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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1465	Press	<i>Original</i>
B.P.—No.		Mis.—	
Dated	26-5-	1875	195-

Not to be folded or roughly handled

No. 503. Read the following letter from Lieutenant-Colonel R. A. ROBERTS, R.E., Superintending Engineer, Tanjore, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Tanjore, 10th May 1875, No. 617 :—

I HAVE the honor to call the attention of Government to the great inconvenience to which the general public in this district is subjected in consequence of the arrangements at present in force on the South Indian Railway, and, as the Northern Extension of that Railway is now under construction, to the necessity that there undoubtedly is that the evils now complained of should not be extended to this northern branch.

2. The road crossings on this line are, as a rule, as you are aware, all level crossings, and in consequence of the close proximity of these crossings to the Railway stations, in each case, the Railway gates are not merely closed, as they should be, for the passing of the various trains, but they are closed during the whole time that the station services of shunting, watering, &c., are being performed. In fact in frequent instances the train is actually standing on the road itself during these performances.

3. The inconvenience would be sufficiently disagreeable in connection with the ordinary, *i.e.*, advertised train service, but when material and such other extra trains are being worked, the nuisance becomes intolerable; for the road traffic on some of the most important lines of the district is on those occasions completely blocked for hours at a time together.

4. I venture to state that in no other country in the world would such complete indifference to the traffic of the country be permitted, nay possible, on the part of any Railway Company, and as the line is guaranteed by Government it appears to me that nothing savoring of hardship or injustice to the ryots should be done by apparent sanction of the Government.

5. The remedy is simple enough. Let these road-crossings be selected at a sufficient distance from the Railway stations, so that the train having once passed through (or until it is ready to pass through) the Railway gates, these gates may be left open so as not to impede the traffic of the road, while the necessary shunting, &c., is going on within the Railway precincts.

6. This district has a right to demand a *quid pro quo* for the large sums spent from Local Funds on Railway feeders. As an instance in point, a sum of no less than Rupees 1,06,000 has been expended quite recently in gravelling the Railway feeder from Combaconum to the Needamungalum station, a distance of 15 miles; yet it is at this very Railway crossing of Needamungalum that the road traffic is most harassed in the manner above described.

7. I take the opportunity to point out another very serious inconvenience experienced in the district, and that is the oblique crossing of the road by the Railway metals. No more fertile source of damage to a bandy-axle can well be suggested than the strain occasioned by these oblique crossings. On one morning, in the Madura District, I observed two bandies lying contiguous to a Railway crossing with their axles broken by this cause. I can speak with feeling on this point, for having to cross the rail daily on my way to and from office my carriage receives four distinct and separate jars as it traverses each pair of the two sets of metals; and I am compelled to cross the line at a walk, whereas were the crossing direct no such inconvenience could be possible.

Proceedings of the Madras Government Public Works Department,
26th May 1875.

No. 504. ORDER THEREON, 26th May 1875, No. 1,465.

RAILWAY, No. 55.

REFERRED to the Consulting Engineer for Railways for early report. The complaint in respect to level crossings seems well grounded if the inconvenience to local traffic is such as is described by Lieutenant-Colonel Roberts.

(True Extract.)

Major, R.E.,

Offg. Joint Secretary to Government.

To the District Engineer, Tanjore.
" Consulting Engineer for Railways.

No. 617. Superintendent's Office
Tanjore, 10th May 1875.
From,
Lieut. Colonel R. A. Roberts
Superintending Engineer
Tanjore
To,
Colonel G. W. Walker
Secretary to Government
Madras.
I have the honor to call the attention of Government to the great inconvenience to which the general public in this District is subjected, in consequence of the arrangements at present in force on the South Indian Railway; and as the Northern extension of that Railway is now under construction, to the necessity that there
undoubtedly

undoubtedly is that the evils now
complained of should not be extended
to this Northern branch. —

2. The Road Crossings on
this Line are, as a rule, as you are
aware, all Level Crossings, and
in consequence of the close proximity
of these Crossings to the Railway
Stations, in each case, the Railway
Gates are not merely closed, as they
should be, for the passing of the various
Trains; but they are closed during the
whole time that the Station Services of
Shunting, watering &c. are being performed. —
The fact in frequent instances, the train
is actually standing on the road itself
during these performances. —

3 The inconvenience would
be

5
be sufficiently disagreeable in
connection with the ordinary i.e. ordinary
Train Service, but when materials and
such other Extra trains are being
worked, the nuisance becomes intolerable,
for the road traffic on some of the
most important lines of the District
is on those occasions completely
blocked for hours at a time together. —
It is a venture to state that in
no other Country in the world would
such complete indifference to the traffic
of the Country be permitted, may possibly,
on the part of any Railway Company,
and as the line is guaranteed by
Government, it appears to me that
nothing savouring of hardship or
injustice to the Public should be done
by

by apparent sanction of the Government. —

5. The remedy is simple enough. —
Let these Road Crossings be selected at a sufficient distance from the Railway Stations, so that the train in having once passed through, or until it is ready to pass through the Railway gates, these gates may be left open so as not to impede the traffic of the Road, while the necessary shunting is going on within the Railway precincts. —

6. This District has a right to demand a quid pro quo for the large sums spent from Local Funds on Railway feeders. As an instance in point, a sum of no less than Rs 106,000 has been expended in quite recently in gravelling the Railway feeders

feeder from Combacomum to the Needamungilum Station, a distance of 15 miles; yet it is at this very Railway Crossing of Needamungilum, that the road traffic is most harassed in the manner above described. —

7. I take the opportunity to point out another very serious inconvenience experienced in the District and that is the oblique crossing of the road by the Railway metals. No more fertile source of damage to a bandy axle cars well be suggested than the strain occasioned by these oblique crossings. One only morning in the Madurai District I observed 2 bandies lying contiguous to a Railway Crossing & their axles broken.

The crossing of the
road by the railway
metals is a very
inconvenient
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by the Cause. I can speak with
feeling on this point, for having to
cross the Rail daily on my way
to and from Office, my Carriage receives
four distinct and separate jars, as
it traverses each pair of the two sets
of metals, and I am compelled to
cross the line at a walk, whereas
were the crossing direct, no such
inconvenience could be possible.

I have the honor to be

Your Most Obedient Servant

Richd. A. Roberts

Superintending Engineer

Chicago

P.M. 1875 Decr. 17

The duplicate injured

To, The Secy to Govt
D.P.M.
Madras

Date 10-12-75
Decr 17/3/1875

No 617.

Call to the attention of Govt to the great inconvenience occasioned in consequence of the arrangement for the P. G. Railway regarding the road crossing the line, and request that for the reason assigned, the Govt should not be allowed to the Northern Extension of that Railway now under construction.

No 1465 of 25th May 1875
Referred to the Consulting Engineer for

Railways for early report. The complaint in respect to level crossings seems well grounded if the inconvenience to local traffic is such as is described by Mr. Col. Roberts.

Mr. A. Fairbairn
Secy to Govt

S-C dated 9-6-75

Referred

Referred to Govt 14-5-75

Ms 503/4

Copy to Mr. 14-57/5

3197

Govt. of Madras
PUBLIC WORKS.

To The Dt. Engr.,
Madras

Dated

Recd.

Encl.

G. O. 26 May 1875 N/4/5-

Hex 3-504

Road crossings on the
South Indian Railway
Line. - The letter of the
Superintending Engineer
Tanjore calling attention
to the evils of the
referred to the Consulting
Engineer for Railways.