

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 485 (Ry)	Press Mis.
Dated 13-2-	18 77

Not to be folded or roughly handled

No. 326. 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., Secretary to Government, Public Works Department, dated Madras, 1st February 1877, No. 77 :—

In the Proceedings of Government under date the 26th May 1875, No. 1,465, my attention was drawn to the inconvenience sustained by the public in consequence of the situations at which certain level crossings on the South Indian Railway have been constructed, and the faulty arrangements in connection therewith.

2. The matter was brought to the notice of Government by Colonel Roberts, the Superintending Engineer of Tanjore, and his remarks had special reference to the level crossings at the Tanjore and Needamungalum stations. At each of these points the line of railway is crossed by an important public thoroughfare close to the station limits; and there can be no doubt that the convenience of the public is seriously interfered with by the delay caused to the traffic on the roads when the railway gates are unavoidably closed. At the same time it should be noticed that the importance of the roads in question has increased considerably since the construction of the railway, the growth of the traffic on them being in great measure due to the railway itself, and that arrangements which were probably held to be suitable fifteen years ago are not adapted to existing circumstances.

3. Careful consideration has been given to the condition of each of these level crossings, with a view to the adoption of remedial measures. In each case the difficulties to be encountered were similar. The line is slightly raised above the surface of the country, but not sufficiently to admit of the construction of an underbridge. On the other hand, an overbridge would entail a large expenditure, besides offering a serious impediment to the road traffic and interfering with the station approaches.

4. At Tanjore advantage has been taken of the construction of the Northern Extension now in progress and of the modifications in the station rendered necessary by its becoming a junction, to secure an arrangement for the roads which is held to be free from objection on all hands. The station is placed on a gradient of 1 in 240, and it has long been felt that a change was necessary. The gradient of approach from the point where the Northern Extension branches off, $1\frac{1}{4}$ miles to the east, is also 1 in 240, and it has been decided to steepen this to 1 in 200 in order that the junction station may be on the level. By this alteration of gradient, sufficient headway is secured to admit of the construction of an underbridge suitable for the road, which will therefore take the place of the level crossing complained of. This arrangement has received the approval of the Collector of the district and of the Municipal Commissioners for the town of Tanjore.

5. At Needamungalum the difficulties cannot be met so readily. A change in the gradient, with a view to allow of the construction of an underbridge suitable for wheeled traffic, would, from local circumstances, necessitate a large outlay. I inspected the place with the Company's Chief Engineer, and the conclusion arrived at was that the only mode in which an improvement could be effected at moderate cost is by the construction of an underbridge for the accommodation of foot passengers. Such a bridge, with a headway of $7\frac{1}{2}$ feet and a width of 6 feet, could be built at a cost of Rupees 580; and, although it would not remove the hindrance to carts, it would go far towards reducing the general inconvenience complained of.

6. I learn from the Collector of Tanjore that the Local Fund Board, while considering the proposed bridge necessary and approving of its construction, are of opinion that the cost should be borne by the Company. Upon the other hand the Agent objects to the expenditure, although small, forming a debit against the Company's account. The view taken by Mr. Betts is that all demands upon the Company for provision of crossings for the accommodation of the public should be brought forward while the line is under construction; and that, after the line has been opened for traffic, all further demands of this nature should be provided at the expense of Government or of the local authorities.

7. In my opinion, the Company may fairly be expected to provide the proposed accommodation. In their Proceedings under date the 20th December 1876, No. 3,498, His Grace the Governor in Council was pleased to observe that each case of works found necessary subsequently to railway construction must be dealt with on its merits; and I beg to be favored with the views of Government as to whether the South Indian Railway Company should be called on to construct the proposed underbridge for foot-passengers at Needamungalum at their cost.

No. 327.

ORDER THEREON, 13th February 1877, No. 485.

RAILWAY, No. 25.

HIS GRACE the Governor in Council is of opinion that the Railway Company should be called on to construct the

proposed underbridge at Needamungalum at their own cost.

2. It is suggested for consideration whether, by excavating the roadway and by placing the rails on deck-planking resting on the lower flange of the girders so as to leave a minimum thickness under rail level, the headway of proposed underbridge might not be increased to 11 feet. If this were done and if the width of the underbridge were increased to 8 feet, a passage for ordinary carts would probably be secured. The arrangement need not be costly.

3. It has already been ruled in G.O., No. 3,498, dated 20th December 1876, that road crossings should be suitable for the safe passage of all traffic entitled to use the road, and should be altered from time to time to meet the necessities which a growing population give rise to.

4. The assumption of the Agent that the Company are free from liability for the cost of any alterations of road crossings which may be found necessary after a railway has once been opened for traffic, is clearly untenable.

(True Extract.)

Lieut.-Colonel, R.E.,
Joint Secretary to Government.

To the Consulting Engineer for Railways.
„ Financial Department.

Exd. E. C. Shunker.
Spare Copies

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

Read the following—

Consulting Engineer
for Railways } (No. 77 dt 1st Feb 1877)

His Grace the Governor in Council is of opinion that the Railway Company should be called on to construct the proposed under-bridge at Needamungalum at their own cost. It has already been ruled in G.O. No 3498 dated 20 Dec 1876 that Road Crossings should be suitable for the safe passage of all traffic entitled to use the road, and should be altered from time to time to meet the necessities which a growing population give

rice 70.

2. The assumption of the Agent
that the Company are free
from liability as the cost of
any alterations of Road Cross-
ings which may be found
necessary after a Railway
has once been opened for
traffic is clearly untenable.

W.H.
S. 2. 77.

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have an estimate
made of the
width of the
road at the
situation of the
crossing will be
under the road.

C. A. R. S.
Civil Dept

W. H. S. 2. 77.

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE

Madras, 1st February 1877

No. 77

From

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

Consulting Engineer for Railways,

To

Lieut. Col. J. Mallins, R.E.,

~~MAJOR GENERAL C. W. WALKER, R.E.,~~

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

In the Proceedings
of Government under date
the 26th May 1875, No. 1465,
my attention was drawn
to the inconvenience sus-
tained by the public in
consequence of the situations
at which certain level
crossings in the South
Indian Railway have been
constructed, and the

faulty

faulty arrangements in connection therewith.

2. The matter was brought to the notice of Government by Colonel Roberts, the Superintending Engineer of Tanjore, and his remarks had special reference to the level crossings at the Tanjore and Needamangalam stations. At each of these points the line of railway is crossed by an important public thoroughfare close to the station limits; and there can be no doubt that the convenience of the public is seriously interfered with by the

the delay caused to the traffic on the roads when the Railway gates are unavoidably closed. At the same time it should be noticed that the importance of the roads in question has increased considerably since the construction of the railway; the growth of the traffic on them being in great measure due to the railway itself; and that arrangements which were probably held to be suitable fifteen years ago, are not adapted to existing circumstances.

-circumstances.

3. Careful consideration has been given to the condition of each of these level crossings, with a view to the adoption of remedial measures. In each case the difficulties to be encountered were similar. The line is slightly raised above the surface of the country, but not sufficiently to admit of the construction of an underbridge. On the other hand, an over-bridge would entail a large expenditure, besides offering

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a serious impediment to the road traffic, and interfering with the station approaches.

4. At Tanjore, advantage has been taken of the construction of the Northern Extension, now in progress, and of the modifications in the station rendered necessary by its becoming a junction, to secure an arrangement for the roads which is held to be free from objection on all hands. The station is placed on a gradient of 1 in 240, and it has long

long been felt that a change was necessary. The gradient of approach from the point where the Northern Extension branches off, $1\frac{1}{4}$ mile to the east, is also 1 in 240; and it has been decided to steepen this to 1 in 200, in order that the junction station may be on the level. By this alteration of gradient, sufficient headway is secured to admit of the construction of an under-bridge suitable for the road, which will therefore take

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take the place of the level crossing complained of. This arrangement has received the approval of the Collector of the District, and of the Municipal Commissioners for the town of Tanjore.

5. At Nedamungalam the difficulties cannot be met so readily. A change in the gradient, with a view to allow of the construction of an under-bridge suitable for wheeled traffic, would, from local circumstances, necessitate a large outlay. It is expected

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the Company's Chief Engineer;
and the conclusion arrived at was that the
only mode in which an
improvement could be effected
at moderate cost is by
the construction of an under-
bridge for the accommodation
of foot passengers. Such a
bridge, with a headway of $7\frac{1}{2}$ feet,
and a width of 6 feet, could be
built at a cost of Rs. 580; and
although it would not remove
the hindrance to carts, it
would go far towards reducing
the general inconvenience

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-venience complained of.
b. I learn from the
Collector of Tanjore that the
Local Fund Board, while
considering the proposed bridge
necessary, and approving of
its construction, are of opinion
that the cost should be borne
by the Company. Upon the
other hand, the Agent objects
to the expenditure, although small,
forming a debit against the
Company's account. The view
taken by Mr. Petto is that all
demands upon the Company for
provision

provision of crossings for the accommodation of the public, should be brought forward while the line is under construction; and that, after the line has been opened for traffic, all further demands of this nature should be provided at the expense of Government or of the local authorities.

In my opinion, the Company may fairly be expected to provide the proposed accommodation.

In their Proceedings under date the 20th December

1876,

1876, No 3498, His Grace the Governor in Council was pleased to observe that each case of works found necessary subsequently to railway construction must be dealt with on its merits; and I beg to be favoured with the views of Government as to whether the South Indian Railway Company should be called on to construct the proposed underbridge for foot passengers at Keelamungalam at their cost.

I have the honour to be

Sir
Your most obedient servant

W. M. M. M. M.
Lieut. Col. R. C.

Comd Engineer for Railways

G.O. No 1465-26.5-76
3198-20-12-76

P.W.D.

2 FEB 77

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No 485

Public Works Department

PROCEEDINGS OF THE MADRAS GOVERNMENT

Under date the 13th Feb 1877

Read the following:—

From
The Consulting Engineer
for Railways

} H.E. No 77 d/i 1st February 1877

His Grace the Governor in Council is of opinion that the Railway Company should be called on to construct the proposed underbridge at Nudamungalam at their own cost.

It is suggested for consideration whether, by excavating the roadway, and by placing the rails on deck planking resting on the lower flange of the girders, so as to leave a minimum thickness under rail level, the headway of proposed underbridge might not be increased to 11 feet. If this were done, and if the width of the underbridge were increased to 8 feet, a passage for ordinary carts

No 326

Civ 6-2-77
at Madras
on 18th Feb 1877
the construction of
the road to be
carried out by
the Government
at Madras

Dated
Received

No 77

1st Feb 1877

To

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

From

The Consulting Engineer
for Railways,

RAILWAY DEPARTMENT.

would probably be secured.
The arrangement need not
be costly.

It has already
been ruled in G.O. N° 3490
dated 20th December 1876
that road crossings should
be suitable for the safe
passage of all traffic en-
-titled to use the road,
and should be altered
from time to time to meet
the necessities which a
growing population give
rise to.

The assumption of
the Agent, that the Com-
-pany are free from lia-
-bility for the cost of any
alterations of road crossings
which may be found ne-
-cessary after a Railway
has once been opened for
traffic, is clearly untenable.

C. E. Sprague
Treasurer

1877/15



Govt. of 1877
PUBLIC WORKS.

To *The Commr Engg for W.P.*

Dated

Issued

Recd.

Encl.

G. O. 13th Feb 1877, No. 485

Nos. 326-33

End in Reg.

Level Crossings at the
Empore and Nedamungalam
stations, S. I. Ry. Passing
orders on observation of the
Consulting Engineer to in-
spect to the inconvenience
of the situation at which
certain level crossings on the
South Indian Railway have
been constructed and with
special reference to the—

For V.L.P.
Dated - 22-2-77