M.R.O. 1—77,606—8-4-37.

(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. 866-67 Press / Mis.

623-26

Dated 27 3 1892.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 27th March 1872.

Read the following letters :—

No. 623. From the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 29th January 1872, No. 43.

I HAVE the honour with reference to G. O., No. 3,030, dated 30th November 1871, to forward a sketch map showing the position of the Carnatic Company's Line at the Mount, with reference to Agent's letter No. 327, dated 26th Jan. 1872. the proposed sites for the new Ordnance Factories. No site has yet been definitely fixed upon for the station.

2. I also forward a second map showing the sites proposed for the terminal station at Madras and the proposed diversions and crossings of the several roads.

From the Agent and Manager of the Carnatic Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 26th January 1872, No. 327.

IN reply to your letter No. 20, dated the 24th instant, I have the honour to state that the Chief Engineer has not decided upon a site for a proposed station at St. Thomas' Mount and as he is at present away investigating the line between Panrooty and the Great Southern of India Railway, I am unable to consult him. I have, however, marked on the sketch map* a site which I think may probably be suitable, as it is accessible and so far as I can ascertain the ground is suitable.

*Herewith returned.

No. 624. From the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 16th February 1872, No. 82.

WITH reference to G. O., No. 82, dated 8th February 1872, I have the honour to return the sketch map showing the Male Asylum ground as the alternative site selected for the Carnatic Railway Terminus.

With letter from Agent, Carnatic Railway, No. 342, dated 13th February 1872.

From the Agent and Manager of the Carnatic Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 13th February 1872, No. 342.

I HAVE the honour to acknowledge the receipt of your letter No. 31, and in reply to state that I was under the impression that it was quite understood that, in the event of the proposed site near the Penitentiary not being allowed, that the Company would prefer as the alternative arrangement the site on the Male Asylum ground near St. Andrew's Church in preference to that of the Friend-in-Need Society.

2. I have however had the sketch map altered to show this alternative proposition and which I have the honour to return herewith.

No. 625. ORDER THEREON, 27th March 1872, No. 866.

RAILWAY, No. 97.

IN the orders of the 27th March 1871, No. 910, the Government, while approving of the Carnatic Railway

being carried by Chingleput, Carangooly, Vieravandy, Villapuram, and Panrooty to Cuddalore, were of opinion that, looking to the general poverty of the country between Chingleput and Arconum, and the increased distance to Madras which a prolongation of the line to Arconum would involve, the railway should be carried direct to Madras from Chingleput in the direction of the Southern Trunk Road. With this view the Consulting Engineer for Railways was instructed to complete a trial survey from Chingleput so as to bring the line to some convenient central spot for a terminal station in Madras. In accordance with these instructions, Major Prendergast submitted, with his letter recorded with G. O., No. 3,030, dated 30th November 1871, trial surveys from the Palar river to the Adyar and a trace of the line from thence to Madras.

2. Exception was however taken to the site of the terminal passenger station which it was proposed to locate on the triangular plot of ground between the Penitentiary and the Peoples' Park, and a sketch map was called for showing clearly the direction of the line with reference to the fortifications at the Mount and the projected stations and proposed deviations of roads between Sydapett and Madras.

3. With the letters above read, the Consulting Engineer submits maps affording the required information, and he intimates the willingness of the Company to change the position of their terminal station in the event of it being impracticable to obtain the site originally proposed.

4. The Government observe that the ground near the Penitentiary cannot be made available, but they will consent to the land near the old Male Asylum premises, as shown on the map last prepared, being taken up for the terminal station, if the contemplated amalgamation of the Carnatic with the Madras Railway is not determined on, the site being sufficiently enlarged by the addition of land east of the Commissioner's road and west of Gungareddy road, which may be obtained by diverting the Commissioner's road through the adjacent paddy fields.

5. From the tracings which have been submitted by the Consulting Engineer, it is observed that on crossing the Palar river at the most convenient site, the Carnatic Railway skirts the town of Chingleput, and, after running parallel to the trunk road for a distance of 3½ miles, intersects that line of communication. The railway continues to follow with slight diversions the direction of the trunk road till within about 2 miles of the cantonment of Palaveram, when it re-crosses, and then keeping to the east of the Native town at the Mount, passes the race-course and intersects the Mount road above the Marmalong bridge. From the Adyar the line is carried through Sydapett and Nungumbaukum, whence, traversing the Spur tank, it will, under these orders, terminate at the Male Asylum premises where both the goods and passenger stations will be erected.

6. The Chamber of Commerce would, it is observed, prefer that the goods station should be constructed near the Salt Cottaurs; but in the opinion of Government, the disadvantages attending the adoption of the proposal would more than counterbalance the good results that might be gained.

Proceedings of the Madras Government, Public Works Department,
27th March 1872.

7. The Government of India have already expressed their approval of the general direction of the Carnatic Railway, and these Proceedings, together with the papers recorded with G. O., No. 3,030, dated 30th November 1871, will be now forwarded to that Government. Meanwhile the completion of the estimates should be expedited.

Letter No. 1,221-R., dated 13th July 1871, printed with G. O., No. 2,134, dated 19th August 1871.

(True Extract.)

(Signed) J. CARPENDALE, Colonel, R.E.,
Secretary to Government.

No. 626. (DOCKET No. 867, dated 27th March 1872.)
COPY of the above forwarded to the Government of India.
(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. E. C. Shunker.

CARNATIC RAILWAY CO., (LIMITED.)

AGENT AND MANAGER'S OFFICE,

MADRAS, 26th January 1872.

No. 329

FROM

J. J. Fisher Esqre

AGENT AND MANAGER, CARNATIC RAILWAY CO.,

Madras.

TO

Major W. Prendergast RE

&c. &c. CONSULTING ENGINEER FOR RAILWAYS,

Madras.

SIR,

I am requested by your letter No 20 dated the 24th instant, to state the lowest to which, and the time required, I would undertake upon a fair for a proposed Railway at Port Thanuo Pennerd and as far as at present surveyed including the line between Tanjore and the G. S. I. Railway, I am unable to answer that point. I am however making a sketch which may probably be finished as it is practicable and proper as I am ascertaining the ~~[illegible]~~ ground is suitable.

I shall therefore defer

sir

your most obedient Servt

Jos. J. Fisher

Agent & Manager

Consulting Engineer's Office.

Railway Department.

No. 43

From Major H. L. Brandreth R.E.

Consulting Engineer for Railways,

To Colonel C. J. Carpendale R.E.

Secretary to Government,

Public Works Department,

Fort Saint George.

Sir,

I have the honor with reference to G.O. No. 3030, dated 30th November 1871, to forward a sketch map showing the portion of the Carnatic Company's Line, at the present with reference to the proposed sites for the new Ordnance factories. No site has yet been definitely fixed upon for the station. I also forward a second map showing the sites proposed for the terminal station at Madras and

Agent's letter No. 3279 26th January 1872.

From

The Agent and Manager,

Carnatic Railway Company,

Limited,

Madras.

To

The Consulting Engineer

for Railways.

Dated 26th January 1872.

Rec'd 29th " "

No. 327

P.P. 4858/72.

Return Sketch Map of the site of the station at Madras, Mount Road

and the proposed diversions and crossings of the several Roads.

Madras
2nd January
1852

I have the honour to be,
Sir,
Your most obedt Servt.
Chas Lushington Capt 1 Regt NI
Agt Govr: Engr: for Canals.

CARNATIC RAILWAY CO., (LIMITED.)

AGENT AND MANAGER'S OFFICE,

MADRAS, 13th February 1872.

No. 342

FROM

J. F. Foster, Esq^re

AGENT AND MANAGER, CARNATIC RAILWAY CO.,
Madras.

To

Major H. L. Prendergast, R.E.

&c. &c. &c.

CONSULTING ENGINEER FOR RAILWAYS,
Madras.

SIR,

I have the honor to acknowledge the receipt of your letter of the 31st and in reply to state that I was under the impression that it was quite understood that in the event of the proposed site near the Penitentiary not being allowed that the Co^y would prefer as the alternative arrangement the site on the Male Asylum ground near St. Andrews Church in preference to that of the Friend in Need Society.

2. I have however had the sketch map altered to show this alternative proposition and which I have the honor to return herewith.

I have the honor to be
Sir
Your most obedient servant
J. F. Foster
Agent & Manager.

Rec^d 28 Nov^r 1872 Mysore

Gov^t Gen^l & Chief Engr
RAILWAY DEPARTMENT.

No. 4588.

Sir,

The Consulting Engineer
for Railways,

To

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

Dated 29th January 1872.
Received 30th

No. 42

Sir,

I am directed to forward herewith, with reference to your letter No. 325, dated 26th January 1872, and its enclosure, the letter noted in the margin, on the subject of the proposed site for the Lunatic Asylum.

I am, Sir,
Your most obedient servant,
[illegible]
Chief Engineer & Secretary to Government.

Rec^d 29th Jan^y 1872.

R. C. Q. Branch Post 12^s
Entered R. Outward 172

From
The Agent and Manager,
CENTRAL RAILWAY COMPANY,
(Limited),
MADRAS.

To
The Consulting Engineer
for Railways.
Dated 15th July 1872.
Rec.d
No. 4417.

Re Reservoir, Engine
Supply and Pipe
Enquiry

2 Department
Com.r Engr.s Office
No 82

Sirs

Major W.R. Pritchard R.E.
Ag Com.r Engr.s for Railways

To

Colonel C.J. Crofton R.E.
Secretary to Government
Public Works Department
Fort St. George

Sir,

With reference to
G.O. No. 82, dated 8th February
1872, I have the honour to
return the sketch map, showing
the Male Asylum ground as
the alternative site selected
for the Carnatic Railway terminus.

I have the honour to be,
Sir,
Your most obedient humble servant
Major R.E.
Com.r Engr.s for Railways

2nd
February
1872

Rec'd 8th February 1882 Rec

P. Dr. 1882 Dec. 1
(Rec: of Govt Dpt Records
1 Encl
No. 852.
Secy: to Govt: Pubs: Wks
for Railways
Madras

Sir

The Secretary to Govt
P.W. Dept.
Fort St George

Dated 16th February 1882
Received 18th February 1882

Encl: 2, Plan Dr. 82 - 16 Feb

Returned the
Federal map showing
the Trade Agy Country
as the Passenger Returned
Herein J. The Cost Agt
No 888. 27th Feby 82

No 624

Rec'd Madras 7th R. 22nd
Rec'd Madras 12th R. 12th
Registered R. 2nd March 1882

Memorandum

Orders.

With his letter
recorded in Proceedings
of the 30th November 1871
No 3030 the Acting Con-
sulting Engineer for
Railways submitted
for the approval of
Government trial
surveys for the Carnatic
Railway from the
Palar River to the
Adyar with a trace
of the line from thence
into Madras, termi-
nating at the triangular
plot of ground between
the Penitentiary and
the People's Park, but
exception having been
taken

taken to the proposed
site of the passenger
terminus, Major Prend-
dergast was directed
to ascertain whether the
Railway authorities would
not be willing to place
their terminal passen-
ger Station on the ground
at the Male Asylum
which has been selected
for the goods station,
and to forward a sketch
map showing clearly
the direction of the
line with reference
to the fortifications at
the Mount, and the
proposed stations and
proposed diversions of
roads between Saidapett
and Madras.

In reply it is ex-
plained that on the
front of the ground
adjacent

† Letter No 342 d/ 13th Feb 3/72
from Agent.

Yes. This should
be underlined
in pencil

I & I

per Post

* With letter No 43
d/ 29th Jany/72 and
marked A

adjacent to the Penitentiary not being available the Agent will be prepared to adopt for the terminal passenger station the site indicated by Government near the Male Asylum premises.

The sketch map submitted by the Ag. Consulting Engineer contains the information required in regard to the alignment of the Railway between Saidapett and Madras. No site has yet been decided upon for the station at the Mount, but the position of the Company's line with reference to the proposed sites for the new Ordnance factories

is shown on the map marked
B which forms and en-
closure to the same
letter.

[illegible]

R.C. 2nd March 72 - D. 27
R.C. 9th March 72 - D. 12
R.C. 5th March 72 - D. 65
C.O. 29th Feb. & 2nd March 72

No 865 Fort St. George Public Consultation
Proceedings for the Undermentioned
Subject the Original Letter
Received the Following
From
The Govt. Consulting Survey & Agency
No. 176 dated the 19th Feby 1872
to ditto ditto
No. 176 dated the 16th Feby 1872

Re the evidence of the
Engineer in 1871. Re the
Government, while approving
of the Carnatic Railway
being carried by Chingle-
put, Caranoody, Veera-
nassy, Vellapperumal
and Panroody to Cuddalore,
were of opinion that,
looking to the general
poverty of the country
between Chingleput and
Cuddalore, and the in-
creased distance to
Pondicherry which a prolonga-
tion of the line to

Arrowsmith would involve the Railway should be carried direct to Innisfail from Chinkapin in the direction of the Southern Trunk Road. With this view the Engineer for Railways was instructed to complete a trial survey from Chinkapin so as to bring the line to some convenient central spot for a terminal station in Innisfail. In accordance with these instructions Major Provedenzani submitted with his letter recorded with G.O. No. 3030 dated 30th November 1891 trial surveys from the Palm River to the Johnstone and

and a trace of the line from thence to Innisfail.

Exception was however taken to the site of the terminal passenger station which it was proposed to locate on the triangular plot of ground between the Peninsula and the Poplar Park, and a sketch map was called for showing clearly the direction of the line with reference to the fortifications at the Mount and the projected Station and proposed deviations of Road between Lydiafett and Innisfail.

In the letters above read the Consulting

Engineer submits maps affording the required information, and the intimates the willingness of the Company to change the position of their terminal station in the event of it being impracticable to obtain the site originally proposed.

The Government observe that the ground near the Penitentiary cannot be made available but they will connect the Canal near the old Indian Reserve by a branch as shown on the map prepared, being that for the terminal station on the contiguous

that the contemplated communication with the Railway is not determined on, the site being sufficiently encroached by the addition of land east of the Commissioners Road and west of Kangaroo Road, which may be obtained by diverting the Commissioners Road through the adjacent fields. From the tracings which have been submitted by the Consulting Engineer it is observed that on crossing the Palace Green at the most convenient site the

Carnatic Railway to Fort
the town of Chingleput,
and, after running
parallel to the Trunk
Road for a distance of
3½ miles, intersects that
line of communication.
The Railway continues
to follow with slight
diversions the direction
of the Trunk Road till
within about 2 miles of
the Cantonment of
Palaveram, where it
recrosses, and then, keeping
to the east of the Station
Town at the Inland
passes the race Course
and intersects the Inland
Road above the Maraimalai
Bridge - From the Adyar
the line is carried through
Egdapett and Purasse-
-wauk Road, whence, tra-
-versing the Spur tank,
it will, under these
circumstances, terminate at the
Beach Egmore premises
where both the Goods
and Passenger Sta-
-tions will be erected.

The Chamber of
Commerce would, if
it observed, prefer
that the Goods station
should be constructed
near the Salt Cottahs,
but in the opinion
of Govt. the disadvantages
attending the adoption
of the proposal would
more than counterbalance
the good results that
might be gained.

(9)

The Govt. of Sweden have already expressed their approval of the general direction of the Carnatic Railways, and these Proceedings together with the papers recorded with G. O. No. 3030 dated 30th November 1871, will be now forwarded to that Govt. Meanwhile the completion of the estimates should be expedited.

M. Co. No. 87 dated

Copy of the above forwarded to the Govt. of Sweden.

Board's

Copies 8/4/72

Letter No. 1231 R 13th July 1871 printed with G. O. No. 2134 dated 19th Aug. 1871.

To The Secretary Engineer for Railways

No. S. dated 27/3/72 - one to each

P. C. — 8/4/72.

5 plans & 20 Cl. — of G.O. No. 3030 of 1871 dated 30/11/71 to Fort William — 8/4/72

Jan 852 & 488

Govt. of India.

PUBLIC WORKS.

Forty hundredths Copy
for Bombay
and
to the Secretary to the
Govt of India

27 January 1866-87

Nos. 612 & 625 to 626

Jamnatee Railway. Opn

Orders re Cornes Gradient
Relative to the Site for
passenger
the Permanent Station
of the Jamnatee Opn.

Forwarded Copy
with
Rec. Relative to the
Permt passenger Station
of the Jamnatee Opn