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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	378	Press	<i>Original</i>
B.P. No.		Mis.	
Dated	11 - 2 .	1955	1875

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
11th February 1875.*

No 245 Read the following letter from W H COMYN, Esq, Acting Collector, Tinnevely, to Colonel G W. WALKER, R E, Secretary to Government, Public Works Department, dated Tinnevely, 6th January 1875, No 7 —

WITH reference to the endorsement of Government in the Public Works Department, dated 17th October 1874, passed on a petition received from certain inhabitants of Tuticorin regarding the interruption of traffic in that town which was

From Vice-President, Tuticorin Municipality, No 88 dated 27th October 1874 To Chief Engineer for Railways, No 316, dated 29th October 1874 From do No 8500, dated 19th Nov 1874 do do 356, " 12th Dec " From do " 9,614, " 17th " "	expected to result from the introduction of the Railway, I have the honor to submit copies of the correspondence noted in the margin, together with the original petition and a plan of the town received from the Chief Engineer, South Indian Railway.
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2 The Government will observe that the Chief Engineer proposes to provide level crossings at four different points, as shown in the plan and specified in his letter of the 17th December 1874, No 9,614

3 The grievance complained of will thus be remedied, and I may add that Mr Boyle, the Vice-President of the Tuticorin Municipality, who is intimately acquainted with the requirements of the town, and whom I have recently consulted on the subject, is of opinion that nothing more is required to be done

From J A BOYLE, Esq, Vice-President, Tuticorin Municipality, to the President, Municipal Commission, Tinnevely, dated Tuticorin, 27th October 1874, No 88

In their petition, now referred to the Members of this Municipal Commission for report, the inhabitants of Tuticorin complain in considerable numbers of the grievance occasioned by the obstruction offered by the new Railway to many of the formerly existing roads and streets in this town

2 The Municipal Commissioners having had the subject of this petition under their consideration at a recent Meeting, have requested me to report to you that the complaint of these petitioners is well-founded, and their grievance real and substantial

3 This is not the first time, I believe, that the interruption of the old roadways by the Railway in Tuticorin has formed the subject of correspondence between us. Whether or no the number of level crossings required was ever discussed, the opinion of the Commissioners was, I believe, never taken, and they have therefore been hitherto obliged to submit in silence to a grievance which every resident cannot but have felt

4 The enclosed map does not show the whole of the town, and it will be better to refer the advisers of Government to the Municipal map, from which they will easily understand the nature of the grievance complained of, and the expediency of the remedies proposed

5 The Railway, as the petitioners urge, has cut the town almost into two equal halves, a northern and a southern portion. The distance from the Municipal boundary at Melur to the Beach Road is about one mile, and along this line the Railway is (so far as we can judge from present appearances and information) to be crossed at only one point by a level crossing in Melur

6 Along the beach a road runs in front of the main buildings and houses, but this is a winding and circuitous line at the best, and only communicates, by two narrow and inconvenient approaches, with the mass of buildings which form the northern half of the town

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11th February 1875.*

7 Let me recall the old town, as it was before the Railway. There were the Beach Road, North Rajah Street, and Adderley's Road, three main roads branching northwards from the main traffic artery—the Great Cotton Road.

8 Besides these there were innumerable approaches on either side of the Roman Catholic Church, the whole swamp was open to foot passengers, and crossed by paths at every angle, and there were at least three approaches open to carts though unmetalled, from the Great Cotton Road northwards to the town, and the Arasadi and other roads between Melur and the swamp.

9 The Railway has simply blocked up every one of these lines of communication, except that in Melur, a level crossing approved by East Car Street, but leading to nothing on the north side except sand and palmyrah trees, and useless for laden carts until the road is metalled from the Great Cotton Road throughout to the three cotton presses in the north of the town.

10 The Beach Road is still open, but even it is crossed by a line of rails, and is often obstructed by the transport of girders, sleepers, etc., and the passage of laden trucks.

11 When I first came here about one and half year ago, I was told that Adderley's Road was to be preserved with a level crossing, and if this had been the case, and the Melur Road had been made really a serviceable approach before the others were removed, little or no cause would have arisen for complaint as to the obstruction of wheeled traffic. And this is what the town now requires in mere justice—a line of road through Melur to the north town, a middle line—Adderley's Road communicating direct with the Arasadi Road and the densest portion of the north town, and the Beach Road.

12 With these three cart roads in good working order the town will be nearly as well off as it was before the Railway was opened.

13 You will observe that we are careful not to ask for too much. The Commissioners considered that the claim for the re-opening of North Rajah Street might be entertained, but recognizing its proximity to the Railway Station, and the objections which might on that ground be raised, they have thought it better to abandon that line for wheeled traffic, and to confine themselves to the three lines mentioned.

14 What the town requires at present therefore is the restoration of Adderley's Road, and its continuation, not along its old line, but along the western limit of the Railway premises, to cross the Railway at a point about midway between the crossing at Melur and the Beach Road. When the Railway people removed Adderley's Road they were good enough to give us, as they said in exchange, a road which skirts their premises on the south-east side and meanders from the Great Cotton Road until it reaches the station-yard. It is valuable to the Company as an approach to their station, but little serviceable to the general communications of the town.

15 But apart from the wheeled traffic, the townspeople probably feel most constantly and keenly the obstruction of all their old foot-paths. They used to wander all over the swamp, but now if they want to run down from the north town to the bazaar or the church they are met by iron railways and stone walls not to be crossed, and have to walk round more than half a mile to reach a point a hundred yards distant.

16 North Rajah Street is the most frequented line for foot-passengers in the whole town, and it evidently was this last straw which broke the back of the townspeople's patience, for this line was only blocked a short time ago by the Railway compound wall, and this petition is the result. There is now no crossing for foot-passengers between the Beach and Melur, and it really is a serious grievance in a busy town to be forced to walk half a mile or more to advance sixty yards.

17 The width of the Railway enclosure at this point is about 63 yards, and it would probably be a matter neither of expense nor difficulty to throw a narrow bridge over the line, and so afford a convenient crossing.

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11th February 1875*

From R K PUCKLE, Esq., Collector of Tinnevely, to D LOGAN, Esq., Chief Engineer, South Indian Railway, dated Tinnevely, 29th October 1874, No 316

With reference to the enclosed, (to be returned,) I have the honor to request that you will be good enough to inform me whether a road

- *1 Tuticorin Municipal Vice President's letter, No 88 1,049 of 1874
- 2 Government Endorsement, dated 17th October 1874
- 3 Plan
- 4 Petition to Government by Shanmugam Pillai and others of Tuticorin

can be given across the sidings immediately to the west of the swamp at Tuticorin adjoining Mr Adderley's house, a foot-bridge across the line at North Rajah Street (about 100 yards

back from the Beach Road) would also be a convenience

From D LOGAN, Esq., Chief Engineer, South Indian Railway, to R K PUCKLE, Esq., Collector of Tinnevely, dated Trichinopoly, 19th November 1874, No 8,000

I HAVE the honor to acknowledge receipt of your letter, No 316, of 29th October 1874, with enclosure, regarding means of crossing the Railway in the town of Tuticorin.

2 We have, as you may recollect, on several occasions discussed the undoubted inconvenience resulting to the inhabitants from the Railway cutting into the centre of the town, and on the last occasion of my being in the Tinnevely District you will remember I promised, if at all possible, to devise some means of access from north to south at the point referred to in your letter, viz, immediately to the west of the swamp adjoining Mr Adderley's house.

3 At intervals also, since the Railway was first laid out, I know that several of the Vice-Presidents of the Municipality were fully informed and consulted as to our proposals, and if the Municipality remained in ignorance of them it was not the fault of the Railway Company.

4 If it were merely a single line of Railway that cut through the town, there would be little difficulty in providing several level crossings, but this is the case of a Railway Station located in the heart of the town, and the difficulty lies in the fact that the station-yard is very wide, that numerous lines of railway will traverse it for wagons and carriages to stand on, or for goods to be shunted along, and the operation of shunting or running the carriages and wagons about the yard and its sidings will at times be going on more or less day and night.

5 Those who like yourself are at all acquainted with the working of Railways will understand therefore that the provision of crossings where stations occur is not so easy or so cheap as the petitioners seem to think.

6 It is true that a bridge across the station might be provided, but, apart from the costliness of building such a bridge, the interference with working arrangements and the extra risk entailed by having a bridge with its piers obstructing the view of engine drivers and pointsmen would be most disadvantageous, a bridge to accommodate the crossing referred to near Mr Adderley's house to take in all the sidings likely to be required, would have to be over 200 feet long.

7 As we shall not at first require such an extent of siding room as to encroach much on ground to the west of the point referred to, I have arranged to place a level crossing there for the present, and when the sidings require to be extended, the Company will then have to consider the advisability of building a bridge over the lines. This will I trust satisfy the inhabitants of Tuticorin, without any foot-way being put at North Rajah Street, where it would be most inconvenient and costly to erect, owing to the number of sidings which will have to be worked across at that point.

8 I do not at all make light of the inconvenience resulting to the inhabitants of Tuticorin from adding to the length of some of their lines of communication, but it should be remembered that the Railway Station was placed where it is as best suited to the general interests of the town, after full and fair consideration by the Government and Railway Authorities, in consultation at various times with the chief inhabitants and merchants of the place.

9 Had it been placed at the north end of the town, as originally suggested in 1862, the merchants of North Rajah Street and neighbourhood, who now complain of having to go round an extra 200 yards to make up the break caused by the present location of the station, in the old line of communication along this street, would have been saved these 200 yards in their daily walks, but they would in exchange have had to transport their goods to and from a Railway Station nearly one

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mile distant, instead of being as it is now at their door, and the same would have happened had the station been placed at the south end of the town

10 In Malras, where the exigencies of street traffic may be presumed to be at least as important as in Tuticorin, the Malras Railway runs down to the beach, and the Royapooram station is located in a manner similar to the one at Tuticorin, cutting the town of Malras in two

11. The facilities provided in Malras for crossing or getting round this obstruction are the Beach Road and then at the distance of about quarter of a mile inland there is an overbridge

At Tuticorin the means of crossing the Railway will be, as now arranged,

1st —At the Beach Road

2nd —A level crossing at 33 chains inland from the Beach Road

3rd —A level crossing at 32 chains from the last level crossing

The next level crossing is outside the town, on the Great Cotton Road, about 47 chains from

No 3 crossing abovementioned

I enclose a sketch of Tuticorin and neighbourhood for facility of reference to the localities named, the level crossings are marked on it. The roads colored green are those made by the Railway Company to connect as far as possible the old lines of communication interfered with by their operations

From W H COMYN, Esq., Acting Collector of Tinnevely, to D LOGAN, Esq., Chief Engineer, South Indian Railway, Trichinopoly dated Tinnevely, 12th December 1874, No 356

I HAVE the honor to acknowledge the receipt of your letter, No 8,500, dated 19th November 1874, on the subject of Railway crossings at Tuticorin

2 I observe that you propose to provide these means of crossing the line, and if this be done, I do not think it will be necessary to construct a bridge over the line near North Rajah Street. But I presume that you intend to provide not merely level crossings for foot passengers but also a roadway at each point across the line for carts and general traffic, without which the remedy you propose for the grievance complained of by the townspeople would be only partial and quite inadequate

3 I shall therefore be obliged if you will be good enough to inform me whether such is your intention

From D LOGAN, Esq., Chief Engineer, South Indian Railway, to W H. COMYN, Esq., Acting Collector of Tinnevely, dated Trichinopoly, 17th December 1874, No 9,614

I HAVE the honor to acknowledge receipt of your letter No 356 of 12th instant

The term "level crossing" is generally used to denote the crossing of the railway by a public or accommodation road available for wheeled vehicles and general traffic, and hence it was that I omitted to specify that the intention of the Company is to give crossings of this nature at the points specified in my letter (No 8,500 of 19th ultimo), viz —

1st —At the Beach Road

2nd —At 33 chains inland from the Beach Road

3rd —At 32 chains from the last level crossing, and,

4th —Outside the town, on the Great Cotton Road, about 47 chains from the last mentioned crossing

No 246

ORDER THEREON, 11th February 1875, No 378

RAILWAY, No 38

ORDERED to be recorded.

(True Extract)

(Signed) G. W. WALKER, Colonel, R E,

Secretary to Government

To the Editor's Table

Edw S T Austin

Spec. Copies

Address by Birmingham

Eddageby Street

San Catholic Church
ground of French
Mission

North part of the town

North part of the town

the town

Street

North part of the town

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Callappa Pellay's Street

Talara Street

Crowe & Co's Premises

Road constructed by the Railway

Callappa Pellay's Street

Theravai Cotton Press Company

Head Assistant Collector's Residence

Coeg's House

Parrot's Premises

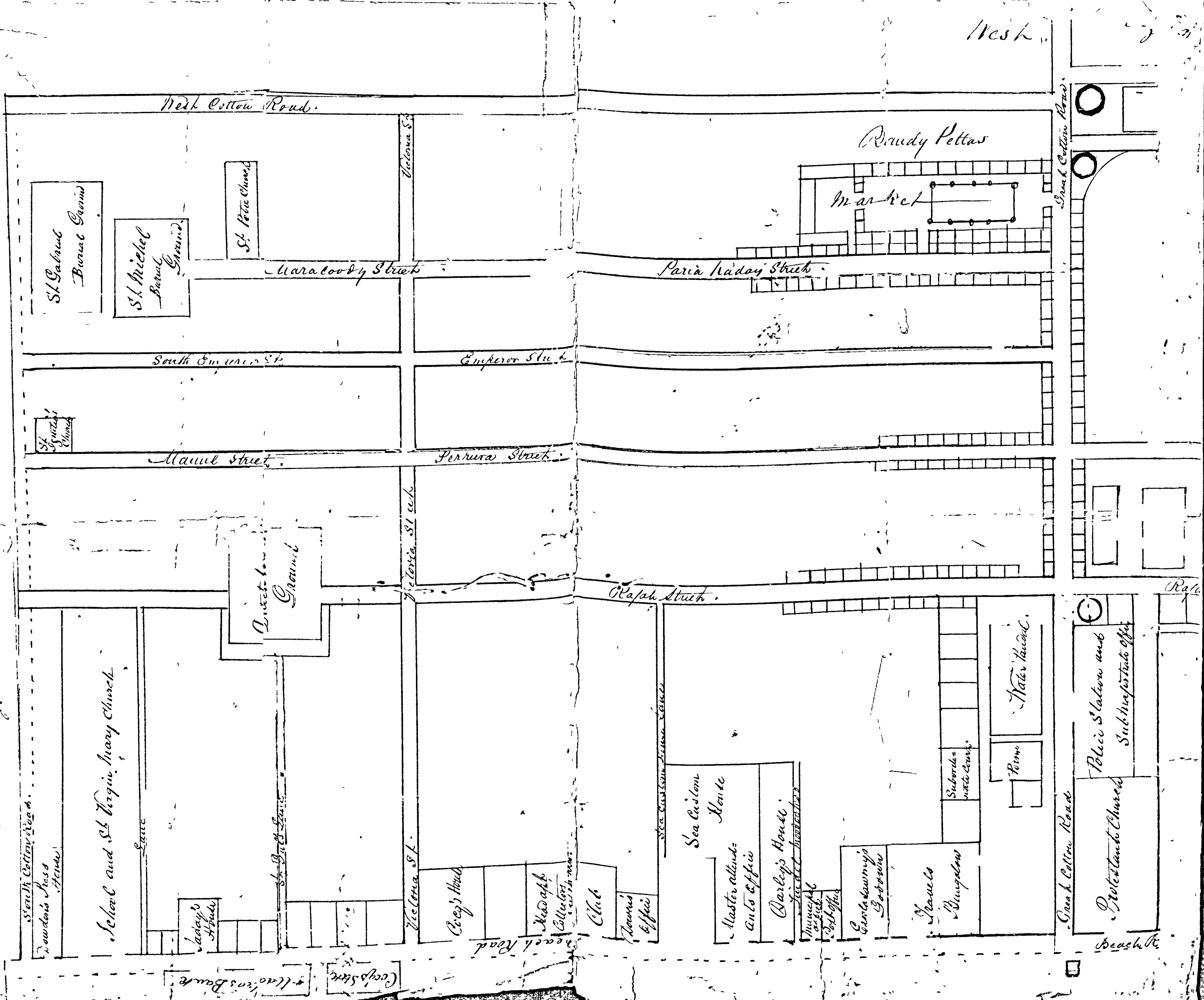
Volkart's Premises

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Arbythnot's Premises

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Sulcoria Cotton Press Company



Address of Bangalore

Edde's Street

San Catholic Church
Ground of French
Mission

This is the first of the street

This is the second of the street

This is the third of the street

Rajah Street

North West of the town

North East of the town

South of the town

Callappa Pellay's Street

Talara Street

Crowe & Co's Premises

Road Constructed by the Railway

Callappa Pellay's Street

Interior Cotton
Press Company

Head Assistant Collector's
Residence

Police
Station

Coeg's
House

Parrot's
Premises

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11. The facilities provided in Madras for crossing or getting round this obstruction are the Beach Road and then at the distance of about quarter of a mile inland there is an overbridge

At Tuticorin the means of crossing the Railway will be, as now arranged,

1st — At the Beach Road

2nd — A level crossing at 23 chains inland from the Beach Road

3rd — A level crossing at 32 chains from the last level crossing

The next level crossing is outside the town, on the Great Cotton Road, about 47 chains from

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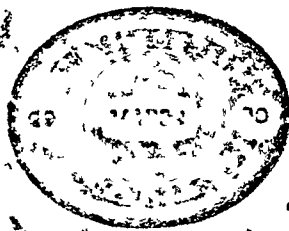
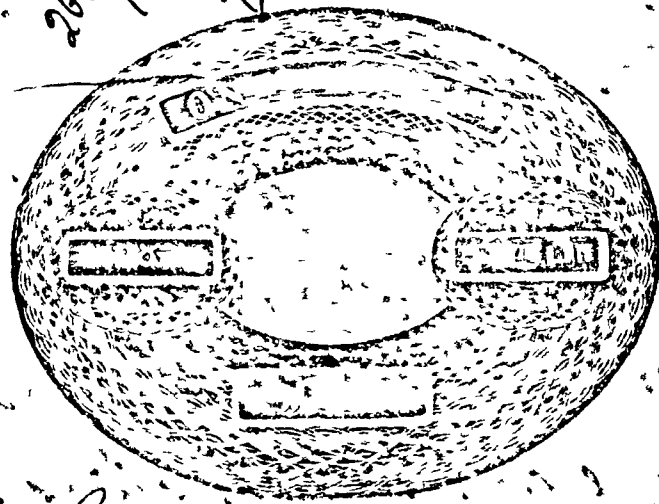
(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government

To the Editor's Table
Ld S T Ault
Spec Copies

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Mr 211/75

Mr 2688 11/74



His Excellency the Right Honorable the
Governor of Madras
The most humble petition of the undersigned
of Putturin, Tinnevely District

Sheweth

That the petitioners and the rest
of the natives of Putturin and all are most ever

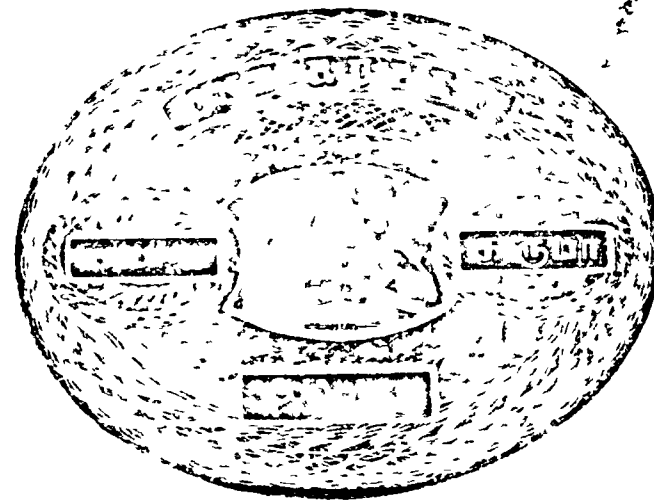
in many places, as for railway lines, and any line
the asked them to stop? and answer they gave that
Perhaps the petitioners might
be asked about the same matter for road
to the temple which is a strong hold to the
Kings about the same matter for road

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another uncommon beach road along the sea should
 allowed instead, the people at large are under much
 suffering - all the transports - loaded Carts, for
 Carriages, riders, travellers, even those Christians
 north street who should come to the church in
 opposite street, in great and family processions, in
 days of "Grand Festivals", water fetchers from the
 north street as there is no water, all of them living
 together are allowed the only beach road, the do
 for human life being daily expected.

Moreover, our Lord, those in the
 north street and at times in urgent need
 of the "Extreme Unction" in their last agony of death
 are obliged to come to the opposite street in search
 of a Roman Catholic priest, walking up a great
 way round, a distance of half a mile; many re-
 -casion a miserable and unhappy death happens.

Wherefore the petitioners most
 humbly and respectfully beg your Lordship to take
 little consideration in these ever suffering creatures,
 and allow the usual way which is now up in rail-



such common and useful way, there are built
 spacious bridges, people walking down at the
 railway up or otherwise; with one of these two
 methods or any other method the Company may
 think fit and easy expensive, the petitioners
 are craving your Lordship that the shut Reja
 street to be opened for the good and well being of
 your Lordship's most praying petitioners.

For this act of charity the
 petitioners will ever pray

Cuttack 16th Sept/1874

P.S. The above mentioned beach road also will be
 shut up since the railway will run into the sea over the
 bridges purposely built, in that case there will be no
 communication at all between the north and south
 street. A plan also is herewith enclosed for your
 Lordship's most gracious consideration.

25 September 1874 B. D. Dasgupta for

B. D. Dasgupta

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Enclosure in a
 letter from the
 collector at Linn
 to the Secretary of
 Government P. H. &
 dated 6 January 1875

7

Copies of the Correspondence
 referred to
 in the above

Mr 211/75

S. H. Deharts

Petition from Sivakulam
-ni Pillay, Shunmugasundram
Pillay, dated 23rd September 1874.

Referred to the Municipal
Commission of Tuticorin for re-
-port, through the collector who
will submit the papers with
his own remarks, as to the
steps necessary to remove the
inconvenience complained of.
It is remarked that the inha-
-bitants appear to have just
cause of complaint if the Beach
Road is to be the sole line
of communication between
the north and south of the town.

17th Oct 74

C. M. Walker of S. H. R. E.

Secy: Government
to the President of the
The Municipal Commission
Tuticorin with Encls:
(to be returned)

21/10/74
For meeting.

11/10/74
11/10/74

No 88.

Municipal Commissioners
Office
Luticarn 27th October 1874

From, The Vice President
Luticarn Municipality
To, The President
Municipal Commissioners
Luticarn

Sir, In their petition, now referred
to the members of this Municipal Com.
mission for report, the inhabitants
of Luticarn complain in considerable
numbers of the grievance occasioned
by the obstruction offered by the new
Railway to many of the formerly
existing roads and streets in this town.

The Municipal Commissioners
having had the subject of this petition
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4. The enclosed map does not show the whole of the town, and it will be better to refer the advisers of Government to the Municipal map from which they will easily understand the nature of the grievance complained of, and the expediency of the remedies proposed.

5. The Railway, as the petitioners urge, has cut the town almost into two equal halves, a northern and a southern portion. The distance from the Municipal boundary at Melur to the Beach road is about one mile, and along this line the Railway is (so far as we can judge from present appearances and information) to be crossed at only one point by a level crossing in Melur.

6. Along the Beach a road runs in front of the main buildings & houses, but this is a windy and circuitous line at the best, and only communicates by two narrow and inconvenient approaches, with the mass of buildings which form the northern half of the town.

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were the Beach road, North Rajah street, and Adderley's road; three main roads branching northwards from the main traffic artery - the great Cotton road.

8. Besides these there were innumerable approaches on either side of the Roman Catholic Church; the whole Swamp was open to foot passengers, and crossed by paths at every angle; & there were at least three approaches, open to Carts though unmetalled, from the Great Cotton road northwards to the town and the Arasadi and other roads, between Melur and the Swamp.

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10. The Beach road is still open, but even it is crossed by a line of rails, and is often obstructed by the transport of girders, sleepers etc, and the passage of laden trucks.

11. When I first came here about one and half year ago, I was told that

that Adderley's road was to be preserved with a level crossing; and if this had been the case, and the Meluit road had been made really a serviceable approach before the others were removed, little or no cause would have arisen for complaint as to the obstruction of wheeled traffic. And this is what the town now requires in mere justice - a line of road through Meluit to the north town; a middle line - Adderley's road communicating direct with the Brasada road and the densest portion of the north town - & the Beach road. 12. With these three Carl roads in good working order, the town will be nearly as well off as it was before the Railway was opened.

13. You will observe that we are careful not to ask for too much. The Commissioners considered that the claim for the reopening of North Rajah Street might be entertained, but recognising its propinquity to the Railway Station, and the objections which might on that ground be raised, they have thought it better to abandon that line for wheeled traffic, and to confine themselves to the three lines mentioned.

14. What the town requires at present therefore is the restoration of

of Adderley's road, and its continuation, not along its old line, but along the western limit of the Railway premises to cross the Railway at a point about midway between the crossing at Meluit and the Beach road. When the Railway people removed Adderley's road, they were good enough to give us, as they said in exchange a road which skirts their premises on the south East side and meanders from the Great Cotton road, until it reaches the Station yard. It is valuable to the Company as an approach to their Station, but little serviceable to the general communications of the town.

15. But apart from the wheeled traffic, the townspeople probably feel smart constantly and keenly the obstruction of all their old footpaths. They used to wander all over the swamp, but now if they want to run down from the north town to the bazaar or the Church, they are met by iron railways and stone walls not to be crossed, and have to walk round more than half mile to reach a point 100 yards distant.

16. North Rajah Street is the most frequented line for foot passengers in the whole town, and it evidently was this last straw which broke the back of the townspeople's patience, for

17. The width of the Railway Encl.
sure at this point is about 63 yards
and it would probably be a matter
neither of expense nor difficulty
to throw a narrow bridge over the
line, and so afford a convenient
crossing.

I have re-
signed!

J. A. Doyle
Vice President.

No. 316.

Yours sincerely,
29th October 1874

From,

The collector

Fervently

10

The Chief Engineer.

South Indian Railway

Sir, With reference to the enclosed
(to be returned) I have the honor to re-
quest that you will be good enough
to inform me whether a road can be
given across the sidings immediately
to

1. Sectional Engineer
Pal Eon Road
Cuttack 28-10-1874
2. Sub. Engineer
Said 17-10-1874
3. P. L. N.
4. Station Master
By L. H. M. G. and
J. L. H. G. and
J. L. H. G. and

to the west of the Swamp at Lutterlin
adjoining Mr. Adelerley's house - a
foot bridge across the line at North
Rajah Street (about 100 yards back
from the beach road) would also
be a convenience.

I have H.C.

(Signed)

R. H. Pickle
Collector.

No 8500.

South Indian Railway
Chief Engineer's Office
Trenchinopoly 19th November
1874

From,

J. Logan Esquire

Chief Engineer

South Indian Railway

R. H. Puckle Esquire
Collector of Tinnerelly

Sir, I have the honor to acknowledge receipt of your letter No 316 of 29th October 1874, with enclosure regarding means of crossing the Railway in the town of Sutiesru.

We have, as you may recollect, on several occasions discussed the undoubted inconvenience resulting to the inhabitants from the Railway cutting into the centre of the town; and on the last occasion of my being in the Finnerally District, you will remember

I promised, if at all possible, to
devise some means of access from North
to South at the point referred to in your
letter, viz. immediately to the West of
the Swamp adjoining Mr. Adderley's
house.

At intervals, also since the Railway
was first laid out, I know that several
of the Vice Presidents of the Municipality
were fully informed and consulted
as to our proposals, and if the Municipality
remained in ignorance of them, it was
not the fault of the Railway Company.
If it were merely a single line of
Railway that cut through the town,
there would be little difficulty in pro-
viding several level crossings, but
this is the case of a Railway Station
located in the heart of the town and
the difficulty lies in the fact that the
station yard is very wide, that num-
erous lines of Railway will traverse
it for waggons and carriages to stand
on, or for goods to be shunted along;
and the operation of shunting or run-
ning the carriages & waggons about
the yard, and its sidings will at
times be going on more or less day
and night.

Those who like yourself are at
all acquainted with the working of
Railways will understand therefore
that the provision of crossings where
stations occur is not so easy or so cheap
as

as the Petitioners seem to think.
It is true that a Bridge across
the station might be provided, but as
part from the costliness of building
such a bridge, the interference with
working arrangements and the extra risk
incurred by having a bridge with its
piers obstructing the view of Drighda
drivers and pointmen would be most
disadvantageous, a Bridge to accom-
modate the crossing referred to near Mr.
Adderley's house to take in all the
sidings likely to be required, would
have to be over 200 feet long.

As we shall not at first require
such an extent of siding room as to re-
quire much on ground to the west of
the point referred to, I have arranged
to place a level crossing there for the
present, and when the sidings require
to be extended, the Company will then
have to consider the advisability of
building a bridge over the lines. This
will I trust satisfy the inhabitants
of Suteesrin, without any footway being
put at North Rajah Street where it would
be most inconvenient and costly to
cross, owing to the number of sidings
which will have to be worked across
at that point.

I do not at all make light of the
inconvenience resulting to the inhabi-
tants of Suteesrin from adding to the
length of some of their lines of com-
munication, but it should be remembered
that

that the Railway Station was placed where it is as best suited to the general interests of the town, after full and fair consideration by the Government and Railway authorities in consultation at various times with the Chief inhabitants and merchants of the place.

Had it been placed at the North end of the town as originally suggested in 1867 the merchants of North Bajah Street and neighbourhood who now complain of having to go through an extra 200 yards to make up the break caused by the present location of the station, in the old line of communication along this street, would have been saved the weary and their daily walks but they would in exchange have had to transport their goods and from a Railway station nearly one mile distant instead of being as it is now at their door, and the same would have happened had the station been placed at the South end of the town.

In Madras where the exigencies of street traffic may be said to be at least an important consideration, the

Madras Railway runs down to the Beach, and the Royapuram station is located in a manner similar to the one at Tuticorin calling the town of Madras in two -

The facilities provided in Madras for crossing or getting round this obstruction are the Beach road & then at the distance of about $\frac{1}{4}$ of a mile inland there is an over bridge.

At Tuticorin the means of crossing the railway will be as now arranged:

- 1st At the Beach road
- 2nd At level crossing at 33 chains inland from the Beach road
- 3rd At level crossing at 32 chains from the last level crossing.

The next level crossing is outside the town on the Great Cotten road about 47 chains from the crossing above mentioned.

I enclose a sketch of Tuticorin and neighbourhood for facility of reference to the localities named, the level crossings are marked on it. The road is colored green are those made by the Railway Company to connect as far as possible the old lines

if communication interfered with by their operations.

I have ~~the~~
(Signed) David Lofan

Chief Engineer.
Your Enclosures are herewith returned.

N: 356. Trinnevelly 12 December 1874.

From The Acting Collector of Trinnevelly
To, The Chief Engineer

Sir,
South Indian Railway
Trichinopoly
I have the honor to acknowledge
the receipt of your letter N: 8500 dated
19 November 1874 on the subject of Railway
crossings at Tuticorin.

2 I observe that you propose to provide
these means of crossing the line, and if this
be done, I do not think it will be necessary
to construct a bridge over the line near
North Rajah Street. But I presume
that you intend to provide not merely
level crossings for foot passengers, but
also a road way at each point across
the line for carts & general traffic, without
which the remedy you propose for the prevalence

complained of by the Towns people, would
be only partial and quite inadequate.
I shall therefore be obliged if you
will be good enough to inform me whether
such is your intention.

I have ~~the~~
(Signed) W. H. Comyn
Acting Collector

N: 9611. South Indian Railway
Chief Engineer's Office
Trichinopoly 17 December 1874

From The Chief Engineer
South Indian Railway
Trichinopoly
To, The Acting Collector of Trinnevelly
Sir,
I have the honor to acknowledge
receipt of your letter N: 356 of 12 inst.

The term "Level Crossings" is
generally used to denote the crossing
of the Railway by a Public or accommo-
dation road available for wheeled vehi-
cles and general traffic, and hence it

was that I omitted to specify that
the intention of the Company is to give
crossings of this nature at the points
specified in my letter (No 8500 of 19th
ultimo) viz:-

- 1st At the Beach Road
- 2nd At 33 chains inland from the
Beach road.
- 3rd At 32 chains from the last level
crossing &
- 4th Outside the Town on the Great
Cotton Road about 47 chains
from the last mentioned crossing.

I have &c
(Signed) David Lofan
Chief Engineer.

(True Copies)

Wm James
Jy Collector

South Arcot Distt
Cuddalore Range

Abstract Estimate of 1874-75

R. Rs. 8097/74

Acct
Estimate of probable
expense for altering the
Distt Engineers office &
Work shed at Cuddalore
so as to provide accom-
modation to Range Officer
& Imperial & Local
Fund Officers

Amount of Estimate Rs 1520

Comptd.

My. Annually 6th January 1875
From W. H. Comyn Esq
M. Collector

To Colonel G. W. Walker R.E.
Secretary to Government P.H.D
Fort Saint George
Sir,

With reference to the Indorse-
ment of Government in the Public
Works Department dated 17th October
1874 passed on a petition presented
from certain inhabitants of Tuticorum
regarding the interruption of traffic
in that town which was expected to
result from the introduction of the
Railway. I have the honor to submit

copies of the
correspondence
noted in the
margin, together
with the original petition and a plan
of

From Vice President Tuticorum
Municipality No 88 dated 27 October 1874
To Chief Engineer for Railway
No 316 dated 29 October 1874
From Do. No 85 dated 19 November 1874
To Do. No 355 dated 12 December 1874
From Do. No 96 dated 17 December 1874

in if the Town received from the Chief
the Engineer South Indian Railway.

or 2 The Government will observe
that the Chief Engineer proposes to
provide level crossings at four different
points, as shown in the plan, and
specified in his letter of the 17th
December 1874, N: 9614.

3 The grievance complained of will
thus be remedied, and I may add
that Mr Boyle, the Vice President
of the Tuticorin Municipality,
who is intimately acquainted with
the requirements of the Town, and
whom I have recently consulted
on the subject, is of opinion that nothing
more is required to be done.

I have the honor to be
Your most Obedt Servt.

H. J. J. J.
Collector.

I think it will be
better simply to "lead"
and then in usual, when
the case comes down in the
Editorial -

W. J. J. J.
1874

P. 1875 Sept.
 No: 211
 to the Secretary
 to Government
 at St. James

L. 1875
 13) 19/11/75
 to the Secretary
 to Government
 at St. James
 L. 1875
 13) 19/11/75
 to the Secretary
 to Government
 at St. James
 L. 1875
 13) 19/11/75
 to the Secretary
 to Government
 at St. James

378
 Annual List of the Secretary
 to Government
 at St. James

to the Secretary
 to Government
 at St. James

17 211
Gobt. of 1875 Madras.

PUBLIC WORKS.

Mr. G. S. S. S. S.

11 Feb

178

Nos. 245-246

Railway

Letter from the Collector
of Tanjore, reporting the
steps taken to relieve the
inconvenience complained of by
traders in the vicinity of the
station in consequence of the
increase in the number
of traffic occasioned
by the extension of the
new Railway to Madurai.