. C. Shunker.

Carnatic Railway Company, Limited. 3

AGENT'S AND MANAGER'S OFFICE,
MADRAS, June 28th 1872

No. 472.

From The Agent & Manager
Carnatic Railway Co.y Ld.a

To Lieut. Col.l J. M. Shaw Stewart R.E.
Cons. Engr. for Railways
Madras.

Sir

I have the honor to forward herewith a tracing of sections taken along Whannels' Road and Sydenhams Road, as requested in your letter No 151. I also enclose a tracing from the Municipal map which will serve to show where the lines of levels have been taken.

2 The Chief Engineer reports that he has adopted a gradient of 1 in 50 for the Road approaches, but this will probably be found to be easier than necessary, as the present gradient on Laws Bridge is I understand as steep as 1 in 29 in some places.

3. The Chief Engineer states further that he proposes to lower the rails to pass under the Bridge to within 2'. 6". of the present water level; and that it is reported that the water is during freshes, about 2 feet higher than at present

but that of the bar at the mouth of the river is opened, the extra water passes off with very little increase of height at this place, which is within the limit of the backwater from the sea.

I have the honor to be
Sir
Your most obedient Servant
Jos. T. Fisher
Agent & Manager.

62

Dept of Papers & Despatches

From Papers & Despatches
Agent & Manager
Carnatic Railway Co

To The Consulting Engineer for Rys
Madras

Dated 28th June 1872
Rec'd 28 " "

No 472
P.W. 5115/72.

Forwards tracing of sections taken along Athamels and Sydenhams Roads.

RAILWAY DEPARTMENT. CONSULTING ENGINEER'S OFFICE. 76

No.

From Lieut-Colo J. F.R.E. Mc. Shaw Stewart, R.E.,
*Consulting Engineer for Railways,*

To Colonel J. W. Walker, R.E.,
*Secretary to Government,*
*Public Works Department,*
*Fort Saint George.*

SIR,

With reference to my letter to you dated the 6th instant, No. 282, I have the honour to enclose tracings along "Athamell's Road" and "Sydenham's Road", shewing the manner in which it is proposed to carry those roads over the line of railway, in the event of the Government consenting to allow the passenger terminus of the Carnatic Railway to be placed upon the site near the Penitentiary. A letter on the subject from the Agent is also

submitted

*No 472 - 28th June 1872 with sketch map.

submitted for the consideration of Govern-
-ment.

2. I do not myself think that the traffic along "Whannel's Road" is such as to necessitate the cost of an over-bridge. A level crossing at this point would, in my opinion, meet all the requirements of the traffic along that road.

3. The case is different with respect to "Sydenham's Road"; and I cannot agree with the Railway Authorities that in the event of an over-bridge being constructed over the line where this road crosses it, it will be advisable to make the gradient upon the approaches to the bridges less easy than 1 in 50.

4. I do not anticipate any danger to the line of railway if the level of the rails is fixed 2½ feet above the present level of water in the Coum river. Now that the beach line of road is carried over the mouth of the Coum upon a bridge, there is no object gained by maintaining the "bar" after the water in the river rises to a certain height; and when the bar is once opened, the water in the river passes off without difficulty.

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

Madras
28th June 1872

Lieut. R.E.
Lieutenant
Cons. Engr. for Railways

22-1-91

P. W. 1872 Depart.
Proc: of Govt. for Oct.
No 5116.

RAILWAY DEPARTMENT.

1872.

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 28 June 1872.
Recd. 21

Encl. 1.

No. 2518. No. 335. 26 Oct. 1872.

Forwarding
sections showing
the crossings of
two roads over the
proposed extension
of the Jarmatic Rd.
to the site near Penitentiary

Rec'd 21/10/72 No 453

purchase, to the north, by pulling down some half ruined and wretched looking tiled buildings, so to thrown back the frontage in line with the Pasteur Park railings. This is an immense improvement. It will give a straight sketch ground, as a point where there is very great traffic and will remove the only objectionable feature in this otherwise magnificent road from Fort St. George to the western suburbs of Madras.

2. The points that require attention appear to me:—

1st That immediate arrangement be made for altering at the expense of the Railway Company the line of our water-mains, so that it may be without the slopes of the proposed embankments. The object of this is, to facilitate access to the pipes in case of leaks; and the reason for doing it immediately is to avoid the inconvenience to the residents of Black Town which would result were the works done after the mains is charged with water, and the people made to depend on it for their daily supply.

2d No provision is shown on the plans for protecting the sides of the raised approaches

3d The side slopes, which are 2 to 1 are simply to be turfed.

3 The two latter might be considered together. Wooden railings, such as those used on the Madras Railway are very expensive to maintain and turfed slopes in such a locality as Purasawalk would require constant attention and even then would be an eye sore during the dry months. I would suggest that the road-way should be protected by neat coursed sloping cantonment walls, topped with a handsome dwarf parapet.

4 If these points are agreed to, I have no

1st A boundary wall is not sufficient to separate a line of Railway from an ordinary carriage road when they run parallel to each other. The screech of the steam-whistle, the hiss of the locomotive, and the heavy roll of the train are quite sufficient to frighten any horse.

2d The banks of the high approaches will effectually keep back the sea breeze and impede circulation, in a locality much in need of it.

3d The expense of the undertaking would be very great as the line passes through most valuable properties.

7 To remove these evils it has suggested itself to me, that Jordans road might be with advantage both to the public and Railway Company appropriated for the line of Railway and another road opened out in lieu of it, through the paddy fields on the south of the Water Closet buildings, carried across Rennels lane and joined to Connemmara Court road. The distance along this route to Laws bridge the point where Jordans road now lends is scarcely 100 ft. longer than by the existing road.

Installation, saying that the proposed works would effect a great improvement.

5 Where the crossing at Whannels road and in dealing with it, it is necessary to alter the proposed course of the Railway. On leaving the site of the Friend-in-need Society's Workshops and the proposed church for the native congregation of the Church of Scotland the line crosses river side road. This obstruction is provided for by the road being made to skirt the river up to Laws-bridge and calls for no remark, beyond that due provision should be made for the protection of the traffic by sufficient railings similar to those in the river banks. The line then passes parallel to Jordans road for its whole length, but is located on private ground belonging to Messrs Barnie & Co, the School of Arts and Scotch Kirk. Whannels road is then proposed to be crossed with an iron-line bridge and approaches, similar in construction to the other but somewhat higher.

6 There are several objections to this proposal.

shall a saving from the convenience of the Railway this arrangement possesses many great advantages-

1st The paddy fields would be utilized as building sites and thereby one great cause of the insanitary condition of this portion of Egmore be removed.

2d The line of communication would be very much improved. There would be a straight road leading from Egmore Highroad upto St Andrews bridge and another through Chintadrepettah to the Mount road.

3d The Male Asylum road could then be closed and the ground between the southern boundary wall of the Asylum and the proposed road through the fields, could be appropriated as a boys play ground. The present play ground at the Bonamalle road side being made over to the Railway for goods station. This suggestion is worthy of the consideration of Government, as by it much valuable property on the Bonamalle road which it is now proposed to take up would not be acquired, and the alteration would also make both the proposed Railway premises and the Asylum compound symetrical, as shown on the plan.

4th This arrangement would save the closing of the new road just opened out at considerable expense by the Commissioners for the benefit of the Native people, through the Doveton College compound, and up to the Police Commissioner's Office road. This road was proposed in 1857, and after much delay and very great amount of trouble, owing to the difficulty of getting possession on favorable terms of the land which is very valuable, has only now been opened up to the public.

8- I have alluded to the advantage in a pecuniary point of view of the alterations suggested though it does not affect Municipal interests, with the view of inducing the Government to reconsider the subject, as it is greatly in their favor.

9- Should the diversion be approved of, the bridge over Whannels road would need only two approaches instead of 4 as at present, and would therefore be less objectionable. The high wall along the whole length of Jordans road would also be unnecessary.

10. I do not here offer any suggestions as to the arrangements to be made for the convenience of the traffic at these points during the progress of the works as they could be considered when application is made for breaking ground

I have the honor to be,
Sir,
Your most obedient servant,
(Signed) Standish Lee
Exe Engineer

(True Copy)
Offg. Asst. Mun. Comr.

G. 165.

Municipal Commissioners' Office,
Madras, 7th September 1872.

137

To

The Secretary to Government
Public Works Department
Ootacamund

Sir,

With reference to the Order of Government dated 11th July 1872 No 1720 para 3, I have the honor to state that the subject of the proposed site for the Terminal Passenger Station of the Cuddapah Railway was duly considered by the Municipal Commissioners at a General Meeting held on the 30th ultimo when the following Resolution was adopted:-

"That the suggestions made by the Executive Engineer are fully approved by this Meeting and the Commissioners in submitting the report for the favorable consideration of Government strongly recommend its adoption on public grounds."

2. A copy of the Executive Engineer's report referred to in the resolution is herewith sent.

I have the honor to be,
Sir
Your most obedient Servant,

Aug. Rutherfurd
Officiating President
Municipal Commission

Enclosures
1 Exc. Engr's report dated 29th August 1872
2 Plans etc.

Copy to Chief Engr. for Rly Matters. for Board's Info.

Rec'd 9/9/72.

Kingston Sh. Dist.

Land Assessment Roll

of the Township of Pittsburgh

in the County of Frontenac

for the year 1872

Assessment Roll for the Township of Pittsburgh in the County of Frontenac for the year 1872

Notice of the Sittings of the Court of Revision and Appeal

Notice is hereby given that I have transmitted to the Clerk of the Peace for the County of Frontenac a Duplicate of the Assessment Roll for the Township of Pittsburgh for the year 1872 and that the Court of Revision and Appeal will hold its Sittings at the Township Hall in the Village of Barriefield on the 25th day of October next at the hour of Ten o'clock in the forenoon.

Dated at Pittsburgh this 25th day of October 1872

Assessor

who said that you
wanted the plans.

As some of them
are required urgently
for reference will
you be so good as
to direct that all
those noted in the
list be returned
to us as early as
convenient.

Yr. amenly
Thos Doyle

Of course if they are wanted
for your Office, they will be
sent without delay as
also will any we may
have duplicates of.

| Receipt & Issue in Engr's Office | Description of Plans | | |
|---|---|---|---|
| 25 Sept/71 | Trial Surg | Plan from Chingleput to the River Adyar at Sydapett | } Gen 4785/71 |
| 25 Do | Do Elect | Section from Chingleput to the River Adyar at Sydapett | } 36 Nov/72 2nd 308 |
| 25 Do | Tracing | Plan shewing three proposed routes between Chingleput and Maduraulcum crossing the River Palar respectively at Ramadoon Wyloor and Battaleu | } ✓ |
| 25 Do | Do | Section of alternative Line from Chingleput to Maduraulcum crossing the River Palar at Battaleu | } ✓ |
| 21 Dec/71 | Do | Plan shewing proposed Line from Sydapet to Madras | } 6 Gen 488/71 |
| 29 May/72 | Lithographic Plan | Madras Municipal Survey 5th Division shewing proposed site for Passengers Terminal &c | } To Govt with let. No. 282 of 6 Gen 2805/72 5th June/72 G.O. No. 1720 of 18th July/72 |
| 14 Aug/72 | No 21 Do | Plan of exclension from Whannell's Road to Penelentiary site for the Terminus | } 6 Gen 4301/72 8/11th Sept/72 G.O. No. 2518 of 25th Oct/72 |
| 28 Sept/72 | No 26 Do | Proposed site for Madras Terminal &c | } To Govt No 652 of 28th Nov/72 6 Gen 6062/72 G.O. No. 198 of 24th Jany/73 |

Your most obed. Servant
W. J. Fisher

Carnatic Railway Company, Limited, 14

AGENT'S AND MANAGER'S OFFICE,

MADRAS, Aug.t 14th 1872

No 520.

174

From

The Agent & Manager
Carnatic Ry Co Limd

To

Lieut Col. J. H. St Shaw Stewart R.E.
Cons. Engr for Railways
Madras.

Sir

With reference to your letter No 174 I have now the honor to submit as requested the complete plans sections and estimate of the proposed line from the Male Asylum to the Penitentiary, together with a copy of an explanatory letter from the Chief Engineer No 425.

These documents will I hope afford all the information required, and will also I trust remove all doubt as to the convenience of the Public, and enable the Government cordially to accord their sanction to this most desirable part of our undertaking.

I have the honor to be

Sir

Your most obed.t Servant

W. J. Fisher

Railway Depart

Cons: Engrs Office

No. 199

From,

Lieutt Colonel J. H. M. Shaw Stewart R.E.

Cons: Engineer for Railways

Madras.

To,

J. B. Fletcher Esqr.

Agent and Manager

Carnatic Railway Company

Madras

Sir,

I am acknowledging the

Wide enclosure Receipt of your letter No. 520,

dated the 7th instant, I have the

honour under Reference to our con-

versation of the morning, to

return the estimate which accompa-

nied it, and to request that the

Chief Engineer may be moved to

renew the premissions under IV-1.

Ballast

Ballast— and IV-2. Permanent Way, with a view to reducing the amounts under those heads as far as possible consistently with provision for an efficient single line of Railway between the Male Asylum station and the proposed passenger terminus at the Penitentiary.

I am of opinion that this will be ample for all the requirements of the Company for some time to come. At the same time I consider that it would be well to take up land for a double line, and to make the necessary provision in the Over-bridges that are intended to



to cross it; so that the doubling of this short portion may be hereafter effected without much additional expense. From our conversation of this morning I gathered that you agree with me upon these points.

2 I have returned the drawings and schedules which accompanied your letter under acknowledgment, and I request that the Revised estimate may be furnished as soon as possible.

I have &c.

Madras.
16th August 1872.

/ Signed / J. W. Dinsdale Stewart Lt Col RE
Cons: Engr: for Railways

/ True copy /

Lt Col RE

Cons: Engr: for Railways

P. W. 4486/72

CARNATIC RAILWAY CO., (LIMITED.)

AGENT AND MANAGER'S OFFICE,

MADRAS, 22nd August 1872.

No. 530.

FROM

J. L. Fisher Esqr.

AGENT AND MANAGER, CARNATIC RAILWAY CO.,
*Madras.*

TO

Lieut. Col. J. H. M. Shaw Stewart R.E.

CONSULTING ENGINEER FOR RAILWAYS,
*Madras.*

SIR,

With reference to your letter No. 199. I have the honor to return herewith the estimate for the construction of the line described as part of District 1. being the portion to connect the Male Asylum with the proposed site near the Penitentiary together with a Copy of a letter from the Chief Engineer No. 442. in explanation of the items IV. 1. Ballast and IV. 2 Permanent Way..

2. These two items in the estimate taken together amount to Rs. 32.870. and it would appear from the explanation, that of this amount only Rs. 14,675. the Cost of a single line from one point to the other, are to be chargeable to the extension

extension, and that the balance viz: Rs. 18.195. must be added to the estimate for District 1 proper, for sidings connected with the Passenger Verrnenis whether placed at the desered site or further away..

I have the honor to be
Sir.
Your most Obet. Servant.

Jos. T. Fisher
Agent & Manager.

P.W. 4486/72

From

The Agent and Manager,
CARNATIC RAILWAY COMPANY,
(LIMITED,)
MADRAS.

To

The Consulting Engineer
for Railways.

DATED 22nd Augt. 1872.
RECD. 23 Augt. 1872.
No. 530

Re. Estimate &c
Construction of Part 1
District 1 -

Carnatic Railway Co/Ltd
Chief Engineer's Office
No. 442 Madras 21st August 1872.

J. T. Fisher, Esqre.
Agent and Manager

My dear Sir

With reference to the Consulting Engineer's letter No. 199 of the 16th Inst. forwarded with your memo 916 of the 17th.

I have carefully considered the suggestion of the Consulting Engineer and have examined the calculations for the quantities of Permanent Way entered in the Estimate. The amounts given include sidings and will not be more than is required. Whether a double or single line of rails is laid between the passenger station and the Engine Stables, and I think therefore it would be unwise to reduce them.

The

Roads,

The sidings have not been 20 220
estimated for accurately, as the
arrangement of them cannot
be fixed upon until the ques-
tion of site is settled.

I would remark that it
is not strictly fair to set down
all the Permanent Way, entered
in my estimate, as being required
additional to the rest of the line,
in consequence of the extension
to the Penitentiary site, as the
same sidings would be required
for the station in any case. All
that can really be considered
an extra length, is that needed
to connect the two stations,+ on
which a traffic mileage will be
chargeable.

I have the pleasure to return
the Estimate herewith, and trust
that after this explanation a
revision of the Estimate will not
be considered necessary.

True Copy. Yours faithfully
Jor. T. Fisher (Signed) F. P. Dibblee
Agent & Manager Chief Engineer

+ 6½ Chains:- Cost of ballast &c
Permanent Way 13815/14675

Roads,

Carnatic Railway Co. Limd. 21

Chief Engineer's Office.

Madras 13th Aug. 1872

No 425.

232

J. T. Fisher Esqr

Agent & Manager

My Dear Sir.

As requested in the Connecting Engineer's letter No 1/4 Copy of which was enclosed in your memo No 523 I have the pleasure to send herewith for submission to Government, a Plan of the line from the Male Asylum to the site for a Passenger station near the Penitentiary, showing the mode of passing the roads across the line by Bridges, and what will be required as embanked approaches for that purpose; also a tracing of a design for the Bridges, with a full detailed estimate of cost of the works which will be involved.

It will be observed from the sections on the tracing that on the Poonamalee Road which is the principal thoroughfare, the embankment will be only 6.15 feet above the present level, and that the gradients will be 1 in 50 which is much more easy than many parts of the Madras Roads,

P.W. 4486/72



Roads, / on the present approaches
to Kuri's Bridge, one part is as
steep as 1 in 24./

24A The width of the raised
roadway will be 45 feet, which I
consider ample will be found ample
as the present available road
near the "Friend-in-Need Workshop"
is 45 feet, and the Hospital
Bridge over which all the traffic
passes, is but 32 feet wide.

There is but one house, and
that a very poor one on Sydenham
Road, that can be inconvenienced
by the raised Roadway - the floor
level is about 3 feet lower than
the level of the road, and will
require steps up to the road - I
am inclined to think however
that all the houses at that point
will eventually be replaced by
buildings of a better description, to
correspond with what will be the
road frontage at the corner of
Poonamalee Road, and in that
case the present level of the
house need not be considered.

The Estimate is taken out for
a double line for this distance, and
as you will perceive, makes the
cost at the rate of about £4400
per mile only - The amount
would have been much less
but that I have provided
most

most fully for all that can be required - a wall is provided for throughout to screen the passing trains from horses on the roads, and the Earthwork in embankments is estimated at eight annas a yard to enable me to bring it from a distance -

No additional establishment can be required that I am aware of, to work the Passenger traffic from this point, the only additional work being that of bringing the Engine up to the station which will be done by the Driver who drives the train.

The Estimate is made in the form adopted for the rest of the line, with a view to it being subsequently added when sanction of Government is received.

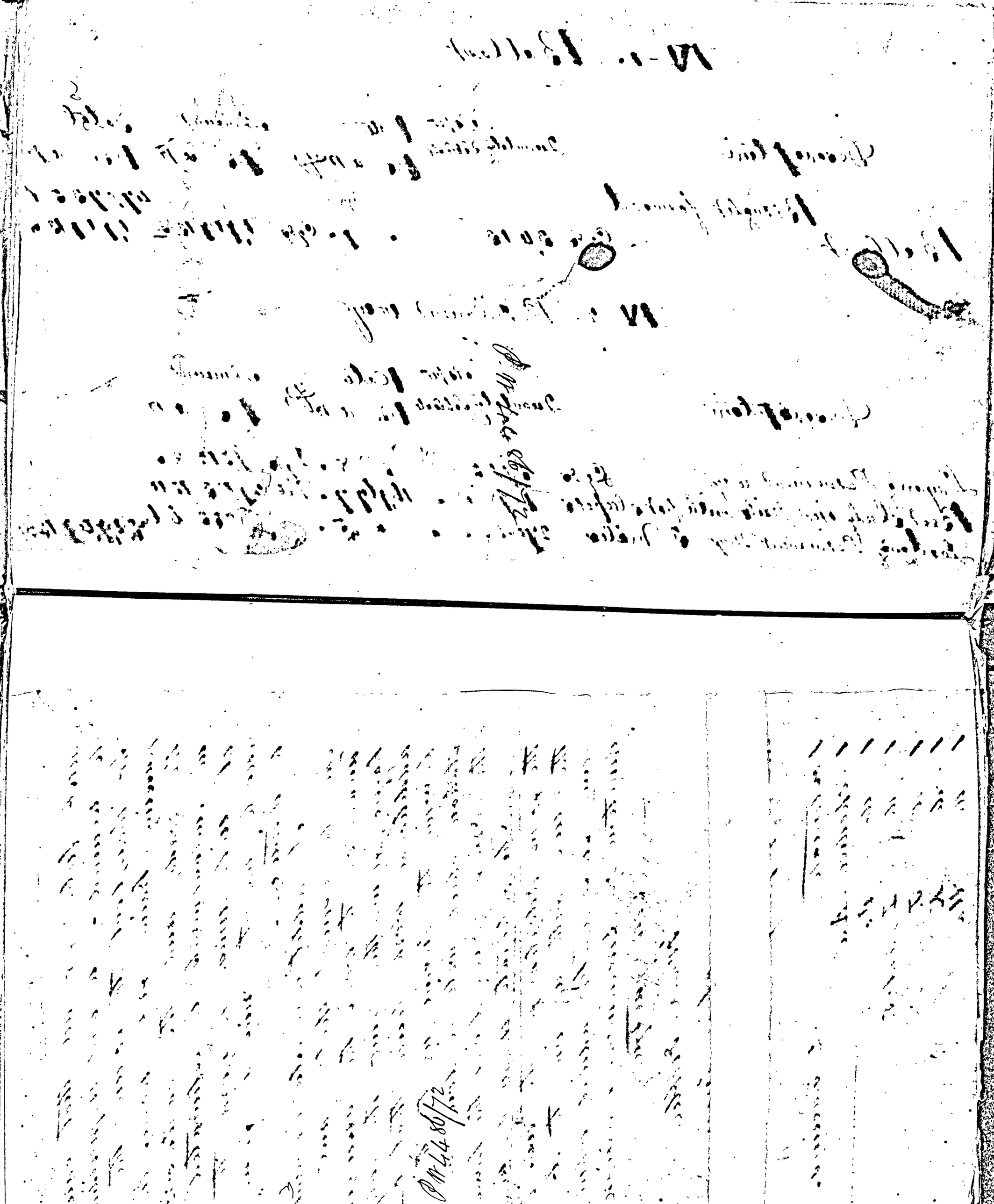
Yours faithfully

Fred. C. Dibble

Chief Engineer

List of Papers forwarded.

| | | | |
|---|---|---|---|
| 1 | Estimate | 2 Tracings. | |
| 1 | Schedule A a | | |
| 1 | do B c. | | |
| 1 | do I pages 1 & 5. | | Free Copy |
| 1 | do J. | | for J. Fisher |
| 1 | do K | | Agent Manager |
| 1 | do U a | | |



## IV - 1. Ballast

| Description | Quantity | As per Schedule | Rate £ s d | Amount £ s d | Total £ s d |
|---|---|---|---|---|---|
| Brought forward | | | | | 47,073 5 6 |
| Ballast | Cyds 3,613 | | 1. Cyds | 1,913 13. | 1,913 13. |

## IV - 2. Permanent way

| Description | Quantity | As per Schedule | Rate £ s d | Amount £ s d | |
|---|---|---|---|---|---|
| Laying Permanent way | Lyds 3,025 | W | 8. Lyds | 1,512 8. | |
| Best Steel rails with fish plates | 1.72 Mls | 16,677 | Tons | 29,183 15 11 | |
| Leading Permanent Way | 3 Miles | 270.3 Lns | 5. | 253 6 6 | 32,949 14 4 |

Grand Total 79,936 10

[Signed] H. L. Tibbits
Chief Engineer
12 - 8 - 72

[True copy]

Lieutenant Col RE

Com: Engs for Railways

3/18

# Clonmacnoise & Castlecomer Railway Company (29)

## Estimate for the construction of the line upon part of Section I from Williamstown Road to Sydenham Road.

### III – 1 Earthworks.

| Description | Quantity | As per schedule | Rate £ s d | | | Amount £ s d | Total £ s d |
|---|---|---|---|---|---|---|---|
| Earthworks in banks and cuttings | cyds | 8356 | | 3 | cyds | 1566 12 | |
| Trenching slopes | lgth | 325 | | 2 | lgth | 40 10 | |
| Turfing | " | 325 | | 8 | " | 162 8 | 1769 10 |

### III-2. Bridgework.

| No. | Description | As per schedule | Amount £ s d | Total £ s d |
|---|---|---|---|---|
| 1 | Double 6 feet Girder culvert | 1 | 891 10 3 | 891 10 3 |

### III-4. Fencing &c.

| No. | Description | As per schedule | Amount £ s d | Total £ s d |
|---|---|---|---|---|
| 2 | Bridges under Williamstown Road and Sydenham Road | 2 | 1737 8 2 | |
| | Raising and widening Roads | 2 | 1608 11 3 | |
| 8 | Grade posts | 60 | | 33,490 11 3 |

### III-5. Fencing

| Description | Quantity | As per schedule | Rate £ s d | | Amount £ s d |
|---|---|---|---|---|---|
| | cyds | | | cyds | |
| Concrete wall and drain | 2730 | 4 | | cyds | 10920 10,920 |
| | | | | carried over | 47,073 5 |

284

PW 4486/72

**RAILWAY DEPARTMENT.** CONSULTING ENGINEER'S OFFICE.

No. 485

From Lieutt. Colonel J. W. M. Shaw Stewart R.E.
*Consulting Engineer for Railways,*

To Colonel G. W. Walker R.E.
*Secretary to Government,*
*Public Works Department,*
*Fort Saint George.*

SIR,

In compliance with the instructions conveyed in the order of Government dated the 18th July 1872, No. 1720, I have the honour to forward herewith an estimate and two drawings which with I must supply all the information necessary to enable the Government to come to a decision with reference to the proposed extension of the Carnatic Railway Company's

line

line from the Mad Asylum site to the Penitentiary. In explanation of the estimate, three letters which have passed between this Office and the Agent of the Canada Railway Company are also submitted.

* From the Agent No 5208 14 Aug/72
To the Agent No 1993 16 Aug/72
From the Agent No 5808 22 Aug 1872

2 It will be seen that it is proposed to make provision in the first place for a single line of Railway only along the extension, but that land should be taken up with a view to the formation of a double line hereafter. The necessary provision has also been made in the designs of the two over-bridges, so that the doubling of this short portion may



may be at any time effected without much additional expense.

3 The estimate submitted by the Chief Engineer amounts to Rs: 79,963; but Mr. Dibblee explains that the heads "IV-1 Ballast" and "IV-2 Permanent way" include a considerable amount for sidings which is in no way necessitated by the extension, as the same sidings would be required for the terminal station wherever it is located. The amount due to these sidings is shown to be Rs: 18,195; and by striking this out the cost of the extension will be reduced to Rs: 61,768.

I have

this sum should be reduced still further, in accordance with the latest Engineer has proceeded in his estimate for an iron Road; and in the similar case of the extension of the Great Southern of India Railway, the Government of India have decided on the adoption of a wooden Road. The difference between the cost of an iron Road as estimated by Mr. Dibble, and the cost of a Road on creosoted fir sleepers, comes to about Rs: 4,000 per mile; or for the length of the proposed extension, 61½ miles, to about Rs: 3075. The substitution of wooden sleepers would



would therefore bring the estimated cost of the extension to a sum of about Rs: 58,670.

4. With reference to the last paragraph of the order of Government under acknowledgment, I have had an appointment, of meeting the President and Members of the Municipal Commission upon the ground, and of pointing out to them the proposed line of the extension, and the manner in which the various Roads will be affected by it.

5. One phase of the question, which so far as I know has not been brought forward,

but

last which ought not to be lost sight of, is the importance of having the terminus of the Carnatic Railway as near as possible to the new General Post Office. It should be borne in mind that the combined system of the Carnatic and the Great Southern of India Railways will directly accommodate five districts, and the greater part of a sixth; and that these represent one-third of the entire Presidency in population, Revenue, and general importance. Putting out of consideration the through mail service between Madras and Bombay

* South-arcot, Tanjore, Trichinopoly, Madura, Tinnevelly, and four Talugs of Chingleput.

Bombay, it seems to me that the local mails which may be expected to start from, and to arrive at the Carnatic Railway terminus, will be almost equal in bulk and importance to those which are now dealt with at the terminus of the Madras Railway.

I have the honour to be
Sir,
Your most obedt Servt
Lieutenant RE
Cons: Engr: for Railways

Madras
11th September
1872

## Memorandum for Orders —

To accompany letters from the Com.s of Pub. Wks. & President of the Municipal Commission, on the subject of the Carnatic Railway Station, and a letter from the latter regarding inc.e of Cost. Bridges by the Tramway Company —

In their order dated 30th November 1871 the Government objected upon two grounds to the site near the Penitentiary which had been proposed for the terminus of the Carnatic Railway - 1st to the inconvenience to the Penitentiary - 2nd to the inconvenience to street traffic.

In a subsequent

I still think that this arrangement is not worth the cost it will entail - or come to blame the inconvenience at letting it. The cost to the Co. will be three lacs of Rs - but the cost to the State which has to provide the land & diverted roads &c is not stated. In the absence

Public Works Dept.
Proc.s for Orders
Railway Department.
1872.

From
The Consulting Engineer
for Railways,

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

Dated 11th September 1872.
Recd. 13th do

No. 455 of 1872.

Submits Estimate

with three Drawings for
entrance of the Line
leaving the Junction to terminus
in Black Town with Plan
& Profile attached

Forwarded with Reports &c
Copies of Correspondence
on the subject

22-1-73

order dated 27th March 1872, the Govt. repeated their objection. The proposal was resubmitted by the Consulting Engineer for the favorable consideration of Govt. in July 1872 and His Excellency the Governor in Council accordingly directed the preparation of complete plans and estimates and invited the opinion of the Municipal Commissioners on the subject.

An application has since been received from the Municipal Commissioners, in the interest of a proposed

~~cal~~ ~~it~~ ~~wile~~
~~but~~ ~~by~~ ~~be~~ ~~heavy~~
~~Palankeen~~ ~~to~~ ~~with~~
~~be~~ ~~used~~ ~~in~~ ~~conse-~~
~~quence~~ ~~by~~ ~~delay~~
~~at~~ ~~the~~ ~~main~~ ~~the~~
~~while~~ ~~trains~~ ~~are~~
~~being~~ ~~made~~ ~~to~~ ~~do~~

~~Govt~~

~~first~~ ~~time~~ ~~in~~
~~final~~ ~~decision~~ ~~can~~
~~be~~ ~~arrived~~ ~~at~~ ~~the~~
~~the~~ ~~question~~ ~~of~~ ~~and~~
~~connection~~ ~~is~~ ~~settled~~
~~and~~ ~~the~~ ~~new~~ ~~Station~~
~~is~~ ~~thrown~~ ~~by~~ ~~the~~ ~~Railway~~
~~be~~ ~~required~~ ~~can~~
~~be~~ ~~erected~~ ~~at~~ ~~any~~
~~time~~

~~Govt~~

↑ Vide G.O. No 2544 of 30 Oct

~~I am disposed to agree~~
~~in the view taken~~
~~in that memorandum~~
~~but that upon the~~
~~question is settled it~~
~~might be well that~~
~~the Board should be~~
~~informed by the Railway~~
~~of the forbidden that~~
~~the Consulting Engineer~~
~~for Railways should~~
~~be made acquainted with~~
~~the objections advanced~~
~~in this paper and~~
~~afforded an opportunity~~
~~of submitting in writing~~
~~any remarks he may~~
~~wish to make with~~
~~reference to them.~~
~~When this is done, I must~~
~~ask no more until with~~
~~the views from the Agent~~
~~Bangalore Railway~~
~~submitted for a single~~
~~line of Rails and if~~
~~it be eventually decided~~

street tramway Company for permission to set apart amongst other roads a portion of the Hospital road and bridge in the very locality indicated by the Carnatic Railway Company as required for the approaches to their proposed terminal station.

It is observed from the correspondence that has ensued on this subject that the advantages claimed for the Penitentiary site, as it is called, are as follows:-

1st That it would be nearer the Central Station. The General Post-office and Black town lay 3/4 a mile.

2. Facility for opening out a communication with a landing place on the beach for stores and material.

3. That the arrangement would more effectually isolate the Jail from public thoroughfares.

4. It would necessitate the removal of objectionable property opposite to the Friend in Need Society's premises.

There appears to be no reason why the last two so called advantages should not be secured, if desirable, quite independently of the location of the Passenger station.

The second advantage enumerated seems to be a very remote contingency — while, if hereafter determined on, communication with the beach, though 3/4 mile longer, will be every bit as easy of execution then as now, and can be held in view should any future proposals

in connection with town improvements or other Municipal objects appear to militate against the Railway interests in this respect.

The only substantial advantage therefore seems to be the first— The value of proprinquity to the Central Station depends very much upon the interchange of passenger traffic that may fairly be expected, remembering that the traffic from the North West line will have direct



communication with the South via Arconum and Chingleput. As it is proposed to have the Goods Station on the Male Asylum premises in either case this description of traffic will not be affected. It seems highly improbable that there can be any great transfer of passengers from one line to the other, who would not make a stay of at least some hours in Madras.

It is not easy to estimate the value of an increased distance of 3/4 mile to Post-office and Mercantile interests but it may fairly be assumed, when it is remembered that it affects passengers and correspondence only and that in either case horse transits would be necessary, that the inconvenience would not be very great.

The disadvantages of advancing the station site to the Penitentiary may be enumerated as follows:-

1- The great extra expense entailed, for land and compensation.

2- Considerable inconvenience to street traffic.

3- The blocking up of a very desirable open space.

4- Certain annoyance to the General Hospital.

5- Inconvenience to the Railway Company through having their passenger station separated from their spare sidings and rolling stock by an interval of 3/4 mile.

6- The restricted area available for further extension of railway

premises in the not very remote event of considerable development of local passenger traffic.

It cannot be overlooked that owing to the conformation of the river banks the location of the bridge, and the populous neighbourhoods on either bank, added to the propinquity of the new Central station and a large main thoroughfare and approach to Madras like the Poonamallee Road at no very distant





date fresh extensions of accommodation for traffic that will certainly continue to increase will have to be made, and any unyielding interest like that of the Railway Company which it is proposed to establish at the very centre of convergence of the various streams of street traffic must greatly complicate matters and restrict

the remedial measures at the disposal of the Municipality.

The cost of the new road proposed by the Municipality, the compensation for house property destroyed and land occupied, cannot but be out of all proportion to the apparently inconsiderable advantages above mentioned. It is believed too that a piece of consecrated ground on which a Mission chapel



chapel has been commenced would be occupied, this if possible should be avoided.

The interference with the comfort of the inmates of the General Hospital is undoubted and a very serious consideration. The Madras Central Station is in this respect objectionable, but the position and arrangement of the Hospital buildings

the relative distance and form of the stations, would it is thought aggravate this objection in the case of the proposed building; A proposal is now before Govt. to introduce street tramways, one line of which would traverse the proposed ramps of approach to the Carnatic Railway Company's over bridges though the proposed gradients are within the limit of feasibility prescribed by the Engineer representing the tramway interests it is certainly worthy of consideration how far the limited accommodation afforded would restrict the operations of the tramway Company; With reference to the disadvantage No. 3 it must be remembered that there springs up in the immediate vicinity of a passenger railway station in this

canting as in all others a neighbourhood connected with the wants of the travelling public such as cant-stands small bazaars for the supply of refreshment and accommodation to man and beast. Few sites could be chosen so unfavo-rable in this respect as that now recom-mended, and any measure that would encourage the es-tablishment of such

such like impediments to free traffic in a neighbourhood al-ready so crowded is very undesirable.

C.E.

Genl

In a Memorandum accompanying Draft Order No. 1720 of 18th Inst, under which that Order was based, it was mooted that if the Railway Station was to be located at the Penitentiary Site, level Cross-ings would be much less incon-venient than over Bridges, with a Traffic of only 2 Passenger Trains per diem, as pro-posed — Genl

Copy
Letter

Public Works Department

No 25 18

Proceedings of the Madras Government

Read the following

From The Consulting Engineer for Railways } H.E. No 3387/28th June 1871

From The President of the Municipal Commission Madras. } " — " G. 165/9th Septr 1871

From The Consulting Engineer for Rys. " — " " 485/11th " — "

His Excellency the Governor in Council is not of opinion that the arrangement proposed for locating the Passenger Station of the Carnatic Railway between the Penitentiary and the River will be accompanied by any advantage adequately compensating for the

extra cost and incon-
-venience which its
adoption would entail.
Putting aside the
incidental advantages
alleged in its favour,
of isolating the Jail,
and removing certain
objectionable buildings,
as attainable irrespec-
-tively of the location
of the Passenger station;
and that of facilita-
-ting communication
with a landing place
on the beach, as a
remote contingency,
capable of realization
from either site with
almost equal ease.



that of propinquity
to the Madras Railway
General Post office,
and Black Town
appears to be the only
substantial advan-
-tage brought forward.
But no great inter-
-change of passenger
traffic between the
two stations can be
expected, when it is
remembered that the
Northern and Southern
Lines of Rails will
communicate more
directly via Arconum
and Chengalpat -

Passengers intending
to use both lines
but coming out of
their direct road to
Marrad, would stay
at least some hours
there. The saving of
three quarters of a
mile to Postal and
Mercantile interests
as regards passengers
and correspondence
only, is not of appre-
-ciable value, con-
-sidering that Horse
transits would in
either case be necessary.
On the other hand
it cannot be doubted
but that great



inconvenience will
be caused by the
proposed location
of the Passenger Station
to street traffic; to the
General Hospital; and
to the Railway Com-
-pany themselves, by
its separation from
their spare sidings
and rolling stock,
and by the restricted
area available for
further extension of
Railway premises. The
blocking up of an
existing open space
in that locality is
also to be deprecated.

should the proposal be still further pressed into, promoters must therefore be prepared with answers to these objections, with precise estimate of the cost of land, and compensation, and road diversions, to be paid by Government, and with details of the Passenger station Plans, for consideration of His Excellency the Governor in Council after return to Madras, and personal inspection of localities.

GMW

50/3

1/2 C. E. for Railway
Pres.t of Municipal Commissioners Madras.
Dec.r 2/11/72

Dec.r 2/11/72

Nos 448, 517 + 516

Govt. of {1872} Madras.

PUBLIC WORKS.

To The Commissioner Ry Govt for Railways

Dated

Recd. Encl. 12

G. O. 25 Oct 1872, No 2518.

Nos. 453 & 456

Proposed Site for the Terminal Passenger Station of the Carnatic Railway - Papers & Orders in papers relating thereto