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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.

2584

(Ry) Press

B.P. No.

Mis.

Dated

9.9.

1875

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
9th September 1875.*

Read the following papers:—

No. 201. From J. O'SHAUGHNESSY, Esq., Acting District Engineer, Tanjore, to Lieutenant-Colonel J. MULLINS, R.E., Officiating Chief Engineer, Public Works Department, dated Camp at Tranquebar, 19th July 1875, No. 1,274.

In reference to this Office letter No. 475, dated the 30th April 1875, I have the honor to bring to notice that the officers of the South Indian Railway have selected a new site for the proposed Railway station at Mayaveram, and if I am correctly informed as to the exact position of the new site, it is in every respect as objectionable as the site previously selected.

2. I beg respectfully to suggest that the Deputy Consulting Engineer for Railways, or some other competent officer, be deputed to examine the locality and to settle the question decisively. I see no other way of satisfying the local Revenue Officers and the people of Mayaveram, that public convenience is not sacrificed for facility of construction.

No. 289.

REFERRED to the Consulting Engineer for Railways in continuation of G. O., No. 1,360, dated 12th May 1875.

OOTACAMUND,
24th July 1875.

(Signed) J. O. HASTED, Major, R.E.,
Officiating Joint Secretary to Government, P.W.D.

No. 201-A. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 2nd September 1875, No. 491.

ADVERTING to the Order of Government, dated the 12th May 1875, No. 1,360, and to your endorsement, dated the 24th July 1875, No. 289, upon letter from the Acting District Engineer of Tanjore, I have the honor to submit, for the consideration of Government, a letter* from the Agent of the South Indian Railway, with which is

* No. 827, dated 30th August 1875. forwarded a report by the Chief Engineer upon the location of the station at Mayaveram, together with an explanatory† drawing.

† No. 496.

2. The reasons adduced by Mr. Logan for adhering to the site originally chosen are so clear and convincing, that it is not necessary to say more than that I entirely concur with him. All three proposed sites were inspected by myself and by the Deputy Consulting Engineer, in company with the Railway officials, and their respective advantages carefully weighed, before the location of the line was decided on.

3. The original letter from the Acting District Engineer of Tanjore is herewith returned.

From W. S. BETTS, Esq., Agent, South Indian Railway, to Lieut.-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 30th August 1875, No. 827.

With reference to your letter No. 337 of the 22nd May last, I have the honor to enclose you copy of a report received from the Chief Engineer upon the proposed station site at Mayaveram, together with the plan* referred to therein.

* Sent by Book-post.

*Proceedings of the Madras Government, Public Works Department,
9th September 1875.*

Mr. Logan is of opinion that, for many reasons, the site originally selected is the best that can be obtained, and the Collector of Tanjore considers the arguments put forth in the accompanying report to be conclusive.

Letter from the Chief Engineer, to the Agent, dated Trichinopoly, 5th August 1875, No. 2,129. Your No. 1111 of 24th May.

A good deal of surveying has had to be done to show the exact position of matters, hence chiefly the time which has elapsed since you asked for the drawing (No. 496) which I now forward.

The line marked No. 1,* drawn in black, represents that which has been staked out, and along which our line of telegraph has already been erected.

* Not numbered on plan.
The line marked No. 1, in red, is that which would have to be adopted if Colonel Roberts' proposal to locate the station in the centre of the aggregation of villages is carried out, and the line marked No. 2, in dark blue, is the one referred to in my letter (No. 3,089 of 17th March) when I last reported to you on the subject.

I am still of opinion, having again and again carefully considered the matter, both before and after marking it on the ground, that the line selected by us is the best, looking not only to the general interests of the undertaking and of the country, but to those of the locality itself.

In the first place, as already pointed out in my previous letter* to you, the whole of the traffic of the country, north and south, would have levied on it a toll of half a mile extra to get into the site advocated by Colonel Roberts, and Government would have to purchase half a mile extra of valuable property in the town; again, a very awkward and troublesome and expensive to work double twist would be given to the line of railway.

* No. 3,089, dated 17th March 1875.
Again, Colonel Roberts has lately, in his letter* to Colonel Walker, remarked upon the excessive inconvenience of level crossings, and the great ease with which this inconvenience could be avoided. His remedy is to select road crossings at a sufficient distance from the Railway stations; but in the case now under reference, as in most others, the road crossings are already selected, being in the heart of Mayaveram; and he proposes a station site which would involve the crossing of all the main streets and thoroughfares of the place in a way which would certainly prove an intolerable nuisance, expense, and danger, not only to the Railway Company, but to the public whom he seeks to serve.

* Tanjore, 10th May 1875, No. 617.
A glance at the plan (No. 496) will show what I mean. From A to B and C, the main thoroughfares are crossed by the line on a sharp curve, necessarily sharp, to get into the site suggested. Being on a curve through a town, the engine drivers and guards could see no distance a-head, and the consequence would be, that whenever a train was due, all the level crossing gates would have to be kept shut for some time, to the great delay of the business of the Company and even of the locality itself. On the line selected by us, these inconveniences are diminished, and only one main road, south of the river Cauvery, is crossed.

I am quite sure that if the central line (alternative No. 1) were constructed, the Mayaveram people would be the very first to regret and have its inconveniences literally brought home to them.

You will, I think, agree with me in this when you study the plan now forwarded, and consider what a number of crossings, large and small, public and private, would be met and interfered with by the adoption of a line running right into the heart of the town; and think how little substantial good is to be gained in compensation for the sacrifices which would be entailed upon by far the larger and more important interests affected.

(True Copy.)

(Signed)

JAMES SMITH,
for Agent.

*Proceedings of the Madras Government, Public Works Department,
9th September 1875.*

No. 201-B. Endorsement of the Chief Engineer, Public Works Department, dated Ootacamund, 17th September 1875.

From J. O'SHAUGHNESSY, Esq., Acting District Engineer, Tanjore, to Major-General G. W. WALKER, R.E., Chief Engineer, Public Works Department, dated Camp at Tranquebar, 6th September 1875, No. 1,635.

In continuation of my letter No. 1,274, dated the 19th July 1875, I have the honor to submit, for your consideration, a letter from the Head Assistant Collector of this district with a plan which shows the

different positions selected for the proposed Railway station at Mayaveram.

2. You will observe from the plan that the proposed site of the station on any of the alternative lines is more central and convenient than the site selected on the "line now staked out," and that Mr. Logan's objections to the alternative lines are mere trifles in comparison with the permanent advantages to be gained by adopting one of the alternative lines.

3. I agree with Mr. Weld that his proposed line is the best, and next to this I think alternative line No. 2 the best in either of these lines. Mr. Logan's objection to the sharp curve at B, in alternative line No. 1, is removed.

4. It is a matter for regret that the works should be delayed by the controversy that has arisen on this subject, but it will, I hope, be borne in mind that public opinion in Mayaveram will never be strong enough as in other places to have an objectionable Railway station abandoned and to have a new station constructed in a more suitable locality, and if the matter is not urged now, before any expenditure has been incurred, it will be useless to urge it hereafter. I therefore request you will be pleased to consider the question, and that you will at least order a closer inquiry into the relative merits of the different proposals than appears to have been made hitherto. I beg to suggest also, if you decide upon further inquiry, that it should be conducted on the spot in company with the divisional officers of the Revenue and Public Works Departments.

From M. R. WELD, Esq., Acting Head Assistant Collector of Tanjore, to J. O'SHAUGHNESSY, Esq., Acting District Engineer, Tanjore, dated Mayaveram, 30th August 1875, No. 339.

I beg to bring to your notice the subject of the site of the Mayaveram Railway station.

2. Some days ago I received, for perusal, a letter from Mr. Logan, the Chief Engineer, on the subject, from which it is evident that he adheres to the first site west of Kornad.

3. His objection to the second line proposed by Mr. Nias, the Assistant Engineer in charge of Mayaveram, is, shortly, that it runs across some principal thoroughfares, and, owing to the sharpness of the curves, it would be difficult for the drivers and guards in charge of trains to see that they were clear, which would necessitate the interruption of traffic by keeping the gates closed for a considerable time.

4. I object to the Assistant Engineer's line as much as any one can, but it is not the line proposed by the Revenue and Public Works officers (you and myself). The line we propose I have indicated by a blue pencil mark on the accompanying plan (which is a copy of one accompanying Mr. Logan's letter), with two alternative sites for a station, either of which would be excellent, but of which the southern (No. 1.) is, I consider, the best. The curves in this line are not sharp, in fact less so than those even of the line already staked out. North of the Kavari the field is clear, not a house is touched, and the roads crossed are almost all mere lanes, none of any importance,

28th September 1875.]

Proceedings of the Madras Government, Public Works Department,
9th September 1875.

5. South of the Kavari but two minor streets have to be crossed, and the houses in them are so disconnected that probably only one hut in each need be removed. Only two important thoroughfares are crossed, those immediately to the north and south of site No. I., both would be distinctly visible from station No. I., but probably only the northern from Station No. II.
6. The road on both sides of which I have drawn Station No. II. is a mere lane, which could be obliterated without injury to any one.
7. But two trains in the twenty-four hours are likely to pass Mayaveram, and the interruption to traffic will not be great.
8. The site now fixed on by Mr. Logan is most objectionable, both on account of its distance from two of the divisions of the town and of it being approachable only through Salia (Weavers') streets, which are entirely blocked up by the operations of the Weavers.
9. I request that you will lay the matter before the Consulting Engineer to Government.
10. Please return the map when no longer required.

SUBMITTED to Government in continuation of former correspondence.

2. The Chief Engineer can by no means support the District Engineer's and Head Assistant Collector's views, but considers the line chosen by them the most inconvenient that could be selected of all that have been proposed, from its interference with traffic along the greatest number of existing thoroughfares of more or less importance. He is decidedly of opinion that the line selected by the Chief Engineer of the Railway, and recommended by the Consulting Engineer, is the only one that will suit.

(Signed) G. W. WALKER, Major-General, R.E.,
Chief Engineer, P.W.D.

No. 202.

ORDER THEREON, 9th September 1875, No. 2,584.

RAILWAY, No. 21.

THE Honorable the Governor in Council is perfectly satisfied that the site originally selected for the Mayaveram station is the very best under the circumstances; and that the adoption of that recommended by the Superintending and Acting District Engineer would lead to very serious inconvenience to the traffic both by rail and road.

2. His Excellency the Governor in Council cannot but express his disapprobation of the persistence with which Mr. O'Shaughnessy has pushed forward his views on a subject regarding which he is very imperfectly informed, against those of Engineers of special experience and knowledge.

(True Extract.)

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

Exd. S. T. Austin.
Spare Copies

Major-General, R.E.,
Secretary to Government.

No. 1274. Superintending Engineer's Office,
Camp, Tanjore, 19 July 1875.

From
J. O'Shaughnessy Esquire
Acting District Engineer
Tanjore

To
Lieut. Col. John Mullins R.E.
Chief Engineer, P.W.D.

Sir, In reference to this Office letter No. 475, dated the 30 April 1875, I have the honor to bring to notice that the Officers of the S. I. Railway have selected a new site for the proposed Railway station at Mayaveram, and, if I am correctly informed as to the exact position of the new site, it is in every respect as objectionable as the site previously selected.

I beg respectfully to suggest that the Dy. Consulting Engineer for Railways be deputed to examine the locality and to settle the question decisively. I see no other way of satisfying the Local Opinion.

Officers and the people of Mysorenam,
that public convenience is not
sacrificed for facility of Construction.

I have the honor to be
Sir

Your most obedient servant

P. Whangmancy.
Acting District Engineer

No. 827.

South Indian
~~GREAT SOUTHERN OF INDIA~~ RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 30th August 1875.

From

THE AGENT, *South Indian*
~~Great Southern of India~~ Railway,

To

The Consulting Engineer for Railways
Madrid.

SIR,

With reference to your letter N. 337 of the 22nd of May last, I have the honour to enclose you copy of a report received from the Chief Engineer upon the proposed station site at Mayavaram together with the plan sent by the Chief Engineer referred to therein.

M^r Logan is of opinion that for many reasons the site originally selected is the best that can be obtained, and the Collector of Tanjore considers the arguments put forth in the accompanying report to be conclusive.

I have the honor to be, Sir,

Yours Most Obedt Servt.

200 12 May / 75 89281.283

No 289

Refused by the

Consulting Engineer

Initiation of G. D. D.

1360 dated 12th May

1875

his estate. Maria, Esq.

Off: Mr. Kelly
6- Conf. Sec. 3.

Agile Consulting

27 July 1898

26.11.11

1030

Dr. W. S. 1895

Ms. A. 9. 2. 1. 3

The Anti-Slavery

Lucy

The Chief Engineer

Wm. H. Miller.

Noted 19 July 1897

Received of
Mr. J. J. J.

12-30-1973.
~~Suggest that the~~

Respectfully Encouraging Engineering
for Railways, or Some other

competent officers are
deputed to examine the

And with Believing
the Officers of S. & M.

for the profound study
of the history of the
State and the people.

90-258479-9-74

South Indian Railway. Letter from the Chief Engineer
to the Agent dated. Trichinopoly 5 August 1875 N^o 2129

Your N^o ³⁴²⁰/₁₇₃₈ of 24th May.

A good deal of surveying has had to be done to show
the exact position of matters. Hence chiefly the fund which has elapsed
since you asked for the drawing (N^o 496) which I now forward.
The line marked N^o 1 drawn in black represents
that which has been staked out and along which our line of
Telegraph has already been erected.

The line marked N^o 1 in red is that which would
have to be adopted if Colonel Roberts' proposal to locate the
Station in the centre of the aggregation of villages is carried
out and the line marked N^o 2 in dark blue is the one referred
to in my letter (N^o 3089 of 17th March) when I last reported
to you on the subject.

I am still of opinion having again and again carefully
considered the matter both before and after marking it on the
ground that the line selected by us is the best, looking not
only to the general interests of the undertaking and of the Country
but to those of the locality itself.

In the first place as already pointed out in my pre-
vious letter to you the whole of the traffic of the Country North
and South would have to lie on it a toll of $\frac{1}{2}$ a mile extra
to get into the site advocated by Colonel Roberts, and
Government would have to purchase half a mile extra of
valuable property in the town again a very awkward and
troublesome and expensive to work double track would be
given to the line of Railway.

Again Colonel Roberts has lately in his letter to
Colonel Walker remarked upon the excessive inconvenience of
level crossings and the great ease with which this inconvenience
could be avoided. The remedy is to select road crossings at a

* not numbered
on plans

* N^o 3089 dated
17th March 1875

* Dated 10th May 1875
N^o 619

From
the Agent
to the Hon. Secy
of Railways
for Bangalore
Dated 30th 1875
Recd. 1. 10th August 75
N^o 3127
To the responsible
of Bangalore Station
Mr. J. B. 11/25
22/25
20th September 75
N^o 201

sufficient distance from the Railway Stations, but in the case now under reference as in most others the road crossings are already selected being in the heart of Mayavaram, and the proposed station site which would involve the crossing of all the main streets and thorough fares of the place in a way which would certainly prove an intolerable nuisance, not expense, and danger not only to the Railway Company but to the Public whom he seeks to serve.

A glance at the plan (N. 496) will show what I mean. From A to B and C the main thorough fares are crossed by the line on a sharp curve, necessarily sharp to get into the site suggested. Being on a curve through a town the Engine Drivers and Guards could see no distance ahead and the consequence would be that whenever a train was due all the level crossing gates would have to be kept shut for some time to the great delay of the business of the Company and even of the locality itself. On the line selected by us there are no inconveniences involved and only one main road South of the River Camway is crossed.

I am quite sure that if the Central line (alternative No. 1) were constructed the Mayavaram people would be the very first to regret and have its inconveniences literally brought home to them.

You will I think agree with me in this when you study the plan now forwarded and consider what a number of crossings, large and small public and private, would be met and interfered with by the adoption of a line running right into the heart of the town, and think how little substantial good is to be gained in compensation for the sacrifices which would be entailed upon by far the larger and more important interests affected.

(True Copy)

[Signature]
Agent

Railway Department

CONSULTING ENGINEER'S OFFICE.

Madras 28 September 1875

No. 491.

From

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

Consulting Engineer for Railways,

To

Major Genl. G. W. Walker R.E.

Colonel G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

Sir,

Adverting to the Order of Government dated the 12th May 1875, No. 1360, and to your endorsement dated the 24th July 1875, No. 289, upon letter from the Acting District Engineer of Tanjore, I have the honour to submit for the consideration of Government a letter from

No. 827 of 30 Aug. 1875. the Agent of the South Indian Railway, with which is forwarded

a report by the Chief Engineer upon the location of the station at Mayavaram, together with an explanatory drawing.

* N. 496

2. The reasons adduced by Mr. Logan for adhering to the site originally

Chief Engineer 175

Mr. Logan 175

6 m. 1862 7011

One continuation of my letter.

Per.

Your most Obedt. Servant,

~~Warrant~~ Recd. 6.

Cons. Eng'g for Railways

Leah

N^o. 1635. Superintending Engineer's Office.
Camp Changuelara. 6th September.
1875.
From.

J. O. Shaughnessy Esquire
Acting District Engineer
Major

Major General C. W. Walker
Chief Engineer P.W. D.C.
Madras.

Sir, In continuation of my letter
N^o. 1274 dated the 19th July 1875 I
have the honor to submit for your
consideration a letter from the Head
Assistant Collector of this District
with a plan, which shews the different
positions selected for the proposed
Railway Station at Mayaveram.

You will observe from the
Plan that the proposed site of the
Station

1875-1876 251-185.

R. W. 1875: Sept.

RAILWAY DEPARTMENT.

No: 5671

From
The Consulting Engineer,
for Railways,

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

Dated 20th Sept 1875
Recd. 3rd Oct 1875

G. L. No. 491.

Submitting

with enclosures letter
from the Deputy
Superintending
Engineer of the
Administration of the
site chosen for the
Mayaveram station

11
1875-1876 251-185

16. 2514. 3-3-75.

Station on any of the alternative lines is more central and convenient than the site selected on the "line now staked out" and that Mr Logan's objections to the alternative lines are mere trifles in comparison with the permanent advantages to be gained by adopting one of the alternative lines.

I agree with Mr Weld that his proposed line is the best, and next to this I think alternative line No 2 the best in either of these lines. Mr Logan's objections to the sharp curves at B in alternative line No 1 is removed.

It is no matter for regret that the works should be delayed by the controversy that has arisen on this subject, but it will I hope be borne in mind that Public opinion in Madras will never be strong.

strong enough as in other places to have objectionable Railway Station abandoned and to have a new station constructed in a more suitable locality, and if the matter is not urged now before any expenditure has been incurred it will be useless to urge it hereafter. I therefore request you will be pleased to consider the question and that you will at least order a closer enquiry into the relative merits of the different proposals than appears to have been made hitherto. I beg to suggest also if you decide upon further enquiry that it should be conducted on the spot in company with the Divisional Officers of the Revenue and Public Works Departments.

I have the honor to be
Your Most Obedient Servant
W. H. M. S. S.
Sd/- District Engineer

Letter from the Asst. Dist. Eng.
 Tanjore No. 1635 of 6th Sept. 1875

Submitted to Govt. in con-
 tinuation of former correspondence.

The Chief Engineer can by
 no means support the District Eng.
 and Head Assistant Collectors
 views, but considers the line chosen
 by them the most inconvenient that
 could be selected of all that
 have been proposed, from its inter-
 ference with traffic along the
 greatest number of existing through-
 fares of more or less importance.

He is decidedly of opinion that
 the line selected by the Chief Eng.
 of the Railway, and recommended
 by the Consulting Engineer is the

leaving a P. Envy Mr. Whi only
 just remark & Mr. A. S. Hope his career & P.

Think the Govt
 should select
 the line proposed
 by the Chief Eng.
 of the Railway
 Engineer - & the
 Chief Engineer
 should state
 to the Government
 that a railway
 should be built
 Mr. H.

S. W. 1875 Asst. Engr.

From No. 5787

The Acting Dist. Engr.

To the Chief Engineer
 Tanjore

Dated 5th September
 1875

No. 1635
 20th Sept. 1875

Regarding Railway
 Station at Tanjore.

18-07-1875

Recd. 22-9-75

25-9-75

25-9-75

25-9-75

20/8/75

only one that will suit.

Comd'r Major Genl R.E.
14th Sept 1875 } Chief Engineer P.W.D.

Circulated for orders.

Comd'r Major Genl R.E.
Sey. to Govt P.W.D.

102/107
No 2584 Public Works Dept

Proceedings of the Madras Government
Under date the 9 Sept 1875
Read the following

from
The Engr. Engr. for Railway (R.E. No 491 d/2nd Sept 75)
Chief Engr's Endorsement on letter from the
Ag Dist. Engr. Tanjore No 1835 d/6th Sept 1875

The Honble the
Governor in Council is
perfectly satisfied that
the site originally select-
ed for the Mayavaram
Station is the very best
under the circumstances,
and that the adoption
of that recommended
by the Supr. and Acting
District Engineer would
lead

His Excellency the Governor
in Council cannot but express
his disapprobation of the per-
sistence with which Mr. O'
Shaughnessy has pushed for-
ward his views on a subject
regarding which he is very
imperfectly informed, against
those of Engineers of special
experience and knowledge.

His competence for manage-
ment of a District charge
is very doubtful; and he
will do well to be less
opinionative in his com-
munications henceforth.

- This should I think be sufficient.

I. I omit last sentence. PM

27/12

SC Drops - 12-10-75

Cons. & Engr. for Mys
Dist. Engr. Tanjore.
Revenue. Dept.
Office

12

1

2

5671
5487
4763

Publ. of 1875
PUBLIC WORKS.

McMurry

Date

Issued

Recd.

Ent.

G. O. Sept. 15, No. 2584

No. 201 & 202

Mayavaram Station,
A. I. Ry: - Intimating
that the site originally
selected for the
is the very best under
the circumstances &
expressing disapprobation
of the persistence with
which Mr. O'Rourke
has pushed forward

his views on a subject
regarding which he
is very imperfectly informed
against those of
Engineers of special
experience & knowledge.

Co. 2nd