

- (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.	1753-54	Press
B.P. No.		Mis.
Dated	23-6-195	195

Not to be folded or roughly handled

No. 463. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Lieutenant-Colonel J. MULLINS, R.E., Officiating Secretary to Government, Public Works Department, dated Madras, 14th June 1875, No. 335 :—

I HAVE the honor to acknowledge the receipt of the Order of Government, dated the 3rd instant, No. 1,566, communicating a letter* from the Government of India

upon the subject of the terminal arrangements of the South Indian Railway, in

which it is suggested that the goods traffic should be worked from the Salt Cotaurs and the passenger traffic from the Central Station of the Madras Railway. The Government of India also say that arrangements for the construction of the terminal stations on the proposals previously submitted should not be matured until the Government of India have passed further orders. I have also to acknowledge your telegram of the 12th instant, stating that "work on the South Indian terminus must be stopped pending further orders."

2. It seems to me that the Government of India may be under some misapprehension with regard to the present state of affairs, and the extent to which the arrangements for the construction of the terminal stations have already proceeded.

3. The estimates for the construction of the Madras-Cuddalore Section included a sum of Rupees 6,03,200 for terminal works at Madras; and of this sum Rupees 2,24,318 provided for a passenger station and Rupees 59,884 for a goods shed.

The design for the latter building was forwarded with the estimates; but, with

† Proceedings of Government, 4th December 1872, No. 2,851.

respect to the passenger station, it was explained that,† as the location of the terminus was still under consideration, no design had been matured. The estimates in question were laid before the Government of India, and were sanctioned by them without material modification.

Proceedings of Government, 26th March 1873, No. 947.

30th October 1873, No. 2,654.

4. The location of the terminus was finally decided by the Madras Government in their Order, dated the 21st January 1873, No. 198, so that, upon the estimates being sanctioned, arrangements were at once made for proceeding with the construction of the goods terminus, and a great part of the expense connected with it has now been incurred. The houses which occupied the site of the goods yard have been bought, the yard has been enclosed with a wall, and the goods shed is nearly finished.

5. With regard to the passenger terminus, although the design was not finally

Proceedings of Government, No. 1,214.

decided until the 30th April 1875, great expense has been already incurred upon it

also. Large sums have been paid by Government for buildings whose removal was necessary; the outer wall for the Penitentiary has been removed and rebuilt, and the high walls to the west of Sydenham's Road, which are to shut off the railway where it runs parallel to the Poornamallee road, are almost finished.

6. I also beg to remind the Government that the question of utilizing the passenger and goods termini of the Madras Railway for the reception of the South Indian Railway was thoroughly discussed when the location of the latter line was

under consideration. A reference to the Proceedings of Government, dated the 21st January 1873, No. 198, will show that the advantage of locating the two goods termini as near to each other as possible was pressed in 1871 and 1872 by the Chamber of Commerce, who recommended that the passenger station of the South Indian Railway, as well as the goods station, should be built near the Salt Cotaurs. The Chamber did not lose sight of the difficulty of access to the Salt Cotaurs from the south; and they recommended that, in order to avoid the destruction of valuable house property, the approach to the town should be by way of Perambore. The proposal of the Chamber was negatived by Government on the score that the through goods traffic was likely to be inconsiderable in amount after the construction of the link between Conjeeveram and Chingleput; and the Government further observed that the route suggested by Perambore to the Salt Cotaurs had been proved by the late floods to be most objectionable as to level.

7. The proposal that the passenger termini of the two railways should be united within the Central Station of the Madras Railway was also fully considered and dismissed. Not only was the proposal open to the last-named objection, as regards the nature of the ground to be passed over south of Perambore, but it was also thought that the expense, first in construction and afterwards in working, of taking the line by so circuitous a route would be far from balanced by the slight saving under the head of buildings. It must be borne in mind that between Perambore and the Central station there are several large bridges, especially the one over Cochrane's canal, which would have to be enlarged at great cost if the South Indian Railway were to be brought alongside of the Madras Railway. And it was satisfactorily shown that the Madras Railway Company require almost the whole of the Central Station for their own purposes, and that large additions would be necessary if the South Indian Railway Company were also to be accommodated within it.

8. If the suggestion now made by the Government of India is to be adopted, it will be necessary to alter the whole line of the South Indian Railway from the north bank of the Cooum river. From the map of Madras (return requested) which accompanies this it will be seen that, in order to reach the Salt Cotaurs and the Central Station, the line will have to be diverted, after crossing the Cooum, from H to D. Between the points marked H and G the line is now almost finished; and, as has already been mentioned, great expense has already been incurred, both within the goods yard and to the east of it, towards the passenger terminus. All this expense will be thrown away if the course now suggested by the Government of India is to be adopted.

9. In order to give effect to the letter of the Government of India under acknowledgment, it would be necessary to stop all work in progress to the north of the Cooum; but, as the Government are aware, the Company are now straining every nerve in order that communication between Madras and the South may be opened as soon as possible; and I trust that, upon a reconsideration of the circumstances in the light of the foregoing remarks, this extreme measure may not be deemed necessary.

10. I beg to report that, in the meantime, I have taken upon myself the responsibility of making no communication upon the subject to the Railway authorities, and that the works in progress will therefore proceed as usual. I trust that my action in the matter will meet with approval, and I beg that the views of the Government may be communicated to me without delay.

No. 464.

ORDER THEREON, 23rd June 1875, No. 1,753.

RAILWAY, No. 59.

ORDERED that this letter be forwarded to the Government of India in reply to their communication, No. 1,206 R., dated 13th May 1875.

2. It is observed that the works in connection with both the goods and passenger terminus are so far advanced (on estimates sanctioned by the Government of India) that very considerable loss will be incurred if they are stopped, and that if the suggestion to unite the passenger termini of the two Railways is adopted, it will be necessary to alter the whole line of the South Indian Railway from the north bank of the Cooum and give up a considerable length of completed line.

3. Under these circumstances, and considering that the subject has already been fully discussed, it is hoped that the Government of India will not raise further objections to the works being completed as originally proposed.

4. In the meantime, to avoid the loss that would be inevitable were the works stopped, authority is given for their continued prosecution.

(True Extract.)

(Signed) J. O. HASTED, Major, R.E.,

Offg. Joint Secretary to Government.

No. 465.

(DOCKET No. 1,754, dated 23rd June 1875.)

COPY of the above forwarded to the Government of India.

(True Extract.)

Major, R.E.,

Offg. Joint Secretary to Government.

Exd. S. T. Austin.

Spare Copies

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 335 Madras 14th June 1875.

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

Lt Col. J. Mullins R.E.

~~Colonel C. W. WALKER, R.E.,~~

offg.

Secretary to Government,

Public Works Department,

Fort Saint George.

Sir,

Colacammund.

I have the honour to
acknowledge the receipt of the Order
of Government dated the 3^d instant,
No 1566, communicating a letter
from the Government of India
upon the subject of the terminal
arrangements of the South Indian
Railway, in which it is suggested
that the goods traffic should be
worked from the Salt Stores, and
the passenger traffic from the Central
Station of the Madras Railway.

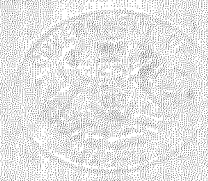
The

x
No 1206 R
13 May 75

The Government of India also say that arrangements for the construction of the terminal stations on the proposals previously submitted should not be matured until the Government of India have passed further orders.

I have also to acknowledge your telegram of the 12th instant, stating that "work on the South Indian terminus must be stopped pending further orders."

2. It seems to me that the Government of India must be under some misapprehension with regard to the present state of affairs, and the extent to which the arrangements for the construction of the terminal stations have already proceeded.



Pro. of G.
4 Dec. 72
No 2851.

Pro. off.
26 Feb 73
No 947.
20 Oct. 73
No 2654.

3. The estimates for the construction of the Madras-Buddalore section included a sum of Rs 6,03,200 for terminal works at Madras; and of this sum Rs 2,24,318 provided for a passenger station, and Rs 59,864 for a goods shed.

The design for the latter building was forwarded with the estimates; but, with respect to the passenger station, it was explained that, as the location of the terminus was still under consideration, no design had been matured. The estimates in question were laid before the Government of India, and were sanctioned by them without material modification.

4. The location of the terminus

A reference to the Proceedings of Government dated the 21st January 1873, No 198, will show that the advantage of locating the two goods termini as near to each other as possible was pressed in 1871 and 1872 by the Chamber of Commerce, who recommended that the passenger station of the South Indian Railway, as well as the goods station, should be built near the Salt Stacks. The Chamber did not lose sight of the difficulty of access to the Salt Stacks from the South; and they recommended that, in order to avoid the destruction of valuable house property, the approach to the town

town should be by way of Perambur. The proposal of the Chamber was negatived by Government, on the score that the through goods traffic was likely to be inconsiderable in amount after the construction of the link between Conjeveram and Chingleput; and the Government further observed that the route suggested, by Perambur to the Salt Stacks, had been proved by the late floods to be most objectionable as to level.

7. The proposal that the passenger termini of the two railways should be united within the Central Station of the Madras Railway was also fully considered, and dismissed. Not only was the

the proposal open to the last-named objection, as regards the nature of the ground to be passed over North of Perambore; but it was also thought that the expense, first in construction and afterwards in working, of taking the line by so circuitous a route, would be far from balanced by the slight saving under the head of buildings. It must be borne in mind that between Perambore and the Central Station there are several large bridges, especially the one over Cochrane's Canal, which would have to be enlarged at great cost if the South Indian Railway were to be brought alongside of the Madras

Madras Railway. And it was satisfactorily shown that the Madras Railway Company require almost the whole of the Central Station for their own purposes, and that large additions would be necessary if the South Indian Railway Company were also to be accommodated within it.

8. If the suggestion now made by the Government of India is to be adopted, it will be necessary to alter the whole line of the South Indian Railway from the north bank of the Cooum river. From the map of Madras which accompanies this it will be seen that, in order to reach the Salt Stacks and the Central Station, the line will have to

Return
requested.

it to be diverted, after crossing the
of Coorum, from H to D. Between
the points marked H and G, the
line is now almost finished;
and, as has already been mentioned,
a great expense has already been
incurred, both within the goods
yard, and to the east of it, -
but towards the passenger terminus.
All this expense will be thrown
away if the course now suggested
by the Government of India is
to be adopted.

17th 9. In order to give
effect to the letter of the Govern-
ment of India under acknowleg-
ement, it would be necessary to
to stop all work in progress to the
north

north of the Coorum; but, as the
Government are aware, the Company
are now obtaining every name in
order that communication between
Madras and the South may be
opened as soon as possible; and
I trust that, upon a reconsidera-
tion of the circumstances in the
light of the foregoing remarks, -
this extreme measure may not
be deemed necessary.

10. I beg to report that
in the meantime I have taken -
upon myself the responsibility of
making no communication upon
the subject to the Railway Author-
ities, and that the works in
progress will therefore proceed as
usual. I trust that my action in
the

the matter will meet with approval,
and I beg that the views of the
Government may be communi-
cated to me without delay.

I have the honour to be,

Sir

Your Most obedt Servt

Wm. L. R. E.

Chief Engineer for
Railways.

W. L. R. E.

Public Works Dept.

Proceedings of the Madras Government
Under date the 18th

Read the following

^{from} The Comg. Engrs for } (H.C. No. 335 of 14th June 1875)
Railways }
G.O. No. 1753 of 23rd June 75

Ordered that this
letter be forwarded to
the Govt. of India in
reply to their communica-
tion No. 1206 R dated
13th May 1875.

2. It is observed
that the works in
connection with both the
goods and passenger
terminus are so far ad-
vanced (on estimates
sanctioned

Mr. [Signature]
Mr. [Signature]

8.0.3rd June 1875. 92
30 April. 746.
30 April. 744-745.
7 April. 142-144
1 July. 178-179.
28th Aug. 714-715-705
11 July 74. 189. 189 13
3rd Dec. 73. 511-512
26 Dec. 73. 635-636
21 Jan. 73. 409-410
6 Dec. 72. 140-141
4 Dec. 72. 82
4 Dec. 72. 79-81.
25 Dec. 72. 453-456

P. W. DEPARTMENT.
From
The Consulting Engineer,
for Railways,
To
The Secretary to Government,
P. W. Department,
Fort Saint George.
Dated 14th June 1875
Recd 21st June 1875

21. No. 335

Regarding the
furnishings with view
order upon the subject
of the location of the
passenger and goods
terminus of the P. & M.
Company

18.6.1875. 2.6.95

sanctioned by the Govt. of India) that very considerable loss will be incurred, if they are stopped, and that if the suggestion to unite the passenger terminus of the two Railways is adopted, it will be necessary to alter the whole line of the South Indian Railway from the North Bank of the Coomr and give up a considerable length of completed line.

3. Under these circumstances, and considering that the subject has already been fully discussed, it is hoped that the Govt. of India will not

not raise further objections to the works being completed as originally proposed.

4. In the meantime, to avoid the loss that would be inevitable were the works stopped, authority is given for their continued prosecution.

C. F. J. P. H. J.

One plan sent to the Govt. of India with a request that it may be used when no longer required.

H. E. No. 1754 of 23 June
Copy of the above forwarded to the Govt. of India

J. H.

W. 5/6

4060

Govt. of India

PUBLIC WORKS.

Mr. [unclear]
Secy. Dept. of India

D. [unclear] 1753
1754

1754

1754

Pres. [unclear] and Goods
[unclear] of the South
Indian Railway Company

S.C. [unclear] 2-7-75
[unclear] orders on letter of
Consulting Engineer,
requesting early orders on
subject of the location
the [unclear].

463/5