

Public Works (1896) Department.

Serial
3

G.O., No. 208 R
A

DATED 7th March 1896

[Despatch Abstract.]

Railway Line - Certain residents of Madras who petitioned for the extension of the Madras — from Rayapet to Cuddalore via Fort Station, Napier's bridge, Mylapore, Minnamur to recommend to address the Madras Electric Tramway, Company in the subject.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

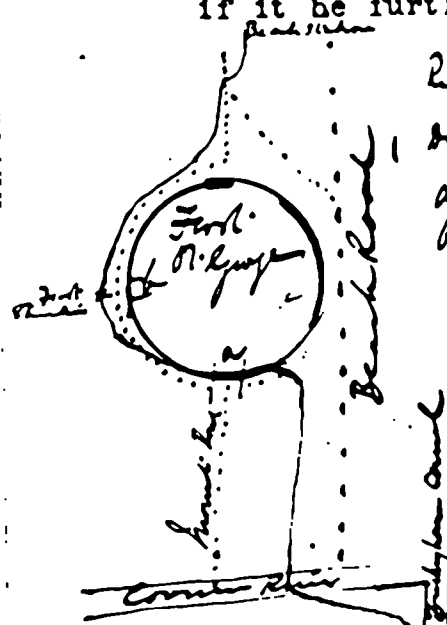
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

SERIAL
No. 1

HIS EXCELLENCY THE RIGHT HONORABLE THE GOVERNOR IN COUNCIL
Fort Saint George.

The humble memorial of the inhabitants of Madras and its suburbs most respectfully sheweth

1 That as they understand that it is in contemplation to extend the Madras Railway Rayapuram Local Train Services as far as the present South Indian Railway Fort Station, it will be very highly useful if it be further extended to the Napier Bridge as shewn in the margin



This short extension will not present many engineering difficulties. The road round the Fort will be cut by the Railway line in two places. Between these two gates it will run close by the Fort glacis. The Military Authorities will have no objection to this round about line, as already a line is running on the Western Side of the Fort and as no guns are fired on the south-western

side of the Fort. This short extension will help the people in the North of Madras and its suburbs, Perambur, Connur, Thiruvettore, Thandiarpett, &c to go easily to the offices and the Colleges in the Chepauk Garden. The object in extending the line as far as the Fort, it is presumed, is to enable the people living along the Madras Railway to attend the offices and the Colleges situated between the Fort and Rayapuram as the S.I.R does for those living along its line between Pallavaram and Madras. While the people of Egmore, Chintadri-pett and Chulai have the convenience of the Train and the Tramways the people of North Black Town, Triplicane and Mylopore have no such convenience. They have to depend upon the juts. If the line be run as far as the Napier Bridge this inconvenience will be removed to a certain extent at least as far as the people of North Madras are concerned. In spite of the several facilities offered by the Madras Railway not even one-fourth of the number of the season ticket holders that travel by the South Indian Railway travel by this line. The reason is not far to seek; while the one runs by the side of the

different colleges and offices, the other is far away from them. If the memorialists suggestion be carried out ~~of~~ the Madras Railway ~~will~~ run by the side of all the important colleges and offices in Madras. Many officials will gladly go and live at Connur, Trivettore, Egmore, &c, &c.

2 That if the cost of constructing the bridges over the Coovam and the Adyar be not too high, the memorialists would respectfully point out that it will be still more useful if the line be continued as far as Covelong via Triplicane, Mylapore and Tiruvamore along the Buckingham Canal. This line will help the people of Mylapore &c to go to Black Town &c &c. Then the people along the Beach will enjoy the same convenience that the people of Egmore, Chintadripett &c now do. The importance of Triplicane and Mylapore need not be mentioned here being too well known. Tiruvamore is a place of pilgrimage where thousands of people go every month for the Kirthical festival. Covelong being a salt factory the line will improve the salt trade of the place. This extension will thus be financially a success.

3 And that therefore the memorialists most respectfully beg that Government will be graciously pleased to accord its sanction for the construction of this short but highly remunerative line by the Madras Railway Company.

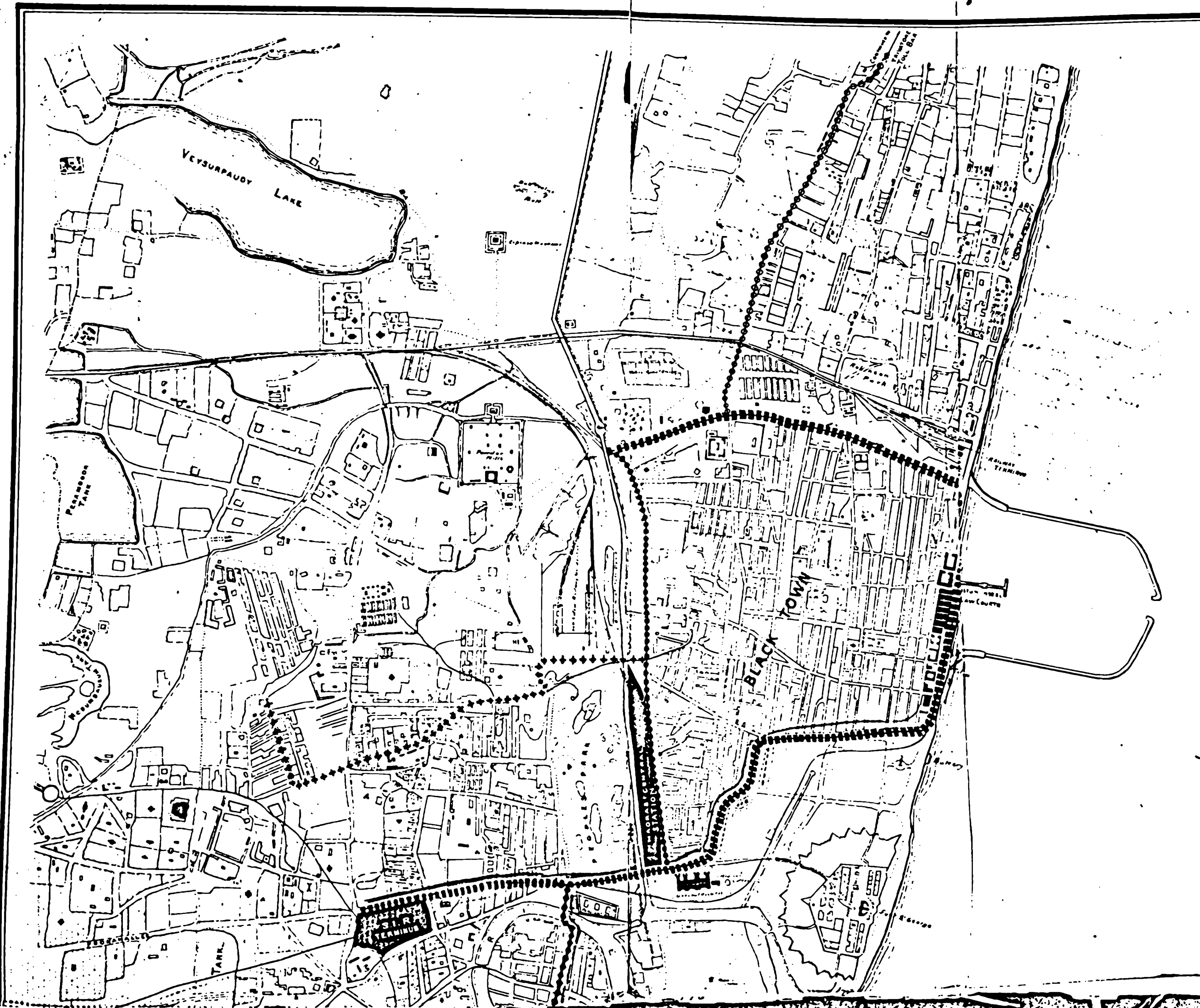
For which act of kindness the memorialists will as in duty bound ever pray.

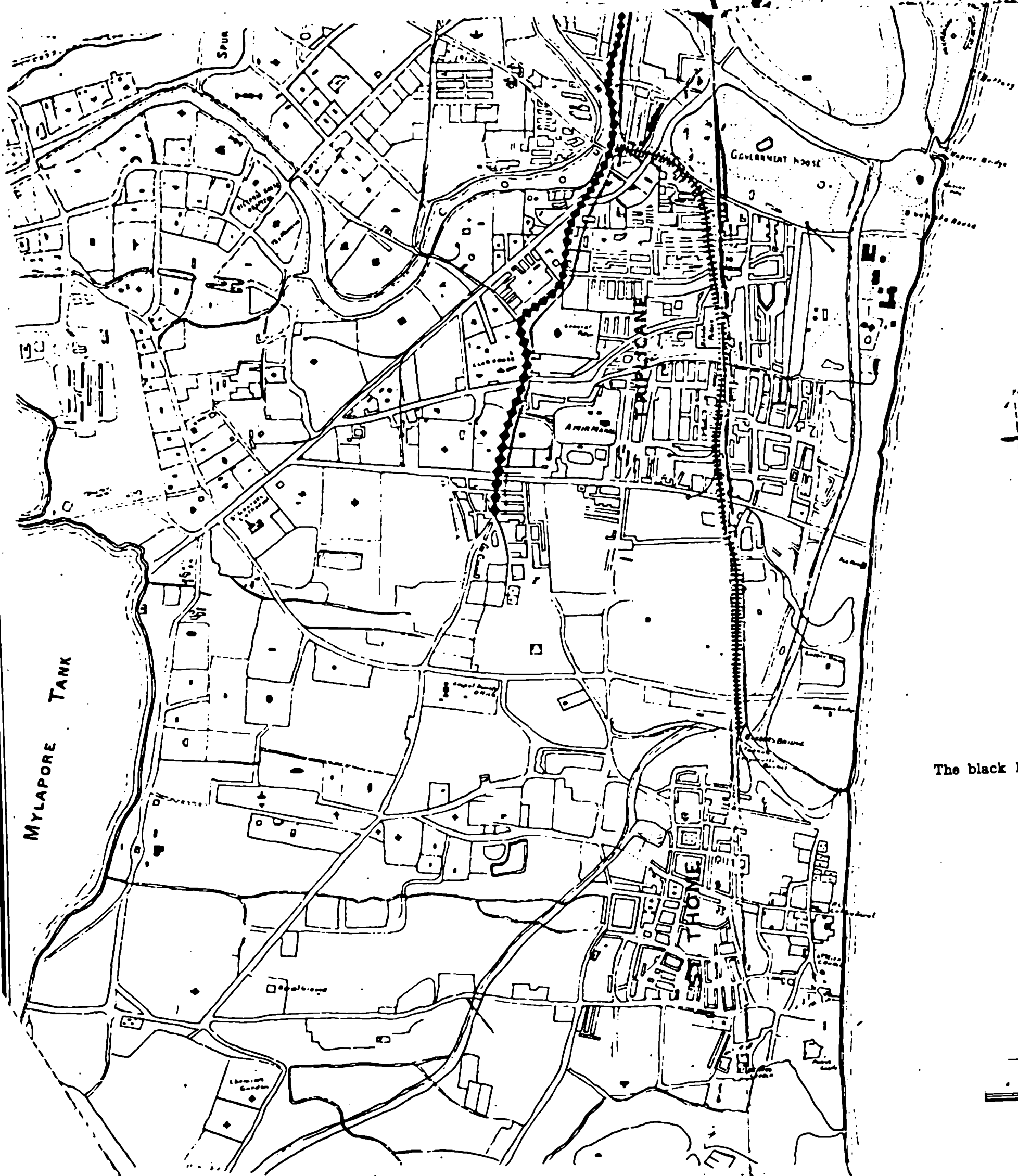
Madras }
May 5, 1906

Srinivasachari
3739 South Madhavathi
Triplicane.
Robert L. Hall.

S. Narasimha Chari
P. Seshagiri Rao
C. Anjanatha
P. Varadacharya
V. Raghavaram

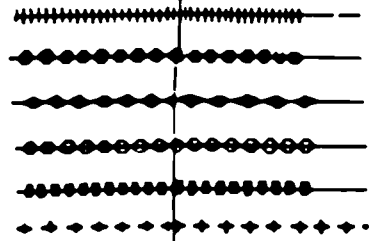
MADRAS ELECTRIC TRAMWAYS COMPANY, LIMITED.





*Section II is
in blue*

Boundaries shown in blue



The black lines indicate the respective Sections of the Thways.

PLAN OF
MARAS
AND
SUBBS.



Photo Litho.

R26496. marked with the letters

rio.

That an extension of
this line to the Walker
Bridge and southward
towards the adobe ap-
pear to be increasing
on the legitimate ground
of the Tramway Co. and
as at present advised.
is not likely to be enter-
tained for the present.

From $\frac{15}{2}$ to

His Excellency the Governor

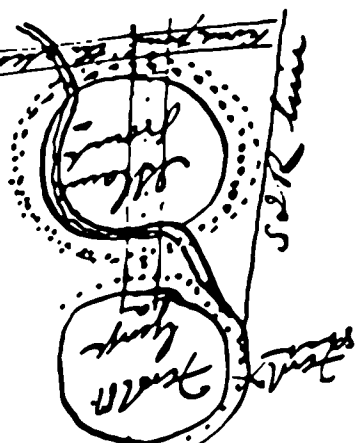
Sam W. Bliss

Ans. 9W. 1200.

This could not possibly be allowed. As the note says - very truly - this is more for a tramway than a railway - but even then there will be a difficulty about crossing the Cavour and the Island - to say nothing of the ground wd. be required - & wh. it seems to me impossible to give up without spoiling the precincts of the Marine Villa - the Senate House - the Chapak Palace - the Presidency College - their Cricket ground - & the New Nations Ladies' Park - to say nothing of the encroachment on the Junction Canal. The only other alternative would be to run along the Marina between the footpath & the sea - wh. would quite spoil the "Ocean Drive".

W

Cir 20.2.96 Whether the scheme
R26456b sketched only by the petro

[illegible]

the children learn

80 (Brick) house
 red brick (single) facing
 red with its corner
 black & white chimney
 2 windows in
 front of house

24276

2572196

A

~~Report~~ ask the plan showing
the present & future lines
of the Electric Traction
Co. I think the connection
between St Thomas and
Black Town is sufficient
for the needs of the inhabitants,
and there would not be
sufficient traffic to pay for
a line parallel to the
existing one. FRM 27/2/96

I was thinking more of a line of railway than of a train along the marina, but a train would spoil the gardens between the road & the sea - ^{though} this might be overcome with a little ingenuity. But I rather fancy that the public would object to a train there - even if it were wanted wh. I doubt - as the San Thome' people can now get easily to Black Town from the Barber's Bridge. - h

29 Feb
Whether such a line as is projected w.
pay is no doubt very uncertain, but
that seems a matter entirely for the projectors.
If they choose to risk their money, I don't see
why I should risk mine in to prevent them
from doing so.

It is very doubtful whether or not you
 will be successful + I don't think the project
 will be encouraged. ES 07/13

The Petitioners will be informed that it appears ~~other facts of the~~ His Ex. the Govt. in Council that the suburban traffic ~~factor is~~ represented of them can be worked best by the Indians.

Electric Trolley and
a male will be furnished
when showing the plans
a projected lines of the
Co -

2. The Petitioners are
therefore recommended
to address that Co. ^{as to the} joining
the route they desire
giving full
and complete statistics
of ^{passenger} traffic being to them.

974

type - a case for
another 2 or 3 weeks
from the H E T Co Ltd

6
 11 6
 S. Srinivas as althair to the 7. with prop.
 28/27. S. to rock anthi
 Sripleasure. 28/28/3

20/3 22/4