M.R.O. 1—10,006—28-2-59

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. / ~~B.P. No.~~	921-22	Press / ~~Mis.~~	0875
Dated	7-4-		~~195~~

Not to be folded or roughly handled

No. 142. 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, 11th March 1875, No. 150 :—

With reference to the Order of Government, under date 6th February 1875, No. 343, I have the honor to forward a map of the town of Madras showing the sites of the Madras Railway Stations, and of those under construction for the South Indian Railway. When the estimates for the latter line were prepared it was decided that the terminal goods station should be near the Civil Orphan Asylum, but the question of locating the passenger station here also, or of extending the line to a point somewhat nearer the centre of traffic, was still under consideration. After a good deal of discussion, which will be found in the Proceedings of Government marginally noted, it was finally determined that the triangular piece of land near the Penitentiary, and separated from the Madras Railway Central Station by Cochrane's Canal, should be made available for the passenger terminus of the South Indian system.

30th November 1871, No. 3,030.
18th July 1872, No. 1,720.
25th October 1872, No. 2,518.
21st January 1873, No. 198.

2. Over the two main thoroughfares which have to be crossed, *viz.*, Whannel's and Sydenham roads, it was intended to provide overbridges, but on consideration of the inconvenient ascent and descent which would be entailed at the Hospital bridge through keeping the line at a low level, it was decided to substitute level crossings for overbridges on the condition that the Railway Company should provide the latter at any future time if called upon to do so.*

* *Vide* Proceedings of Government—
20th August 1873, No. 2,071.
16th October 1873, No. 2,524.
29th December 1873, No. 3,081-CC.

3. A ground plan showing the arrangements proposed for the passenger station was forwarded with my letter, dated 25th March 1874, No. 187,* and a tracing showing those for the goods station is now sent. In the latter the part marked A is still under consideration. The lines colored red are those proposed to be laid at once, while those in blue are intended for future additions as the traffic may demand.

* Proceedings of Government, 18th June 1874, No. 1,632.

4. In the Order of Government, dated 18th February 1873, No. 544, the services of the Consulting Architect were made available for designing the passenger station, and with my letter of the 2nd June 1874,* was forwarded a photograph of the elevation proposed by Mr. Chisholm. The Agent considered this design unnecessarily elaborate and costly, and a more simple design, prepared by the Chief Engineer, was submitted for the approval of Government. The general arrangement, according to the latter design, is shown in the ground plan before referred to, and the work is estimated to cost Rupees 2,43,994. An alternative design by Mr. Chisholm was submitted with my letter of 21st July 1874, No. 430,† and His Excellency in Council was pleased to direct that an

* Proceedings of Government, 10th July 1874, No. 1,855-A.

† Proceedings of Government, 28th August 1874, No. 2,445.

Govt. of [1875] Madras.

PUBLIC WORKS.

To

THE SECRETARY TO THE GOVERNMENT

OF INDIA.

Dated April 7th.

Recd. *Encl.*

G. O., 7th April 1875, No. 922.

APRIL.

Nos. 142-144

FORWARDING Proceedings on the subject of South Indian Railway Station arrangements.

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 150

From

LIEUT.-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,

Fort Saint George.

SIR,

With reference to the Order of Government under date 6th February 1875, No 243, I have the honour to forward a map of the town of Madras showing the sites of the Madras Railway stations, and of those under construction for the South Indian Railway. When the estimates for the latter line were prepared it was decided that the Terminal Goods station should be near the Civil Orphan Asylum

asylum, but the question of locating the Passenger station here also, or of extending the line to a point somewhat nearer the centre of traffic, was still under consideration. — After a good deal of discussion — which will be found in the Proceedings of Government marginally noted it was finally determined that the triangular piece of land near the Penitentiary, and — separated from the Madras Railway Central Station by Cochrane's Canal, should be made available for the passenger terminus of the South Indian Rystem.

30 hos/71. No 3,030
18 July/72 No 1,720
25 Oct/72 No 2518
21 Jany/73 No 198.

2. Over the two main thorough-fares which have to be crossed viz. Wharnela and Pydenham roads, it was intended to provide overbridges but on consideration of the inconvenient ascent and descent which would be entailed at the Hospital bridge through keeping the line at a low level, it was decided to substitute level crossings for overbridges on the condition that the Railway Company should provide the latter at any future time if called upon to do so.*

3. A ground plan — showing the arrangements proposed for the passenger station was forwarded with my letter dated 25th March 1874. No 184 and a tracing showing those for the goods station is now sent. In the latter the part

* Vide Pro. of Govt. 20 augt/73 No 2071
16 Oct/73 No 2524
29 Decr/73 No 3081 cc

X Pro. of Govt. 18 June 1874 No 1632.

part marked A is still under consideration. The lines coloured red are those proposed to be laid at once, while those in blue are intended for future additions as the traffic may demand.

4. In the Order of Government dated 18th February 1873, No 544, the services of the Consulting Architect were made available for designing the passenger station, and with my letter of the 2d June 1874, x Pro of Govt. 10 July 1874 No 1855 A. was forwarded a photograph of the elevation proposed by Mr. Chisholm.

The Agent considered this design unnecessarily elaborate and costly, and a more simple design prepared by the Chief Engineer was submitted for

x Pro. of Govt. 28 augt. 1874 No 2445.

for the approval of Government. The general arrangement according to the latter design is shown in the ground plan before referred to, and the work is estimated to cost Rs 243,994. An alternative design by Mr. Chisholm was submitted vide my letter of 21st July 1874 No 430 and H. E. Excellency in Council was pleased to direct that an estimate of the cost according to this design should be prepared, and here the matter at present rests. Mr. Chisholm has not yet furnished the estimates called for, and the design to be adopted is not yet settled. I beg to observe that the delay which has occurred in the

the commencement of this work is likely to embarass the Conservancy as no passenger station will be ready on the opening of a portion of the line which it is hoped will take place on the 1st July next. I learn however that the estimates are now nearly completed and on their receipt no time shall be lost in transmitting them to Government.

5. With regard to the exchange of passengers and goods I beg to report that no special arrangements are proposed as the amount of through traffic is likely to be extremely small after the construction of the Conjeveram-Chingleput link

which has always been looked upon as a necessary part of the system. It is considered that there will be practically no through goods, but it is probable that a certain number of passengers from stations between Madras and Chingleput proceeding to the Trivellore festivals will have to change at Madras. This can, however, be easily accomplished, as they will only have to walk across the Hospital bridge. In my letter dated 10 April 1874, No 221 attention is drawn to the fact that when the manufacture of earth salt in the Ceded Districts is discontinued the supply from the

Pro. of Govt.
29 May 1874
No 1421

depôt near the Salt Cotaur Station of the Madras Railway, will probably be unequal to the demand and will have to be supplemented from the reserve at Home's garden (K on plan). For this purpose it may be necessary to make a connection with the Salt Cotaur station.

I have the honour to be
Sir
Your Most obedt. Servt.
W H Conlan Lt. R.E.
for Cons. Engineer for Railways

Madras
11 March
1875
Ex Bent

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the

READ the following:—

From
The Consulting Engineer for Railways — (H.E. No 150 of 11th March /75)

Ordered that this letter with illustrative maps be forwarded for the information of the Government of India in reply to their communication No 122 R dated 15th January 1875.

It is observed from the concluding portion of para 4 of the Consulting Engineers letter that the estimates of the Passenger

Station at Madras which were called for in August 1874 are now almost completed - Mr Chisholm will be requested to finish this work without fail previous to availing himself of any leave which may be granted to him in accordance with his recent application. No special arrangements are, it is observed, to be made at the terminus for the interchange of passengers and goods with the Madras Railway, as the amount of through traffic will in all probability be inconsiderable - The proximity of the two stations renders

G O No 2445 of 28th Augt 1874

Wd after this - until the Conjeveram & Chingleput junction is made (Sanction refused) the thro' traffic will be large & even when complete may be appreciable - Wd say that the passengers will not be seriously inconvenienced as the stations are close together & that the junction of the Salt Cotaur with the Goods St. at Egmore will be so adapted as to admit the rolling stock of the Southern line being taken into the M.R.Co. Goods Station at the Elect. bridge. JW

1913

Thank that it is of great urgency both of Salt & Goods JW

C. Engr for Rys Con. Architect.

Ditto 3 Plans

any such arrangements the less necessary -

The subject of the connection of the Salt Cotaur station with the South Indian line does not appear to be of present urgency, and when brought forward for sanction it is essential that the project should be submitted with the support of the local Revenue authorities -

H.E. No 9

Copy of the above forwarded to the Govt of India. -

G.N.W.

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the

READ the following :—

To The Cons^l Engineer for Rys (H.E. No 150 of 11th March /75)

921

Ordered that this letter with illustrative maps be forwarded for the information of the Government of India in reply to their communication No 122 R. dated 15th January 1875

It is observed from the concluding portion of para 4 of the Consulting Engineer's letter that the estimates of the Passenger Station at Madras which were called for in August 1874, are now almost completed. Mr Chisholm will be requested to

Gov^t 2445 of 28 Aug^t /74

finish this work without fail previous to availing himself of any leave which may be granted to him in accordance with his recent application -

No special arrangements are, it is observed, made at the terminus for the interchange of passengers and goods with the Madras Railway - The passengers will not be seriously inconvenienced as the two stations are in close proximity; but it is necessary that some provision should be made for the transfer of goods, by a junction of the Salt Cotaurs goods station on the Madras

line with the goods shed at Egmore on the South Indian Railway - The connecting line may be so adapted as to admit of the Rolling Stock of the Southern Line being taken into the Madras Railway Goods Shed at the Elephant Gate Bridge -

This connecting link seems to be of great urgency both for Salt and goods traffic generally - And proposals for carrying it into effect should therefore not be delayed -

H.E. No 922/9

Copy of the above forwarded to the Govt. of India -

G.W.W.

Cons. Jun. for Rep. ✓
Cons. Architect ✓
Cons. Rev. Deptt ✓
R.E. [illegible]

Dispd 8-4-75

Dispd with 3 Maps
8-4-75

1662

Govt. of {1875} Madras.

PUBLIC WORKS

To Cornelly Eyrmeer
Mr Railways
&
Lectr to Govt

Dated

Recd. of India Encl.

G. O. 7 April 1875, No. 921
922

Nos. 142-144

to finish the Passenger station at Madras previous to availing himself of any leave &c.

—

Forwarding Pro: on the subject of South Indian Ry. station arrangements.

Stations (S. I. Ry) — Letter from the Con: Engr. for Rys subg. a map showing the sites of the Madras Ry Stations and of those under construction for the S. I. Ry and a tracing showing the arrangements proposed for the goods station, ordered to be forwarded to the Govt of India with illustrative maps. Mr Chisholm requested