M.R.O. 1—10,006—28-2-50.

(1) Number of pages _____

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(3) Initials of the Reference _____

MADRAS RECORD OFFICE

Government of Madras

Public works. DEPARTMENT

G.O. No.	3281 cc	Press
R.P. No.		~~Mis.~~
430 UU		
430 VV		
Dated	29-12-1873	~~195~~ .

Not to be folded or roughly handled

No. 430uu. 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, 8th December 1873, No. 658:—

ADVERTING to the Proceedings of Government, dated the 16th October 1873, No. 2,524, I have the honour to submit, for the consideration of His Excellency in Council, a letter* from the Agent of the Carnatic Railway Company, with enclosure from the Chief Engineer, and to recommend that sanction be accorded to the proposed substitution of level crossings for over-bridges at Sydenham's road and Whannell's road, at the points where the railway crosses those roads, upon the undertaking of the Company to replace either or both of the level crossings by over-bridges should the change be hereafter considered desirable by the Government.

* No. 366, dated 4th December 1873.

Upon receipt of the Proceedings of Government under acknowledgment, I took advantage of Mr. Logan's visit to Madras to discuss the subject with him and with the President of the Municipal Commission, and I beg to enclose two letters* which subsequently passed between the last-named officer and myself. It will be seen that the proposal to substitute level crossings meets with the approval of the Municipality, and I trust that the measure will be sanctioned by Government, subject to the condition that the over-bridges will be provided hereafter should the change be deemed advisable.

* To President, Municipal Commission, No. 1,027, dated 25th October 1873.
From President, Municipal Commission, No. 338, dated 8th November 1873.

From W. S. BETTS, Esq., Agent and Manager of the Carnatic Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 4th December 1873, No. 366.

WITH reference to the attached copy of a letter from the Chief Engineer, and to your letter No. 301, of the 25th of October last, I have now the honour to request that you will be good enough to obtain the sanction of Government to the substitution of level crossings for over-bridges at Sydenham's road and at Whannell's road at the points where the railway crosses those roads. On behalf of this Company I undertake to replace the level crossings by over-bridges should the change be hereafter considered desirable by Government.

Letter from the Chief Engineer, to the Carnatic Railway Company (Limited), dated (True Extract) December 1873.

(Signed) G.

level crossings *vs.* over-bridges in Madras.

YOUR Nos. C 189-1161

2. I note that Government objections to a level crossing at Sydenham's road, and that the Municipality that point or at Whannell's road provided the Railway Company undertake dges should the crossings be found later here with the free circulation of the

3. The proposed by my predecessor, would, I think, have proved a fic, to the Railway Company, and to the sanitary condition clearly set forth in the Consulting Engineer's letter (No. 1,027) the Pr commission. For much the same reasons I would ask you to obta sanction of Government a level crossing at Whannell's road for the ov bridge at present propose this road is, I believe, so light that I doubt if

would justify the large expenditure necessary to build an over-bridge with its long and heavy approaches, which would very seriously affect public access to our proposed goods yard, along one side of which one of the approaches would run.

4. I am not, as a rule, in favour of level crossings in the midst of a town like Madras, and eventually I believe that as the railway traffic developes, one, if not both, of the over-bridges now proposed to be done away with will have to be built; but in that case the work will be more economically executed after the opening of the railway, and we shall have had practical demonstration of the best points at which to place the bridges and their approaches. I say the work will be less costly to execute after the railway is opened, because all the material for the masonry and embankments of the bridge approaches can then be run in by train instead of as at present, or in the absence of a line of rail, having to be carted.

5. The leaving of this work over for the present will also set free superintendence and labour for the works which are absolutely required before the railway can be opened.

6. From your No. C 350-1254, I note that the Municipality of Madras consider a clear width of 30 feet sufficient for the river-side road, that being the road which has to be diverted along the side of the river Cooum between it (the river) and the line of railway up to the south end of Colonel Law's Bridge.

From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to J. C. LOCH, Esq., President of the Municipal Commission, Madras, dated Madras, 25th October 1873, No. 1,027.

WITH reference to our conversation of to-day, when I had the pleasure of meeting you and Mr. Logan, the Chief Engineer of the Carnatic Railway Company, I have the honour to enclose a copy of the Proceedings of Government, dated the 16th instant, No. 2,524, and to request that you will let me know whether there would be any objection on the part of the Municipality to the suggestion made in the second paragraph of the Order of Government, viz., that Sydenham's road should, for the present at least, be carried across the line of railway by means of a level crossing, instead of by an over-bridge, as at first proposed. Should the level crossing be approved of the Railway Company will of course undertake to replace it by an over-bridge, if hereafter the latter is considered desirable; but you will remember that Mr. Logan explained that the level crossing would tend to the general convenience of the public in several ways, as, for instance, (1) by allowing the traffic along the Poonamallee Road and Sydenham's Road to be carried as at present, instead of being subjected to an ascent and descent of some 16 feet; (2) by causing no interference with the free circulation of air, such as would inevitably result from the high earthen ramps which an over-bridge would necessitate; (3) by affording free access to the houses opposite the south-west corner of the People's Park, which the over-bridge arrangement would interfere with; (4) by not obstructing the approach to the Napier Water Tank; (5) by facilitating the course of the tramway towards Law's Bridge, etc., etc.

road traffic which would result from a level crossing that the hindrance to the which we have already experience of at the Elephant Gate would be nearly so great as that the first place because the traffic along Sydenham's on the Madras Railway; in Elephant Gate Road, and, in the second place, because not be so frequent as upon the Madras Railway so great as that along the trains along the railway will

I also beg that you will let me know the substitution of a level crossing for over- there would be any objection on the part of the traffic along Whannell's road is, as you know, explained that an over-bridge at this point, with its long veniently affect the public in the approaches to the Company would of course engage to replace the level be found desirable.

3. I have also to request that you will let me know whether, in the interests of the Municipality, you consider that a minimum width of 30 feet will be sufficient along river side road. The wheeled traffic along this road is very light; and, as explained by Mr. Logan, every additional foot in the width of the road will render heavy expenditure necessary in reclaiming land from the bed of the Cooum river.

From J. C. LOCH, Esq., President of the Municipal Commission, Madras, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 8th November 1873, No. 338.

I HAVE the honour to acknowledge the receipt of your letter, No. 1,027, of the 25th ultimo, giving cover to a copy of the Proceedings of Government in the Public Works Department, dated the 16th idem, No. 2,524, and inquiring whether I was of opinion that there would be any objection on the part of the Municipality to the suggestion made in the 2nd paragraph of the Order of Government, and to two others put by you with reference to other matters.

2. With regard to the proposal of Government that Sydenham's road should be carried across the line of railway by means of a level crossing instead of by an over-bridge, I do not think the Commissioners will object to this being done, on the understanding, of course, that if it is found inconvenient to the public in practice it will be replaced by an over-bridge.

3. The substitution of a level crossing for an over-bridge to carry Whannell's road across the railway will be a decided improvement in the opinion of our Executive Engineer, and in this I fully concur with him; but I do not share his further opinion that in the event of this being so arranged the Carnatic Company should construct an over-bridge at the next crossing westwards from Whannell's road.

4. I have to apologize for not having sent you a reply to your letter before now, but Mr. Lee, our Executive Engineer, has been very unwell and absent from Madras until yesterday, and I was anxious to consult him before writing it.

No. 430vv. ORDER THEREON, 29th December 1873, No. 3,081cc.

RAILWAY, No. 53.

HIS Excellency the Governor in Council sanctions the substitution of level crossings for over-bridges at Sydenham's road and Whannell's road at the points where the railway crosses those roads, on the condition that the level crossings shall be replaced by over-bridges should the change at any future time be considered necessary.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Austin.
Spare Copies.

W. 1873 Depart.
No. 6677

RAILWAY DEPARTMENT.

1873.

From

The Consulting Engineer
for Railways,

To

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

Dated 8th December 1873.
Recd. 10

Enn. 4. No. 658.

Forwards a letter from the Agent of the C. R. Company, and recommends that sanction be accorded to the proposal to supply Lever Keys at certain

I pass the Point-but do not feel sure of it. When a train is on all the points on the right of the line it will be locked but the moment it arrives at the switch it is not a single one.

J. Brunton
No. 430. 438
15 Dec/73 R. 9 Jan/74

No. 30816cc

His Excellency the Governor in Council sanctions the substitution of level crossings for over bridges at Lydenham's road and Shamrock road at the points where the Rail road at the points where those roads cross the line, on the condition that the level crossings shall be replaced by over bridges should the change at any future time be considered necessary.

Gen Engineer Dept. 29/12/

24-6-09

23/1/29 BTL

Gov. of Madras.

PUBLIC WORKS.

To The Secretary to Govt for Railways

Dated 30th Dec 1873

Recd. 29-12-73 Encl. 4

No. 3081 dated 29 Dec 1873

Nos. 4301 & 4302

Carnatic Railway.

Sanctioning substitution of level crossings for over bridges at Sydenhams Road & Channel Road at the points where the Railway crosses those roads on condition that level crossings shall be replaced by over bridges should the change at any future time be considered necessary.

O-C dispd 23/1/74