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MADRAS RECORD OFFICE.

Government of Madras.

P. W. D.

DEPARTMENT.

G.O. No.	<i>791</i>	By	<i>Ry.</i>	Press	<i>Original</i>
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Dated	<i>7</i>	<i>3</i>		<i>18</i>	<i>77</i>

Not to be folded or roughly handled

No. 178. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 27th February 1877, No. 130 :—

From A. J. STUART, Esq., Acting Collector of Tinnevely, to the Consulting Engineer for Railways, dated Tinnevely, 12th December 1876, No. 284.

I HAVE the honor, with reference to your letter, No. 857, dated 28th June last, to forward a resolution of the Municipal Commissioners of Tuticorin, and a copy of the original letter from Mr. Boyle, Head Assistant, in which you will see that the townspeople pressed for an over-bridge at North Rajah Street from the first.

2. I think if you will look again at the correspondence, you will see that Mr. Comyn must have been mistaken in expressing, not only his own satisfaction, but also that of Mr. Boyle when the Company offered to give them only the three crossings asked for by Mr. Boyle and refused the over-bridge, upon the importance of which Mr. Boyle is so emphatic in paragraphs 15, 16, and 17 of his letter. The Commissioners are satisfied there has been a mistake on this point, and they request me once more to press their claim to this accommodation.

3. Supposing that Mr. Comyn was of opinion that the over-bridge at North Rajah Street was unnecessary, the Commissioners desire to express their opinion to the contrary. The present Head Assistant Collector agrees with them, so did Mr. Boyle and Mr. Turner, previous Head Assistant Collectors, and so do I as present Acting Collector. I think, therefore, that the matter should be laid before Government if the Railway authorities are still unwilling to accede to the request of the town of Tuticorin.

EXTRACT of the Proceedings of the Municipal Commissioners of Tuticorin, at a Meeting held on the 28th September 1874.

1. Resolved that the President be requested to call on the Railway Company to bear the expense of opening up the road sanctioned in Resolution (copy enclosed) No. 2 of the meeting of this Commission held on the 12th September 1874.

(True Extract.)

(Signed) R. K. PUCKLE,
President.

EXTRACT of the Proceedings of the Municipal Commissioners, at a Meeting held on the 12th September 1874.

2. Proposed by the Vice-President and approved that a road be opened along the north side of the Railway Station ground wall to connect North Rajah Street with Kalliappa Pillay Street.

(True Extract.)

(Signed) R. K. PUCKLE,
President.

From R. K. PUCKLE, Esq., Collector and President of the Tinnevely District, to the Chief Engineer, South Indian Railway, dated Suttankulam, 6th October 1874, No. 264.

WITH reference to the enclosed resolution, I have the honor to request that you will make provision for connecting the streets mentioned by a road along the north wall of the Railway

*Proceedings of the Madras Government, Public Works Department,
7th March 1877. No. 791.*

station, as a few houses intervene and cut off the communication which was formerly through the station-yard; the work will be of an inexpensive nature.

From J. A. BOYLE, Esq., Vice-President of the Tuticorin Municipality, to the President of the 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.

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 made 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 communications except that in Melur, a level-crossing approached by East Car Street, but leading to nothing on the northside except sand and palmyra 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, &c., and the passage of laden trucks.

11. When I first came here, about one and a half years 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.

*Proceedings of the Madras Government, Public Works Department,
7th March 1877. No. 791.*

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 reopening of North Rajah Street might be entertained; but, recognizing 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 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 Meander's 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 railings and stone walls not to be crossed, and have to walk round more than half a mile to reach a point 100 yards distant.

16. North Rajah Street is the most frequented line for poor 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 Road 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.

From D. LOGAN, Esq., Chief Engineer, South Indian Railway, to the Collector and President of the Tinnevely District, dated Trichinopoly, 2nd November 1874, No. 7,032-7,847.

I HAVE the honor to acknowledge receipt of your letter, No. 264, of the 6th ultimo.

2. As the operations of the Railway Company have cut off the direct communication which existed between North Rajah and Kalliappa Pillay Streets, I think it is reasonable that the road called for in your letter should be undertaken by the Company.

3. Before asking the sanction of Government to this work, however, I enclose a sketch to show what I propose; and, if you approve, shall feel obliged by your returning the sketch with your signature attached. You will observe that I proposed to make the east end of the new road wide and rounded off to obviate as much as possible any inconvenience from vehicles turning the angle of the Tuticorin Cotton Press Company's premises.

P.S.—I have just received your letter No. 316, of the 29th ultimo, regarding a level-crossing at Tuticorin near Mr. Adderley's house, and will give the matter early attention.

(Initialed) D.L.

From the same Officer, dated Trichinopoly, 19th November 1874, No. 8,500.

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

*Proceedings of the Madras Government, Public Works Department,
7th March 1877. No. 791.*

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.

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 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 operations of shunting or running the carriages and wagons about the yard and the sidings will at times be going on more or less day and night.

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

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. Alderley'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 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 footway 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.

I do not at all make light of the inconvenience resulting to the inhabitants of Tuticorin from adding to the length of some of these 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. Had it been placed at the north end of the town as originally suggested in 1862, the merchants of North Rajah Street and neighborhood 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 this 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 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 presumed to be at least as important as in Tuticorin, the Madras 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 Madras in two.

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 over-bridge.

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 above mentioned.

*Proceedings of the Madras Government, Public Works Department,
7th March 1877. No. 791.*

I enclose a sketch of Tuticorin and neighborhood 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 the same Officer, dated Trichinopoly, 17th December 1874, No. 9,613.

I HAVE the honor to acknowledge receipt of your letter No. 357, of 12th instant, and to state that in proposing to construct the piece of road referred to I had in view that the acquisition of the land would be arranged for by the Railway Company, and now that you have conveyed to me the approval of the Municipal Commissioners, I will at once apply for the sanction of Government to undertaking the work.

From the same Officer, 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-crossings" 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.

From W. H. COMYN, Esq., Acting Collector of Tinnevely, to the Chief Engineer, South Indian Railway, 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 three 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 town-people 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 A. J. STEWART, Esq., Acting Collector and President of the Municipal Commission, Tinnevely, to the Chief Engineer, South Indian Railway Company, dated Tinnevely, 22nd October 1875, No. 214.

I HAVE the honor to refer you to the correspondence noted in the margin relative to

From Vice-President, Tuticorin, No. 83, dated 27th Oct. 1874.	
• To Chief Engineer, Railway	" 316 " 29th " "
From " " "	" 703 " 2nd Nov. " "
From " " "	" 8,500 " 19th " "
To " " "	" 356 " 12th Dec. " "
To " " "	" 357 " " " "
From " " "	" 9,614 " 17th " " "
• "Not to be found in Chief Engineer's Office."	

2. It seems they and the Tuticorin townspeople understood that there were to be four level-crossings *within the limits of the town*, whereas it was intended by you that there should be but three, the fourth being on the Cotton Road, a mile or so outside municipal limits.

*Proceedings of the Madras Government, Public Works Department,
7th March 1877. No. 791.*

*Proceedings of the Madras Government, Public Works Department,
7th March 1877. No. 791.*

3. The three crossings you have consented to within the town are (1), the Beach Road; (2), a crossing at Adderley's Road; (3), a crossing at Melur Road. In addition to these, the townspeople imagined it seems that they were to have one at North Rajah Street, making the fourth, while you intended nothing here and meant the Cotton Road as the fourth crossing. I confess I do not understand how the misapprehension arose, for it seems to me your letter is clear.

4. Anyhow the townspeople are very anxious to have at least a footway over the line at North Rajah Street, and I am in hopes that you will not refuse them this convenience, which cannot be very costly and will satisfy every one.

5. I would point out that however just the arguments put forward in your letter against such a work, assuming that the whole station-yard work is to be carried on in the middle of the town of Tuticorin, there appears no real necessity for this, in order to secure to the townspeople the advantages of a station in the place where the station now is, might not a station yard for Railway working purposes have been placed outside the town and only such sidings and extra lines carried through the town as were wanted for the loading and unloading of goods and the taking up and letting down of passengers. What is done is done, but a consideration of what might have been done should, I think, have some influence in favor of the wishes of the Tuticorin people.

6. Mr. Boyle's letter, No. 88, dated 27th October 1874, puts the case of the Tuticorin townspeople fully and clearly, and I think when their wishes can be met with no more expense or difficulty than is required for an over-bridge for foot passengers at North Rajah Street, the Company will be disposed to deal with them in a liberal spirit and leave them fully satisfied that the Railway will be an unmixed advantage to their town.

From the same Officer, dated Strivelliputtur, 7th March 1876, No. 50.

In forwarding, herewith, petition No. 523 of 1876 from certain ryots of Tuticorin, I have the honor to request that you will favor me with an early reply to my letter, No. 214, dated 22nd October 1875, recommending the construction of an over-foot bridge at the point alluded to in the petition.

From R. RICE, Esq., Vice-President of the Tuticorin Municipality, to the President of the Municipal Commission, Tinnevely, dated Tuticorin, 25th April 1876, No. 47.

I HAVE the honor to bring to your notice that great difficulty and inconvenience is experienced by the residents in the northern part of Tuticorin in communicating with that portion to the south, in consequence of there being no crossing over the Railway either level or other, and complaints have frequently been made to me on the subject.

2. I believe that it was proposed some time ago to construct a bridge-crossing, connecting North Rajah Street with South Rajah Street, but as nothing has been heard of that since it may, I think, be taken for granted that it is not intended to carry out the project.

3. What I would now propose—and I do not think that there can be any serious objection to the proposal—is to have a level-crossing connecting the two streets indicated, and I would request that you would be good enough to address the Agent, South Indian Railway, on the subject. The accommodation is very much needed.

From A. J. STEWART, Esq., President of the Municipal Commission, Tinnevely, to Chief Engineer, South Indian Railway, dated Trichendur, 1st May 1876, No. 99.

In continuation of my letters, No. 2,148 and 50, dated 22nd October 1875 and 7th March 1876, respectively, I have the honor to request you will be good enough to have constructed either a level-crossing or an over-foot bridge connecting the North Rajah Street and the South Rajah Street in Tuticorin as requested in the accompanying copy of a letter from the Vice-President, Tuticorin Municipality, No. 47, dated 25th April 1876.

2. I request that early steps may be taken, as the accommodation is much needed.

From J. GOPALASAWMY and ten others, to the Collector of Tinnevely, dated Tuticorin, 1st March 1876.

WE, the undersigned inhabitants of the town of Tuticorin, respectfully beg leave to bring to your honor's kind notice that one of the important roads at present known by the name of Rajah Street commencing from the old cemetery on the south and extending as far as Uchimi-makali Ammen's Temple on the north, has been obstructed in the middle by the Railway station, which has in fact split the town into two parts.

2. The consequence is that the people inhabiting the north and south portions of the town are to go from one to the other obliged to walk a long distance, taking the far situated beach road. We had not the slightest idea when it was in contemplation to build the Railway station that that would in any way interrupt this communication.

3. We further beg to bring to your honor's kind notice that the abovementioned road is not the only one that has been interfered with by the Railway, but another equally important road which connected on the south the Kalliappa Pillay Street with North Rajah Street has also been closed up and taken within the Railway station.

4. The inconvenience which has arisen from the interruption to these important lines of communication between the north and south portions of the town can only be conceived and cannot be described.

5. We deeply regret that our numerous complaints, both verbal and written, which we made to Government authorities have not hitherto produced any good to us.

6. We only earnestly request your honor to take the trouble of inspecting the places and your honor will doubtless be convinced of the truth of our complaints.

7. We pray, therefore, your honor will be graciously pleased to order the restoration of our the above said two communications and thus remove the inconvenience we have been exposed to for a long time and redress our grievance.

From W. H. COMYN, Esq., Acting Collector of Tinnevely, to the Acting Chief Engineer, South Indian Railway, dated Tinnevely, 12th December 1876, No. 357.

I HAVE the honor to inform you that the proposal contained in your letter, No. 7,032-7,847, of the 2nd ultimo, to make a road to connect North Rajah and Kalliappa Pillay Street at Tuticorin meets the views of the Municipal Commissioners.

2. The proposed diversion, as shown by the plan which accompanied your letter under reference, will involve the removal of several houses, and I presume that the acquisition of the land required for the road and the compensation to be paid for the houses in question will be arranged by the Company. Requesting to be favored with your views on this point.

From W. S. DETTS, Esq., Agent of the South Indian Railway, to the Consulting Engineer for Railways, dated Negapatam, 22nd June 1876, No. 1,821.

YOUR letter No. 583, of the 5th instant. I forward herewith copy of the correspondence which passed between the Company's Chief Engineer and the Collector and Municipal Commission of Tuticorin relative to the provision of level-crossings within that station.

2. You will observe that Mr. Comyn states if three means of crossing the Railway were provided, it would not be necessary to construct a bridge over the line near North Rajah Street. The three level-crossings have been provided, and we have fully acted up to our part of the arrangement.

3. It is estimated that the cost of an over-bridge for cart traffic would be Rupees 27,000; an over-bridge for foot passengers could be put up for Rupees 3,000. I cannot, on behalf of this Company, consent to bear the charge for either.

*Proceedings of the Madras Government, Public Works Department,
7th March 1877. No. 791.*

EXTRACT of the Proceedings of the Municipal Commissioners of Tuticorin, at a Meeting held on Saturday, the 11th November 1876.

READ letter from the Head Assistant Collector, No. 337, dated 30th October 1876, enclosing letter from the Collector and President, No. 1,067, dated 25th October 1876, on the subject of the third level-crossings over the Railway.

The Commissioners resolve to request the President to press the question involved, as it appears to have been a mistake of the former President without any reference made to the Commissioners that the beach road was allowed to be considered as a crossing.

(True Extract.)

(Signed) A. J. STUART,
President.

From W. S. BETTS, Esq., Agent of the South Indian Railway, to the Consulting Engineer for Railways, dated Negapatam, 19th February 1877, No. 2,843.

Your letter No. 1, of the 5th ultimo. The Acting Chief Engineer informs me he has no plan of the town of Tuticorin, but he sends the accompanying tracing from our working survey which will probably give you the information you require. Mr. White observes "with reference to the foot-bridge on the line of North Rajah Street, I remark that in paragraph 16 of Mr. Boyle's letter, he states that a foot passenger will be forced to walk half a mile or more to advance sixty yards. The actual distance round by the beach road is only one quarter of a mile, and if to the direct distance of sixty yards be added the effort required in ascending a height of 15 feet to cross the proposed foot-bridge, the gain afforded to the public by the direct route will in my opinion be a very doubtful one."

2. On behalf of this Company, I must decline to bear the cost of erecting a foot bridge; and further I wish to protest against its being erected at all, as it would prove an obstruction to the development of the station-yard hereafter. I would recall to your recollection the comparison shown in a former letter on this subject of the crossing accommodation at Madras and at Tuticorin. The traffic crossing the railway at the former place must considerably exceed that at the latter, and yet no complaint is made of the want of an additional crossing at Madras. I return herewith the correspondence which accompanied your letter under reply.

SUBMITTED for the consideration of Government.

2. In his letter above quoted the Collector of Tinnevely urges the construction of an over-bridge in the Tuticorin station-yard to connect North and South Rajah Streets, which have been severed by the Railway. Copy of the correspondence which has taken place regarding the provision of crossings within the Municipal limits of

Tuticorin is herewith submitted; also two plans,* one showing the location of the line for $1\frac{1}{2}$ miles, and the other the general arrangements of the station-yard. In both plans the site of the proposed over-bridge is marked D; the three level-crossings already provided being marked A, B, C.

3. The Agent, South Indian Railway, protests against the construction of an over-bridge, even at the cost of the Municipality, as likely to be an obstruction to the

*Proceedings of the Madras Government, Public Works Department,
7th March 1877. No. 791.*

development of the station-yard hereafter. At present two lines of rails only are laid at this point, and the cost of an over-bridge for foot passengers is estimated at Rupees 3,000; but, as the traffic develops, more sidings will be necessary, and the bridge would require to be extended from time to time. As obstructing the view, the bridge would be to a certain extent an element of danger; it might also interfere with any alteration of the sidings afterwards considered desirable; the only means of providing against which would be to construct, in the first instance, a large span at considerable cost.

4. After carefully reading through all the correspondence, I do not consider that the Railway Company can now be called upon to construct the bridge in question. The Railway Officers appear to have fully discussed the matter with the local authorities before the line was commenced; and in Mr. Logan's letter, No. 8,500, dated 19th November 1874, it is clearly stated that three, and only three, means of crossing the Railway within the limits of the town were proposed, and he especially deprecates a fourth crossing at North Rajah Street.

* Vide No. 356, dated 12th December 1874. In reply,* the Acting Collector, Mr. Comyn, stated that if the three means of crossing the line be provided, it would not be necessary to construct a bridge over the line near North Rajah Street. The Company having come to this agreement with the Municipality before work was commenced, it seems only reasonable that it should be adhered to. Had the provision of an over-bridge been pressed at the outset, it might have been found desirable to alter the location of the station. The inhabitants reap the advantage of having a railway brought to their doors; and for this they can afford, and certainly agreed, to disregard any small inconvenience that might be caused by a short diversion of the road. The extra distance involved is shown by the plan to be about 400 yards, and it must be borne in mind that this applies only to persons going from one particular part of the town to another. It may fairly be assumed that the larger number of the inhabitants of the streets in question would be oftener proceeding to the beach road, where the business of the town is chiefly conducted. It does not appear to me that the necessity for an over-bridge has been sufficiently established; but had it been otherwise, it appears manifestly impolitic to encourage any infringement of the conditions under which, after careful consideration of the advantages and disadvantages attaching to the several sites, the Company chose the present location. Into all these matters the question of cost *versus* convenience largely enters; and the inhabitants of Tuticorin were in this case encouraged, through their representative for the time being, to set forth all their requirements. Having secured the advantages accruing from the site, they can hardly claim to be relieved of the slight counterbalancing disadvantage, by saddling the Railway Company with an expenditure, and with an inconvenience which might, if brought forward at the time, have materially influenced the position of the station-yard. If the want must, as represented by the Collector, be now met, I am of opinion that the bridge should be paid for by the Municipality, and should be of a description that will neither interfere with the view nor with any future extension of sidings. To secure this, it should be of a large span and be supported on cast iron columns.

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Consulting Engineer for Railways.

Proceedings of the Madras Government, Public Works Department,
7th March 1877. No. 791.

No. 179. ORDER THEREON, 7th March 1877, No. 791.

RAILWAY, No. 27-A.

His GRACE the Governor in Council is of opinion that, if public convenience at Tuticorin is found to need a crossing at North Rajah Street, sufficient reason has not been shown by the Railway authorities against permitting the Municipality to erect an over-bridge for foot passengers of suitable height and width sufficient for four lines of rail, or to make an under-way, at their own cost, the necessary land being provided by the Railway Company without charge.

2. If cast iron columns are used, they should be kept far back and well shielded, or the bridge might possibly be destroyed by an engine or carriage off the rails.

(True Extract.)

Lieut.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways,
Financial Department.

Read the following:—

Endorsement from The Consulting
Engineer for Railways. N^o 130 d/
27 February 1877

FOR ORDERS.

I think if public convenience
is found to need a crossing
at N. Rajah Street. There is no
sufficient Railway reason
against permitting the
Municipality to erect a foot
over bridge of suitable height
width sufficient for 4 lines
of rail - or to make an
under way - at their
own cost. The R.W. not
charging for the land required

If cast-iron columns are used
they must be kept far back
& well shielded. or an engine
or carriage off the road will
probably destroy the bridge. N^o 130

Munition

At Col R E
Joint Secy to Govt
Ry Dept.

S.P. 3

Extract of the Proceedings of the
Municipal Commissioners of Puterbin
at a meeting held on the 28th September 1874

2816

* copy enclosed

1 Resolved that the President be request-
ed to call on the Railway Company to bear
the expense of opening up the Road sanction-
ed in Resolution No 2 of the meeting of the
Commission held on the 12th September 1874

(True Extract)
(Sd.) R. G. Dumble
President

Extract of the Proceeding of the Muni-
cipal Commissioners at a meeting held on
the 12th September 1874

2 Proposed by the Vice President and
approved that a Road be opened along
the north side of the Railway station ground
wall to connect North Rajah street
with Kalappa Pillay street.

(True Extract)
(Sd.) R. G. Dumble
President
(True Copy)

(Sd.) Robert White
Acting Chief Engineer
True Copy

Wds,
Agent

702

N^o 264

4
Pinnerelly Collectors Bureau
Sunderby Sattambalam 6th October 1974

From

N. G. Queble Esquire
Collector & President

To

The Chief Engineer
South Indian Railway
Madras

Sir!

With reference to the enclosed resolution
I have the honor to request that you will make
provision for connecting the streets mentioned by
a road along the North wall of the Railway
station at a few houses intervene and cut-
off the communication which was formerly
through the station yard the work will be
of an inexpensive nature.

I have the honor to be

Sir

Your most obedt. Servant
(Signed) N. G. Queble
Collector & President

True copy

(Sd.) Robert White
Acting Chief Engineer

True copy

W. S.
Agent

7/11

N^o 7032
7847

9 P^m S P 8

Chief Engineer's Office
Washington 2^d November 1874

From

The Chief Engineer
South Indian Railway

To

R. H. Dumble Esquire
Collector & President
Minnervelly

Sir,

I have the honor to acknowledge receipt of your letter N^o 264 of the 6th ultimo: At the operations of the Railway Company have cut off the direct communication which existed between North Rajahmundry and Kullappa Pillai's Hill. I think it is reasonable that the road called for in your letter should be undertaken by the Company.

Before asking the sanction of Government to this work however I enclose a sketch to show what I propose, and if you approve shall feel obliged by your returning the sketch with your signature attached. You will observe that I propose to make the East end of the new road wide and rounded off to obviate as much as possible any inconvenience from vehicles turning the angle of the Potturli cotton press. Forgive me.

I have the honor to be
Sir

Yours obt^s servant
(sd) David Logan
Chief Engineer

over

P.S.

I have just received your letter of 31st of the 29th instant regarding a level crossing at Sulaim near Mr. Haddad's house - and will give the matter early attention -

(initialed) J.L.

True copy
(Signed) Robert White
Acting Chief Engineer

True copy
W.B.
Agent

No 9613

10 S.P. 11
South Indian Railway
Chief Engineers Office
Trichinopoly 17th December/74

From The Chief Engineer
South Indian Railway
Trichinopoly

To The Acting Collector of
Tinnevely

Sir
I have the honor to acknowledge receipt of your letter No 357 of 12th inst. and to state, that in proposing to construct the piece of road referred to I had in view that the acquisition of the land would be arranged for by the Railway Company and now that you have conveyed to me the approval of the Municipal Commissioner I will at once apply for the sanction of Government to undertaking the work.
I have the honor to be

Sir
your most obedt. servant
(Signed) David Logan
Chief Engineer

True copy
(Signed) Robert White
Acting Chief Engineer

True copy
W.B.
Agent

1/11

No 9614

South Indian Railway
Chief Engineer's Office
Trichinopoly 17th Decr 1874

From The Chief Engineer
South Indian Railway
Trichinopoly

To The Acting Collector of
Tinnevely

Sir
I have the honor to acknowledge
receipt of your letter No 356 of 12th Inst.
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 8500 of 19th Ult^o) Viz

- 1st at the Beach road
- 2^d at 33 chains in land from the Beach
Road
- 3^d 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

I have the honor to be
Sir

Your most Obedt. Servant.
(sd) David Logan
Chief Engr.

Enclosure
(sd) Robert White
Acting Chief Engr.

True copy
W.B.
Agent

N. 356

Trinnevely 12 December 1874

From

W H Cornaga Esq.
Acting Collector

To.

The Chief Engineer
South Indian Railway
Trichinopoly

Sir

I have the honor to acknowledge the receipt of
your letter N. 8500 dated 19th November 1874.
On the subject of railway crossings at Tuticorin.
2. I observe that you propose to provide three 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 grievance com-
plained of by the Town people, 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.

I have the honor to be
Sir

Your most obedient servant
(Signed) W H Cornaga
Acting Collector.

(True copy)
(Signed) Robert White
Acting Chief Engineer
(True copy)

Nagapattanam
Agents office
27/12/74

W H
Agent

N^o 50

Unusually Collectors' Circuit Enclosure
Shrivellipattur 7th March 1876

From

A. J. Stuart Esquire
Acting Collector

To

The Chief Engineer
South Indian Railway
Brimingham

Sir:

* of 1876

In forwarding herewith Petition
N^o 523 from certain ryots of Chittoor, I have
the honor to request that you will favor me
with an early reply to my letter N^o 214 dated
22nd October 1875 recommending the construction
of an over foot-bridge at the point alluded
to in the Petition

I have the honor to be
Sir,

Your most obedt servant.
(sd) A. J. Stuart
Acting Collector

(True copy)

(sd) Robert White
Acting Chief Engineer

True Copy

Wm

Agent

8

No 47.

14 at 30 19
Municipal Commission Office
Tuticorin 25th April 1876

From

The Vice President

Tuticorin Municipality

To

The President

Municipal Commission

Tuticorin Municipality

Sir

I have the honor to bring to your notice that great difficulty & inconvenience is experienced by the Residents in the northern part of Tuticorin in communicating with that portion lying to the South in consequence of there being no crossing over the Railway either level or other and complaints have frequently been made to me on the subject.

I believe that it was proposed some time ago to construct a bridge crossing connecting North Rajah Street with South Rajah Street but as nothing has been heard of that since it may I think be taken for granted that it is not intended to carry out the project.

What I would now propose and I don't think that there can be any serious objection to the proposal is to have a level crossing connecting the two Streets indicated and I would request that you would be good enough to address the Agent S. D. Railway on the subject. The accommodation is very much needed.

Yours truly

(True Copy)
W. B. White
at City Coy.

I have the honor to

14 at 30 19
R. Rice

Vice President

True Copy

(True Copy)
H. J. Stewart
President

1099

20 S P 15 18

Simmsville, Frederick
1st May 1876

From

A. J. Stuart Esq
President Municipal
Commission

To

The Chief Engineer
South Indian Railway
Fredericksburg

Sir.

In continuation of my letters
No 2148 and 50 dated 22nd October 1875 & 7th
March 1876 respectively, I have the
honour to request you will be good enough
to have constructed either a level crossing
or an over foot bridge connecting the North
Rajals Street and the South Rajals Street in
Fredericksburg as requested in the accompanying
copy of a letter from the Vice President Indi-
-an Municipalities No 47 dated 25th April 1876
2 I request that early steps may be taken
as the accommodation is much needed

I have the honour to be
Sir

Your most obed^t servant
[Sgd] A. J. Stuart
President.

True copy
[Sgd] Robert White
Asy Chief Engr.

True copy

[Sgd]
[Sgd]

100

N. 357

Tinnevely 12th December

From

W. H. Conry Esq.

ag. Collector.

To

The Chief Engineer
South Indian Railway
Trichinopoly.

Sir

I have the honor to inform you that the proposal contained in your letter N. 7032 of the 2nd ult. to make a road to connect with Rajahmundry and Kalyanapur Pillai street at Tuticorin meets the views of the Municipal Commissioners.

2. The proposed diversion as shown by the plan which accompanied your letter under reference will involve the removal of several houses, and I presume that the acquisition of the land required for the road and the compensation to be paid for the houses in question will be arranged by the Company. Requesting to be favoured with your views on this point.

I have the honor to be,
Sir

Yours most obedient servant
(Signed) W. H. Conry
ag. Collector

(True copy)

(Signed) Robert White.
Acting Chief Engineer

(True copy)

W. B.
Agent

Nagapatam
By order of the
18. June 1873

No. 1821

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENTS' OFFICE,

NEGAPATAM, *22nd June* 1876

From

THE AGENT,
South Indian
Great Southern of India Railway,

To

*The Consulting Engineer for Railways
Madras.*

SIR,

Your letter N° 583 of the 5th Inst. I forward herewith copy of the correspondence which passed between the Company's Chief Engineer and the Collector and Municipal Commission of Tuticorin relative to the provision of level crossings within that station.

You will observe that M^r Conyn states if three means of crossing the railway were provided, it would not be necessary to construct a bridge over the line near North Prajah Street. The three level crossings have been provided, and we have fully acted up to our part of the arrangement.

It is estimated that the cost of an over-bridge for cart traffic would be Rs 27,000; an over-bridge for foot passengers could be put up for Rs 3,000. I cannot, on behalf of this Company, consent to bear the charge for either.

I have the honour to be

Truly
Your Most Obedt Servant

L. J. J. J. J.

Agents

Extract of the Proceedings of the Municipal
Commissioners of Tinton at a Meeting held on
Saturday the 11th November 1876.

Read letter from the Head Assistant Collector
No 237 dated 31st October 1876, enclosing letter from
the Collector & President No 1067 dated 25th October
1876, on the subject of the 3^d level Cropping over
the Railway.

The Commissioners resolve to request the President
to prep the question involved as it appears to have
been a mistake of the former President without any
reference made to the Commissioners that the Beach
Road was allowed to be considered as a cropping.

(True Extract)

Alfred
President

Whe

From the Book of
of J. J. & W.
the New Book
for the
Baker & Co
March 1876
11th 1871
Thomas & Co
London & Co

Letter from the Acting Collector
of Simeonelly, No. 284 dated 12th December 1876,
with enclosure, and from Agent, South
Indian Railway, No. 2843, dated 19th
February 1877, also No. 1826 dated 22nd June 1876,
with enclosure.

No. 130

SUBMITTED

for the consideration of Government

2. In his letter above quoted
the Collector of Simeonelly urges the
construction of an over bridge in the
Suticorin Station yard to connect
North and South Rajah streets, which
have been severed by the Railway.
Copy of the correspondence which
has taken place regarding the
proposed crossings within the
municipal limits of Suticorin is
herewith submitted, also two
plans

plans, one showing the location
of the line for $1\frac{1}{2}$ miles, and the other
the general arrangements of the
station yard. In both plans
the site of the proposed overbridge
is marked D; the three level crossings
already provided being marked
A, B, C.

For 8 and 4268.
Return is re-
quested.

3. The Agent, South
Indian Railway protests against
the construction of an overbridge
even at the cost of the municipality
as likely to be an obstruction to the
development of the station yard
hereafter. At present two lines of
rails only are laid at this point,
and the cost of an overbridge for
foot

25
foot-passengers is estimated at
Rs. 3000; but as the traffic develops
more sidings will be necessary, and
the bridge would require to be
extended from time to time... As
obstructing the view, the bridge
would be to a certain extent an
element of danger; it might also
interfere with any alteration of
the sidings afterwards considered
desirable; the only means of providing
against which would be to construct
in the first instance a large span
at considerable cost.
~~which would be unprofitable.~~

4. After carefully
reading through all the correspondence
I do not consider that the Railway
Company

Company, can now be called
upon to construct the bridge in
question. The Railway officers
appear to have fully discussed
the matter with the Local
Authorities before the line was
commenced; and in Mr Logan's
letter No 8500, dated 19 November
1874, it is clearly stated that three,
and only three, means of crossing
the railway within the limits
of the town were proposed; and
he especially deprecates a fourth
crossing at North Rajah Street.

In reply, the Acting Collector,
Mr Bonyn, stated that if the three
means of crossing the line be provided,
it

*vide No 356
of 12 Dec. 1874.

21 57 26
it would not be necessary to
construct a bridge over the line
near North Rajah Street. The
Company having come to this
agreement with the Municipality
before work was commenced,
it seems only reasonable that
it should be adhered to. Had
the provision of an overbridge
been pressed ~~from~~ at the outset,
it might have been found desirable
to alter the location of the station.
The inhabitants reap the advantage
of having a Railway brought to
their doors; and for this they can
afford, and certainly agreed, to
disregard any small inconvenience
that

that might be caused by a
short diversion of the road. The
extra distance involved is shown
by the plan to be about 1400 yards,
and it must be borne in mind
that this applies only to persons
going from one particular part
of the town to another. It may
fairly be assumed that the
larger number of the inhabitants
of the streets in question would be
often proceeding to the beach
road, where the business of the
town is chiefly conducted. It does
not appear to me that the necessity
for an overbridge has been
sufficiently established, but
had

23 27
had it been otherwise, it appears
manifestly impolitic to encourage
any infringement of the conditions
under which, after careful considera-
tion of the advantages and dis-
advantages attaching to the several
sites, the Company chose the
present location. Into all these
matters the question of post-
convenience largely enters; and
the inhabitants of Luticov were
in this case encouraged, through
their representative for the time
being, to set forth all their require-
ments. Having secured the
advantages accruing from the
site, they can hardly claim to be
relieved

relied of the slight counterbalancing
& disadvantage, by saddling the
Railway Company with an expenditure
of time, and with an inconvenience
and which might, if brought forward
at the time, have materially
influenced the position of the
station yard. If the want must,
as represented by the Collector,
of the now met, I am of opinion
that the bridge should be paid
for by the Municipality, and
should be of a description that
will neither interfere with the
view nor with any future extension
of sidings. To secure this, it should

be of a large span and be
supported on cast iron columns.

W. M. M. M.

St. Col. R.

Cons. Eng. for Ry.

P.W.D.

28 FEB 77

2143

From
The Commr. Eng. for P.W.

Dated 27th February 1877

✓ SP-180
18
Enclosed 2 Plans
with Librarian

N^o 178-

un 28.2.77 15/3/77

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the

Read the following:

From
The Commr. Eng. for P.W. (H.C. No. 16 of 27th Feb. 1877)

His Grace the Governor
in Council is of opinion
that, if public convenience
at Subicarian is found to
need a crossing at North
Rajah Street, sufficient
reason has not been
shown by the Railway
Authorities against per-
mitting the Municipality
to erect an over bridge
for foot passengers of
suitable height and
width sufficient for
four lines of rail, or
to make an under-way,
at their own cost; the
necessary land being

provided by the Rail-
way Company without
charge.

If cast iron columns
are used, they should
be kept far back and
well shielded, or the
bridge might possibly
be destroyed by an
engine or carriage off
the tracks.

W.

C. E. for Rye. ✓
Full Sept. ✓
24-3-77

27-11-50 B.F.L. ✓

22/11/53
Govt. of Madras
PUBLIC WORKS.

To The Com^r Eng^r for P.W.

Dated

Issued

Recd.

Encl.

G. O. of 1877, No. 791

Nos. 176-179

And in P.W.

Level Crossing at South
Rajah Street, Intercor.
S.I. Ry. - Intimating
that sufficient reason has
not been shown by the R.R.
Authorities against permitting
the Municipality to erect
at their own cost a
the necessary level crossing
provided by the R.R. to Intercor.
Charge

22/11/53