

Public Works (1896) Department.

CER.

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G.O., No. 338-39R

DATED 18th April 1896

[Despatch Abstract.]

338 R. - Railway line. Certain petitioners for the construction of a — by the Madras Railway Coy. from Rayapetnam to Covelong, recommended to address the Madras Tramway Coy.

339 R. - Railway Extension. Certain petitioners informed that H.E. the Governor in Council is not prepared to consider the advisability of — from Rayapetnam to Adyar, Covelong & Sadras in the absence of statistics showing that such an extension is likely to prove commercially satisfactory.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

G.O.	No.	Department.	Data.	G.O.	No.	Department.	Data.

SERIAL

0..4

Petition from *P. Ramachandran*
of the "Madras Standard" Madras.

DATED 23rd March 1896.

TRANSFERRED to the ^{Suit} Secretary to Government,
Public Works ^{Railway Branch} Department, for disposal.

(By Under)

4. Allent-

Private Secretary.

GOVERNMENT HOUSE,
Madras.
25 March 189

(1896) DEPARTMENT.

From *A. A. Stuart Esq. J. C. S.*
THE PRIVATE SECRETARY TO THE

RIGHT HONORABLE THE GOVERNOR.

To *Mr. J. A. Stuart Esq. J. C. S.*
THE SECRETARY TO GOVERNMENT,
Public Works DEPARTMENT.

Railway Branch.

Dated *25* } March 1896.
Received

ENCLOSURE.

Subject.

TRANSFERS a petition from *P. Ramachandran*
to the "Madras Standard" pray-
ing for the construction of a
Railway line by the Madras
Railway Co. from Royapuram to
Covelong touching Triplicane,
Mylapore and Adyar.

3096

Class: 26. 3. 96

Madras March 23, 96
His Excellency the Rt. Hon. Sir Arthur
Elphinstone Hamilton, K.C.M.G.,
Governor of the Presidency of Madras.

May it please your Excellency
A memorial was submitted to
Government on the 9th Proximo by the
people of Madras and its suburbs pray-
ing for the construction of a railway
line by the Madras Railway Co.
from Royapuram to Covelong along
the Buckingham Canal touching
Triplicane, Mylapore and Adyar.
People are in the dark as to what
has become of it. Probably it has
been referred to the Railway au-
thorities for their opinion. But
if it had the misfortune to
be consigned to the waste-
paper basket without even
reaching the hands of the Public
Works Members of the Legislature,
it

it is most humbly requested
that your Excellency will
most graciously please to
send for the papers on the
subject and to accord your
sanction for the construction
of the line which will be
a blessing to the public.
The memorial was published
in the Madras Standard of
the 29th Feb'y 96 and a let-
ter setting forth the advantages
of such a line appeared
in the same paper of the 21st
inst.

The public pray that the
sanction of this bill may be the
first beneficent act of your
Excellency's administration
for which act of kindness
the public will as in duty bound
ever pray. *P. Ramachandran*
care of the Madras

'of the railway.

There is no hint in the petition
of the petitioner finding the

(1836) DEPARTMENT.

3096

15

Madras.
March 29, 96

His Excellency the Right Hon. Sir Arthur
Clibank Hamilton K. C. M. G., G. C. S. I.
Governor of Fort St. George.

SERIAL
No. 5

May it please your Excellency,
In acknowledging the receipt of G. O. No. 208 R.P.D.,
Railway Branch 37th March 96 received on the 24th instant,
I am directed to bring to your Excellency's kind notice that
the extension of the Beawade - Madras Railway as far as
Covelong and if possible even as far as Tadaras will be
more advantageous both to the Company and the public than
the construction of the Electric Tramway along the Beach as
far as Adayar. If the proposed Railway from the
Fort to Tadaras be constructed it will touch Triplicane, Mylapore,
Adayar, Tiruvannam, Covelong, Tirupponur, Tirikkalikunram and
Mahabalipuram. Triplicane, Mylapore and Adayar are far
removed from the office in the Fort, the High Court, the Educational
institutions and several business firms in Black Town.
Mylapore and Adayar are far away even from the office
and colleges in the Chesham Garden. These places have to
take the train or tramway convenience. People have to depend
entirely upon the Juthas.

Triplicane, Tirikkalikunram, Tiruvannam, Tirupponur,
Mylapore and Mahabalipuram are places of pilgrimage for
the Hindus. Covelong and Tadaras are religiously important
places for the Christians. In Triplicane & Tirikkalikunram
every Friday there is a festival for which many
people go. On Saturdays also people go to the Triplicane temple.
The no. that attends the annual festivals in May in the
places is beyond calculation. In Tiruvannam and
Tirupponur every month for the Karthikai festival there
are many people.

and up to 10000 is within the
sphere of the sphere of the
of the tramway.

There is no hint in the petition
of the petitioners finding the

ing for the construction of a
Railway line by the Madras
Railway Co. from Royapuram to
Covelong touching Triplicane,
Mylapore and Adayar.

thousands of people go from Madras and other places with very great difficulty. In Mylapore beside other minor festivals, the annual festival which takes place in March, attracts the whole of Madras. As an illustration of the inability of the Dranway to cope with very heavy passenger traffic the Mylapore festival celebrated from the 20th to the 29th instant this year may be given. On the 27th instant every 10 minutes cars were running both up and down with passengers above the capacity of the car. Many were standing even on the foot-board of the car. Hundreds of people who were willing to pay, were refused for want of room in the car. Allahabadipuram is a place of antiquarian interest, besides being a place of pilgrimage. Its stones works attract many from all parts of the country. It is provided with no easy communication the place attracts many. If there be Railway communication the number will be beyond calculation. For the Christmas festival taking place at Mylapore, Conlong and Sadras many go subjecting themselves to very great hardships. Conlong being a salt factory, the line will have good salt traffic. If the line should go as far as Sadras it will stimulate salt trade at Cheyur. The salt of the Cheyur factory is of very superior quality. Owing to the want of good communication the salt manufacture of the place is very dull. If the line be constructed it will find its way into Madras and other places.

Drainway cannot go as far as Conlong or Sadras even within the municipal limits from the High Court to Adyar it cannot be advantageously constructed along the Beach where almost all the important educational

open spaces are open spaces of the Dranway.

There is no hint in the petition of the petitioner finding the

educational institutions, public offices and business firms are. The tramway should run along a road where people are moving about throughout the day and where business places are situated closely side by side. Sections 1, 2 & 3 of the M. E. Tramways run along such roads. There are very few through passengers on these lines (i.e.) the no. going from Mylapore or Egmore to the Beach direct will be very limited. It is only the local passengers who travel over one or two miles at the most, that pay the Company's fare.

But the Beach road is not one of this class. It is only in the morning between 8 & 11 and in the evening from 4 to 7 that the road is very busy. At other hours of the day the no. of people on the road can be counted on one's fingers. The charge from the High Court to Adyar will be 1 anna at the most, but by the tramway it will be not less than three annas. The tramway will serve only the upper few who are able to pay a higher rate as was stated by Messrs. Robertson & Co. agents to the M. E. Tramway Company when they were requested to reduce the fare to 3 paise per mile. But the train will serve even the poorest.

If the question be referred to the Madras Railway Company and the M. E. T. Company, it is respectfully pointed out that while the former will be willing to construct the line, the latter will hesitate to undertake it for the reasons set forth above. Unless the tramway runs along the Beach road it cannot touch the offices, colleges and business firms referred to above. Though sections 1 & 2 of the Tramway connect Triplicane and Mylapore with the offices, educational institutions and business firms in Black Town very few attending

and up to Adyar is within the sphere of tramway.

There is no hint in the petition of the petitioners finding the

these places served by the tram car, as the route
is very circuitous and as the fare is very high.
If the railway be constructed, it will not
affect the tramway as those that can afford
to pay a higher rate of charge will prefer the tramway
to the train in as much as the tram car will be
running throughout the day while the train will
run only at fixed hours. For example, even
though Section 1 of the tramway company and the
G. I. R. Deccan train run side by side, the
train does not affect the receipts of the
Tramway company.

Under these circumstances the memos
submitted heretofore by that Government
excellency will be graciously pleased to
accord sanction for the construction of the
Railway line by the Madras Railway
Company.

For which act of kindness the humble
petitioners will, as, in duty bound, ever
pray.

(By order)

S. Srinivasachari.

For is even Adyar, beyond that
I doubt if should pay a railway,
and up to Adyar is within the
sphere of legitimate sphere of operation
of the tramway.

There is no hint in the petition
of the petitioners finding the

Q. 8-56

The petitioners began with a request that the Madras R. local service should be extended to Vapias bridge with a possible extension to Conroy in Madras. It was then explained to them that such an extension would be an encroachment on the tramway Corporation's operations. They were returned to the charge with a request that the ^{Madras} railway should be extended to Sadras: by and by doubtless they will want it extended to Pondicherry. Their objection to the use of the tram instead of the railway is that the former cannot carry the traffic offering. I should be much surprised to hear that the tram is doing such good business! if it were I think we should soon have an application for further extensions to Mylapore and Adyar. The petitioners rely upon the passenger traffic to pay the railway. There would be no goods carried except salt from Conroy and Sadras which can find its way more economically by boat down the Canal. The passenger traffic might possibly justify an extension up to Mylapore or even Adyar, beyond that I doubt if it would pay a railway and up to Adyar is within the sphere of legitimate sphere of operation of the tramway. There is no hint in the petition of the petitioners finding the

money for the construction of
this extension, the suggestion is
that it should be made of the
Madras R.R. We have already
in S.P.R. of 10/9/55 submitted
to India a programme of
branch lines in order of im-
portance of which the Cochin
Cannanore and Shoranur-Goch
(Madras R.R.) and Tirunelveli-Arakk
a Madurai-Palakkam (S.P.R.) will
be as much as the railways
can take up for some time to
come.

I think the Petitioners might be
told that Govt. does not con-
sider that a railway to Cochin
and Sadrass can compare
in importance with many
other lines which have been
projected seeing that there
is water carriage from these
places to Madras and that
as regards the extension to Trip-
licane, Mysore and Adyar
the views of the Govt. have already
been expressed in S.O. 208/55

V. 7/5/56

SM.

Extension of the Broad Gauge
Ry. system southwards from
Rangpur to Adyar
on to Sadrass

SERIAL
No. 7

H.E. the Govt.
Hunt Mr. Kishor
Hunt Mr. Gove

Certain residents of Madras
& its suburbs submitted a petition
in February 1956. praying for an
extension of the Madras Ry. as
far as the Napier Bridge. Chepauk
and suggesting further extension to
Adyar and Coimbatore. and they
were informed that Govt. considered
that the suburban area referred to
could best be served by the Tramway
system.

They have now sent in two
more petitions dated 23rd & 29th
March respectively, again urging
the same thing. and the latter
petition goes further and urges Ry.
extension to Sadrass which is about
33 miles south of Adyar.

The arguments advanced seem
to refer wholly to convenience of
passenger traffic. and no statistics
are given nor is there anything to
show that the petitioners care to
risk their own money in the proposed
work enterprise.

As a stranger to Madras, I am
not yet fully acquainted with all

Cir
2.4.56 R. 10/56

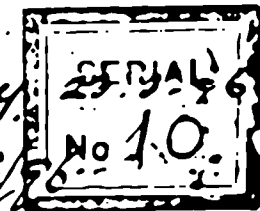
The Commission has to pay for the
assessments of the officers of the
the opinion expressed by the Madras
the report is correct and the
suburban traffic of Triplicane, Adyar
Mayapuri & can be best served by
Tramway Stations. And the
Said & other goods traffic of Coringa
& Sacher can be sufficiently served
by the Buckingham Canal.

I therefore put up the draft
report to the Local Committee for
the approval of H.E. in Council.

C.M.

7/4/96

Proposed reply to Petition of
Order No 338 R dated 18/4/96



The Petitioner is informed
that it appears to H.E. in
Council that the district
- proposed to be best
served by the Madras Tramway
Co. and is recommended to
advise that Co. if he
considers the enterprise likely
to prove commercially satisfactory.

A.S.H.
10.4.95

11/4/96

12/4/96

14/4/96

Order No. 339 R dated 18.4.96

Proposed reply to Petition of 29.3.96

The Petitioner is informed
~~that in the absence of statistics~~
~~it is not possible to~~
that H.E. in Council is not
prepared to consider the
adviseability of R.R. extension
from Rayapet to Adyar.

A.S.H.
10.4.95

Civilian and Soldier in the
absence of statistics showing
that such an extension, would
be likely to prove commercially
satisfactory or of an assurance
that those interested in the
matter would be prepared to
provide the undertaking by providing
the necessary funds for its execution.

As already stated in P.O.

At 200 R. P.D. of 73-96. H.E. in
Council is of opinion that the
district of Chapank. Adya. and
Khyapoor lie within the limits
field of the Madras Tramway Co. &
can be best served thereby.

now in type as before

10/15/11

present
24/9/11

The condition of the road is

9

6

18/

Entered on the road
from the road
to the road

No 338 R. dated 18/4/96
339

res 7024/10-9-95

0-15

24/4