

(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2071	Press
B.P. No.		Mis.
31738		
Dated	20 8	1873

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
20th August 1873.*

No. 317. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 23rd July 1873, No. 386 :—

In the Order of Government, dated the 8th instant, No. 1,756, His Excellency the Governor in Council was pleased to express his approval of the scheme for increasing the width of the hospital bridge to 60 feet, of which 45 feet are to be devoted to the carriage way and 15 feet to the footpaths and parapets, by additions on each side of the-existing bridge, between which additions and the original structure sufficient space is to be left to pass water and other mains.

2. The Agent and the Chief Engineer of the Carnatic Railway Company have asked me to draw His Excellency's attention to the fact that the scheme which has been approved of will, if carried out, leave untouched one of the chief faults in the existing bridge, viz., the great and unnecessary ascent to the crown of the bridge from the level of the road upon either side. In the letters from Messrs. Fisher and Dibblee upon this subject, copies of which were laid before Government by the Inspecting Engineer of Ports and Communications, this point is brought prominently forward, and its detrimental effect upon the future terminus of the Carnatic Railway is clearly shown. The letters in question are not printed with the Proceedings of Government under reference, but I beg to draw the attention of His Excellency to their contents.

3. The Government are aware that the preparation of a design for the Carnatic terminus has been entrusted to Mr. Chisholm, and the general effect of the hand-some elevation which that gentleman has drawn will be seriously marred if the principal approach to it is carried down a steep descent, as must be the case unless the level of the hospital bridge be considerably lowered. In dealing with the question, it should be borne in mind that rail level at the Carnatic terminus is fixed by the necessities of the bridge which will carry Sydenham's Road over the railway, and that the basement level of the terminal building cannot therefore be raised so as sufficiently to command the approach from the hospital bridge.

4. There can be no doubt that, so far as the convenience of the general public is concerned, it would be a great boon if a steep ascent and descent upon so important a thoroughfare as the Poonamallee Road could be removed, at a point too where, owing to the close proximity of the two railway termini, the General Hospital, and the People's Park, it may reasonably be expected to be almost constantly crowded with vehicles. Upon reconsideration of the question, I trust that His Excellency in Council will see fit to order the preparation of a design for reconstructing the hospital bridge in such a manner that the level of the carriage way upon the bridge shall not be raised above the level of the roadway on either side.

No. 318. ORDER THEREON, 20th August 1873, No. 2,071.

CIVIL WORKS, No. 25.

No. 318. ORDER TABLET.

CIVIL WORKS, No. 25.

THE attention of His Excellency the Governor in Council was already directed by the Consulting Engineer's previous communication, laid before him by the Inspecting Engineer for Communications, to the proposal made by the Agent and the Chief Engineer of the Carnatic

*Proceedings of the Madras Government, Public Works Department,
20th August 1873.*

Railway that the approaches to the hospital bridge should be lowered. But he is not prepared to acquiesce in that proposal, inasmuch as it would affect the headway available for boats navigating the East Coast Canal; a line of navigation the usefulness of which is capable of great extension, any obstacle to which, however remote, must be guarded against.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

Railway Department. CONSULTING ENGINEER'S OFFICE.

From

LIEUT.-COLONEL J. H. 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 the order of Govern-
ment dated the 8th instant, No. 1756, His
Excellency the Governor in Council was
pleased to express his approval of the
scheme for increasing the width of the
Hospital bridge to 60 feet, of which
45 feet are to be devoted to the carriage
way and 15 feet to the footpaths and
parapets, by additions on each side
of the existing bridge, between which
additions*

additions and the original structure -
sufficient space is to be left to pass
water and other masonry.

2. The Agent and the
Chief Engineer of the Carnatic Rail-
way Company have asked me to draw
His Excellency's attention to the fact
that the scheme which has been
approved of will, if carried out, leave
untouched one of the chief faults in
the existing bridge, namely, the great
and unnecessary ascent to the crown
of the bridge from the level of the
road upon either side. In the
letters from Messrs. Fisher and Dibble
upon this subject, copies of which were
laid before Government by the
Inspecting Engineer of Ports
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and Communications, this point
is brought prominently forward, and
its detrimental effect upon the future
terminus of the Carnatic Railway
is clearly shown. The letters in
question are not printed with the
Proceedings of Government under
reference, but I beg to draw the
attention of His Excellency to their
contents.

3. The Government are
aware that the preparation of a
design for the Carnatic terminus
has been intrusted to Mr. Chisholm,
and the general effect of the hand-
some elevation which that gentleman
has

has drawn will be seriously marred
if the principal approach to it is
carried down a steep descent, as
must be the case unless the level
of the Hospital bridge be consider-
ably lowered. In dealing with
the question, it should be borne in
mind that rail level at the
Parmenter terminus is fixed by the
necessities of the bridge which will
carry Sydney's Road over the
railway and that the basement
level of the terminal building
cannot therefore be raised so as
sufficiently to command the
approach from the Hospital
bridge

7 3
4. There can be no doubt
that, so far as the convenience of the
general public is concerned, it would
be a great boon if a steep ascent
and descent upon so important
thoroughfare as the Ponnamallee Road
could be removed, at a point too
where, owing to the close proximity
of the two Railway termini, the
General Hospital, and the People's
Park, it may reasonably be expected
to be almost constantly crowded
with vehicles. Upon reconsideration
of the question, I trust that His
Excellency in Council will see
fit to order the preparation of
a design for reconstructing the
Hospital

Hospital bridge in such a manner
that the level of the carriage way
upon the bridge shall not be raised
above the level of the roadway on
either side.

I have the honour to be
Madras
23rd July } Government Secretariat
18/3 }
Mantionat

Lieut Col. R. B.
Comm. Engineer for Ry.

Copy to Secy to Govt 18/3

Respecting
that the Government
in Council will
order the preparation
of design for
reconstruction of the
hospital bridge
23-2071-20 Aug 87

Dated 23rd July
Recd. 21st July
1873.

No. 386.
To
The Secretary to Government,
P. W. Department,
Fort Saint George.
The Consulting Engineer
for Railways,
1873.

P. W. 1873
Comm. Engineer for Ry.
RAILWAY DEPARTMENT.

No 2056. P. W. D. Vol 9

Proc. of the Madras Govt.
Read the following.

From the Engineer Ry. (P. W. No 386 of 23rd July/73)

J. D. S.

The attention of
His Excellency the Governor
in Council was al-
ready directed by the
Consulting Engineer
previous communi-
cation, laid before
him by the Inspecting
Engineer for Commu-
nications, to the pro-
posal made by the
Agent and the Chief

Engineer of the Carnatic
Railway that the ap-
-proaches to the Hospital
Bridge should be
lowered. But he is
not prepared to ac-
-quiesce in the same,
inasmuch as it would
affect the headway avail-
-lable for boats navi-
-gating the East Coast
Canal; a line of nav-
-igation the useful-
-ness of which is capa-
-ble of great extension,
any obstacle to which
however remote must
be guarded against.

The position and level This accords with

my view - but not
with that of the
JC and the
passage had
better be omitted
perhaps. L.D.

34

To
11 Cong. Engr. for Ryos.
5
J.C. de P.
J. de P.
J. de P.

of the new Carnatic
Railway Station were
deliberately chosen
by the authorities con-
-nected with that line,
and forced upon the
acceptance of the Govt.
with the concurrence
of the Cong. Engrs.
If now found prac-
-tically bad, the ori-
-ginal site should
be reverted to.

L.M.W.

J.C. de P. 29/8/13

10/4/73
Govt. of 1873 Madras.
PUBLIC WORKS.

*The Leaning Bridge
for Railway*

Dated

Recd.

Encl.

G. O. 20 Aug 73. No. 2071.

No. 3174318

General Hospital Bridge,
Madras. Declining
I accede to the pro-
posal of the Engineer
for lowering the ap-
proaches to the bridge.

3174318