Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 1293-94 Ry

DATED 18th Octr 1898

100/20/36 with booklet at back

[Despatch Abstract.]

Joint Passenger station on the Madras Beach

Ordered that the Govt of India be addressed on the proposed —

Forwarding for early approval, a copy of the Pros embodying a note by the Con's: Engr. for Rys, Madras, on the proposed Scheme for a ——

Indexed.

BACK PAPERS.

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

FURTHER PAPERS.

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

RAILWAY.-

Government {1898} of Madras.

PUBLIC WORKS.

Recd.
Regd.
} 1898.

Enclosures
Spare copies

G.O., No. 1293 Ry., 18th October 1898.

OCTOBER.

Joint Passenger Station on the Madras Beach

Ordered that the Government of India be addressed on the proposed —.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 28th July 1898, No. 8290/687.

With reference to correspondence ending with my letter No. 8290/594 of the 29th ultimo, I have the honour to forward, for the sanction of Government, plan and estimate of the cost amounting to Rs. 75,669 of the proposed line from Rayapuram through the Harbour Trust territory to the beach opposite the General Post office.

2. It is intended to construct the extension with second hand rails and new pot sleepers, &c., and provision has been made at Rayapuram and the Beach terminus for through sidings sufficiently long to permit of engines running round a train of 35 vehicles, as this provision will most probably be necessary in the event of feast traffic being worked from the Beach station. A temporary waiting shed, booking office and low platform have also been provided for at the Beach terminus. The South Indian Railway will share with this Company the cost of this cheap joint station which will be provided temporarily until the importance of the beach line to the public has been proved.

3. Great difficulty was experienced in obtaining the alignment as indicated on plan No. 3852-A., without considerable interference with the existing harbour lines, both those used for traffic purposes and those used for construction work; but the re-arrangement of lines now shown on the plan meets with the approval of the Harbour Trust Board.

4. It will be observed that the alignment south of the Harbour Trust office will not affect the proposed widening of the main road east of the electric tram lines by the Municipality, and further that the junction at Rayapuram will not prevent the construction of the station arrangements embodied in the original and more comprehensive scheme for a beach line, being carried out in future.

5. Provision for Rs. 25,000 cash and Rs. 15,000 stores has been made for this work under schedule B of the budget for 1898–99.

6. It is not proposed to take over land from the Harbour Trust Board but to run our trains through their territory, paying them for this privilege the sum of Rs. 2,000 annually. This arrangement has been agreed to by the Harbour Trust Board.

7. It is intended to commence running to the Beach station the Ennur local trains which carry a number of clerks and others employed in the business houses on or near the North Beach road.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 5th September 1898, No. 835.

[Your No. 129, O. of 29th August 1898.]

I beg to forward herewith a plan, No. 323/98, accompanied by an estimate amounting to Rs. 11,163, for extending this Company's line from its present terminus at the Beach to the proposed joint station. A copy of the Officiating Chief Engineer's letter No. D./630 B. (1)/1825 of 3rd September 1898, is also sent herewith.

With reference to paragraph 3 of your letter under reply. At the meeting with the Madras Harbour authorities on the 20th July (a copy of the minutes was sent you with this office letter No. 767 of 16th August 1898) it was agreed that "the area of land for which the annual rental of Rs. 4,500 is to be paid shall be acquired permanently by the South Indian Railway Company." I therefore considered that (the value of area coloured blue Rs. 66,701 + value Rs. 11,435 of half the area occupied by the joint platform = 78,136) the value Rs. 78,136 of the land should be entered in the estimate; it has now in accordance with your request been omitted.

The agreement to pay Rs. 4,500 in lieu of toll is a temporary arrangement, to last only until the land is permanently acquired.

It was thought that the estimate you called for was required to show the total amount that would have to be provided by the South Indian Railway in order to enable them to get up to the joint station, and as the Madras Railway had obtained our consent to pay Rs. 3,977 as our share of the joint station, I consider that the amount was correctly shown in our estimate; it has now been omitted.

By Board letter No. 116 of 24th November 1893 sanction to an amount of Rs. 24,630 was accorded for improving the Beach station. Since that date nothing definite has been laid before the Board.

Enclosure.

From—The Chief Engineer, South Indian Railway.
To—The Agent, South Indian Railway.
Dated—3rd September 1898, No. D. 630 B.-1/1825.

Your letter No. R. 1538—6/1511 of 31st ultimo. Joint passenger station on Madras Beach.

I forward herewith tracing No. 323/98 together with estimate showing the proposal and cost of effecting a junction with the Madras Railway at a joint station on the Madras Beach.

The estimate provides for the removal of the existing lines (dotted in black on the tracing), and relaying so much of it as is 50lb. permanent way, on the lines shown in red on the tracing from A to C, and for additional 50 lb. permanent way to supply the balance required for these lines. Capital has been credited and revenue debited with the cost of the 40 lb. permanent way removed from the existing lines, and a deduction has been made for the 40lb. permanent way proposed to be returned to stores.

A sum of Rs. 3,977 is due by this Company for our share of the cost of the joint platform and shed thereon, but as desired by the Consulting Engineer in his letter No. 129 of 29th ultimo to your address, copy sent to me, this has been omitted from the estimate.

For the same reason, a sum of Rs. 11,435 which represents the value at Rs. 2,000 per ground of half the area occupied by the joint platform has been omitted in the estimate.

No mention is made in the estimate, of the Rs. 4,500 to be paid for the use of the land, coloured blue in plan, which it is proposed to pay to the Harbour Trust Board in lieu of toll.

I trust this revised estimate prepared on the lines suggested by the Consulting Engineer will meet his requirements.

NOTE BY THE CONSULTING ENGINEER FOR RAILWAYS, MADRAS, DATED 27TH SEPTEMBER 1898.

Proposed Joint Passenger Station on the Madras Beach.

The subject of a joint passenger station for the Madras and South Indian Railways on the Beach at Madras, opposite the harbour, has not yet been laid before the Government of India in the Public Works Department; though it has been under continuous discussion here for the last four years, during which every effort has been made to bring it into a form fit for submission for sanction of competent authority. It seems necessary first to explain that the scheme now put forward is of a temporary character, and that it is not thought advisable to put forward a more permanent scheme until such time as the plans for the projected extension of harbour accommodation at Madras shall have been matured, and the works in connection therewith shall have progressed far enough to permit of greater assistance being rendered by the railways to the trade of the port than is at present found to be possible. Meanwhile the advantages to the public, as well as to the railways, of the proposed junction of the latter on the sea and city face, are so obvious that it has been agreed to put forward the present proposals, which, though of a temporary character, will hereafter fall in well with, and form a part of, the permanent joint harbour and railway project.

2. Proposals for a joint station for the Madras and South Indian Railways were first put forward in July 1894, when, learning that the South Indian Railway Company, who already had obtained access to the Beach in a temporary fashion, were contemplating the building of a station, the Agent, Madras Railway Company, wrote to suggest that it would be well if the projected station could be made a joint one and if access could be given to it by permitting the passage of the trains of both railways through Harbour Trust land. The negociations which subsequently ensued, and which have only recently culminated in proposals agreed to by all concerned, were of a complicated nature and need not here be referred to in detail. Great difficulty has been experienced in persuading the Harbour Trust Board to agree with the two Railway Companies. The proximity of two forts on the sea face also gave rise to difficulties which at one time seemed serious, but these were eventually removed by the issue of the orders contained in the Government of India, Military Works Department, letter No. 742 M.W., dated the 12th March 1897. Many difficulties which cropped up early in the negociations disappeared when the two Railway Companies agreed merely to meet at a common station instead of, as at first intended, passing each other for a considerable distance on a mixed gauge. At a meeting held in November 1896, it was agreed by both Companies that for the present neither Railway should go beyond a joint station to be built about opposite to, and just across the street from, the General Post office, and so designed that either railway might extend itself if afterwards found necessary. It was also agreed at the same time that the Madras Railway Company should build and work the station, the South Indian Railway having the use of it under the usual joint station conditions. At this period of the negociations it appeared likely that something definite would soon be settled about the projected boat basin or dock extension of the harbour, and that therefore, provided that the railway plans and the harbour extension plans were properly co-ordinated so that future working arrangements might not be impeded by ill-considered designs, it would be possible to build a joint railway station of a permanent nature. Difficulties however have arisen giving rise to delay in the maturing of the harbour extension scheme, and in view of the importance of not deferring the joint railway arrangements any longer than is necessary, it was decided to push forward the negotiations on the basis of a temporary and cheap, instead of an expensive and permanent, joint station scheme. The result is the project now put forward for the approval of Government.

3. The chief difficulty experienced in bringing all concerned to a suitable agreement has been the reluctance of the Harbour Trust Board to permit interference with their present lines and sidings. They have however finally consented to the shifting and re-arrangement of their lines, and to the admission of the railways as shown on

the accompanying plan, the railways paying all expenses and carrying out the work. Naturally, the arrangements are not such as would be made if the Railways had a free hand; but the best that seemed practicable under the circumstances appears to have now been agreed to, and hereafter, when harbour extension plans are sufficiently mature, it will be possible to improve things.

4. The present scheme comprises the provision of a temporary platform, 400 ft. × 70 ft. with cheap semi-permanent booking office and waiting sheds, together with such sidings as seem absolutely necessary for passenger traffic. The estimated capital cost of this temporary scheme is Rs. 86,832, of which the share appertaining to the Madras Railway is Rs. 75,669 and to the South Indian Railway Rs. 11,163. This includes the cost of all permanent way, of which, perhaps, some Rs. 25,000 worth is already in stock, second-hand, as well as the cost, estimated at Rs. 26,898, of altering existing Harbour working arrangements, viz., sidings, sheds, &c., as consented to by the Harbour Trust Board. Practically the whole of the contemplated expenditure will be to the good whatever decision may ultimately be arrived at about Harbour extension. The above estimated outlay is for works alone. The question of the cost of land, shall be dealt with in subsequent paragraphs.

5. Care has been taken in designing this temporary railway scheme to leave enough room for the widening of the main road along the sea front of the city, a measure considered to be most necessary. The terms which have been provisionally agreed to between the Harbour Trust Board and the two Railway Companies will be found recited in the accompanying copies of the provisional agreements. A persual of the accompanying letters No. 8290/637, dated 28th July 1898, and its enclosures, from the Agent, Madras Railway Company, and No. 835, dated the 5th September 1898, from the Agent, South Indian Railway Company, and its enclosures, will show that, pending the entire re-organization of the existing arrangements for working the trade of the port, a re-organization which will only be possible on the completion of the projected Harbour improvements, the conditions are very exceptional; and that, therefore, exceptional methods of working are necessary; for level-crossings are very numerous, and this necessitates slow speed and exceptional precautions. But in the opinion of all concerned the advantages of the proposed arrangement outweigh its disadvantages, and the interests of public safety are, in my opinion, adequately guarded.

6. We have next to consider the arrangements which have been provisionally agreed to between the Harbour Trust Board and the two Railway Companies for the use by the latter of the land which they require for their station, lines and sidings, land which now vests in the Harbour Trust Board under the provisions of the Madras Harbour Trust Act II of 1886. These arrangements are that the Madras Railway Company shall have the use of the land to be occupied by the joint station, as well as that covered by their route for access thereto, in consideration of an annual payment to the Harbour Trust Board of Rs. 2,000; and that similarly, in return for an annual payment of Rs. 4,500, the South Indian Railway Company shall have the use of the land to be occupied by their lines and sidings. It may at first sight appear anomalous that the smaller of the two payments should have been proposed for the occupation of 2·63 acres, while in return for the larger payment only 1·75 acres are to be occupied; but this explains itself when it is understood that the proposed annual payments are based not on area occupied, but on estimates forming matter for bargain between the Companies' Agents and the Chairman, Harbour Trust Board, of the probable number of trains and of passengers using the accommodation proposed to be provided. The South Indian Railway, having long had access to the Beach, were in a position to more confidently rely on a considerable passenger traffic than could with any degree of certainty be counted on by the Madras Railway Company; and hence it followed that, trying in both cases for all he could get, the Chairman, Harbour Trust Board, was able to make better terms with the former than with the latter Company. The present proposal of the Harbour Trust Board to charge a commuted toll on railway traffic entering their premises arose out of an earlier proposal, which will be found embodied in paragraph 17 of the Chairman's letter, No. 3771, dated 4th December 1896, contained in this Government's Marine Department's Proceedings, No. 35 M., dated the 11th January 1897, to charge "a small rent per ground occupied" plus "the present

rate of one anna per ton of goods carried by each railway vehicle entering on the Board's premises." I presume that there is no objection in principle to the levy from the traffic using the land of a toll, commuted or otherwise, on the basis of passengers carried as has heretofore been customary in the case of goods. As already explained, the proposals provisionally agreed to between the Board and the Railway Companies have been based on this principle.

7. No mention is made in the draft agreement between the Harbour Trust Board and the Madras Railway Company of the land proposed to be occupied being eventually acquired. In the South Indian Railway draft agreement, however, clause 2 (*c*) provides that the area for which the annual payment is at first to be made shall hereafter be permanently acquired. I happen to know that the Harbour Trust Board, in both cases, contemplate the permanent alienation of the land to be occupied by the railway, under the provision of section 26 of the Act which constitutes them.

8. In connection with the present proposals an important question arose for consideration, viz., whether it would be expedient that the proposed joint station, and access thereto from the north, might not with advantage be kept in the hands of the State, as an integral portion of the East Coast Railway, though disconnected therefrom owing to the absence of a link past Rayapuram. The advisability or otherwise of adopting such an arrangement must necessarily depend on the terms of the agreement finally come to between the Madras Railway Company and the Secretary of State, for the working through the Agency of the former of the southern part of the East Coast Railway. Should the negotiations which have this end in view terminate satisfactorily there would, so far as I can see, be no objection to the proposed joint Beach station and its approaches being amalgamated with the Madras Railway Company's undertaking. The Government of India will be better able to form an opinion on the point than I can, for I have no information as to how the negotiations in question are progressing.

9. Another matter to which a reference here seems necessary is the exclusion from the present proposals of any provision for the booking of goods traffic at the Beach. A reference was made to certain proposals for a South Indian Railway goods station in the Government of India's Railway Accounts letter No. 40 A.R., dated the 10th January 1898. Until such time as the projected port extension schemes shall have been matured and permanent railway arrangements can be made to fit in with permanent port arrangements, it seems to me, and also to the Railway Companies' Agents, that it would be inexpedient to enter on a large scale on any project for dealing at the Beach station with the railway share of the import and export trade of the Port of Madras. The question is a very large one, more or less parallel perhaps to that dealt with and yet to be dealt with at Kurrachee, and all concerned are agreed that while port matters are so unsettled it would be unwise to deal with the question on a large scale. The Madras Railway Company's Rayapuram premises are close to the north arm of the harbour, and these are considered to be, for the present, adequate for all the requirements of that Company's local goods traffic. The South Indian Railway Company contemplate the construction of a small local goods yard and godowns south of the proposed site of the Beach joint passenger station. Their scheme is the one referred to in the Government of India Accounts letter just referred to. But there seems to be no necessity whatever for mixing up this scheme with that of the temporary joint passenger station which is the subject of the present preference. The South Indian Railway local goods station scheme will shortly be ready for submission separately to Government, as soon as arrangements, now the subject of correspondence with the Military authorities, shall have reached maturity.

10. In the South Indian Railway Company's Board of Director's letter, No. 116, dated the 24th November 1893, sanction was accorded to the expenditure of Rs. 24,630 on improvements to the then existing Beach accommodation. The passenger station scheme was however only laid before them in their Agent's letter, No. 602, dated 7th September 1898, and there has not therefore yet been time for the receipt of an expression of their opinion in regard to it, or for their assenting or otherwise to the suggested annual payment out of earnings of Rs 4,500 as a commuted toll for the land that it is proposed they shall occupy. In their letter to their Agent, No. 920, dated the

21st June 1898, the Board of Directors of the Madras Railway Company approved of an expenditure of Rs. 1,21,661 on the joint Beach station and connecting lines. At that time however the proposal was for a permanent building. In the Board of Directors' letter to their Agent, No. 978, dated the 15th July 1898, sanction was given to the payment of rent to the Harbour Trust Board for the land to be occupied.

11. Before matters can proceed any further it seems essential, 1st that the Government of India's approval should be obtained to the scheme generally, 2nd that the Government India should be advised in regard to the best arrangement for placing the Railway Companies in occupation of the land, now that the Harbour Trust Board have admitted the possibility of allowing the railways to enter within port limits. There are undoubtedly some advantages in not disturbing the provisional arrangement, provided the Harbour Trust Board will consent to refrain from enhancing the terms until such time as the projected harbour extensions shall have been matured, and until, consequently, it is found possible to design and carry out the permanent railway arrangements.

A Suggested Memorandum of Matters Jointly Agreed to.

Joint Beach Station at Madras.

Memorandum of provisional agreement between the Madras Harbour Trust Board, the Madras Railway Company, and the South Indian Railway Company, for the construction of a temporary Joint Railway station on the Madras Harbour Beach near the South Harbour arm and the General Post office.

1. This agreement is subject to the approval of the Boards of Directors of the two Railway Companies and of Government.

2. The agreement relates to the erection of a temporary joint station only, and of its connection with the two railways by the necessary lines and sidings, and to such re-arrangement of the Harbour Trust Board's lines and premises as may be mutually decided on.

3. The question of the erection of the projected permanent joint station, and of the laying of such lines and sidings as may be found necessary for its proper working, as well as such re-arrangement of Harbour Trust lines and sidings as may be found necessary when the permanent station comes to be built, must be deferred until such time as the maturing of the projected harbour improvement schemes may permit of their consideration in due co-ordination with the harbour schemes.

4. The object now in view is to bring the Madras Railway from Rayapuram, and the South Indian Railway from their present terminus near Parry's corner, to a joint platform nearly opposite the General Post office.

5. In the opinion of the three parties to this agreement the proper site for the joint temporary station is that already fixed for the originally proposed joint permanent station, viz., as shown on the accompanying plan.

6. The Harbour Trust Board agrees to accept from the Madras Railway Company the annual sum, by way of a commuted passenger toll, of Rs. 2,000, and in return to grant them the free use of the land now settled to be necessary for their temporary use, viz., main line 16 feet wide, 1 acre 73 cents: through siding, 26 cents: platform 400×70 feet, 64 cents. Total 2 acres 63 cents. The Madras Railway Company agree to these terms.

7. The Harbour Trust Board agree to accept from the South Indian Railway Company the annual sum, by way of a commuted passenger toll, of Rs. 4,500, and in return to grant them the free use of the land now settled to be necessary for their temporary use, viz., the area coloured blue on the accompanying plan (South Indian Railway No 323/98) measuring 1 acre 75 cents. The South Indian Railway Company accept these terms.

8. The Harbour Trust Board consents to refrain from proposing any enhancement of these terms.

9. It is recognized that until such time as the harbour improvement schemes shall have been brought to maturity, the existing arrangements for carting goods from the harbour front to the city across the railway lines must continue. There are at present, between Clive's Battery and the proposed site of the joint station, ten level crossings which are used by carts. Every effort will be made by the Harbour Trust Board to reduce this number to six or fewer. But it is recognized that owing to their large number it will not be expedient to run trains at a greater speed than will allow of their being brought to a stop in a length of 30 yards. All trains therefore of the Madras Railway running between Clive's Battery and the joint station will be preceded by a man on foot with a red flag. Gates at the regular crossings, and fencing between them, shall be provided by the Madras Railway Company if at any future time such gates and fencing shall be considered by the Harbour Trust Board to be necessary.

10. The joint station and everything connected therewith, except the South Indian Railway Company's sidings, shall be built by, and at the expense of, and shall be worked by, the Madras Railway Company for use by the South Indian Railway Company under the usual joint station conditions.

ORDER—No. 1293 Ry., dated 18TH October 1898.

The Government of India will be addressed.

In regard to the subject of placing the Railway Companies in possession of the land which the Harbour Trust Board admit the possibility of their occupying without undue restriction on the business of the Port, Government observes that there would appear to be no necessity either that the Railway Companies should pay a rent or toll, or that the land should be acquired.

Section 2 (2) of Madras Act II of 1886 defines the Port as being contained "*within such limits as may from time to time be defined by the Governor in Council by notification in the Fort St. George Gazette.*" To place the Railway Companies, therefore, in occupation of the land which Government considers it necessary that they should occupy, all that is requisite is the publication of a notification redefining the limits of the Port.

[Here enter No. 1294 Ry., dated 18th October 1898.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

Exd. A. F. Eccleston.

RAILWAY.

Government {1898} of Madras.

PUBLIC WORKS.

Enclosures

Recd. } 1898.

Spare copies

Regd.

Letter, No. 1294 Ry., 18th October 1898.

OCTOBER.

Joint Passenger Station on the Madras Beach

Forwarding, for early approval, a copy of the Proceedings embodying a note by the Consulting Engineer for Railways, Madras, on the proposed scheme for a —.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

FRANCIS J. E. SPRING, ESQ., C.I.E.,
Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

I am directed to forward a copy of this Government's Proceedings, No. 1293 Ry., dated the 18th October 1898, on the subject of a proposed temporary joint passenger station for the Madras and South Indian Railways, on the Madras Beach, opposite the harbour. The proposal is fully explained in the note by this Government's Consulting Engineer which forms part of the Proceedings.

2. If the Government of India should approve the proposal, but should think that the Harbour Trust Board should not be allowed to require the Railway Companies to pay rent for the land occupied by them, which became its property without payment by virtue of section 3 (2) of Madras Act II of 1886, *i.e.*, by gift from Government, His Excellency the Governor in Council will be prepared, if necessary, to alter the boundaries of the port by Gazette notification, so that neither a debit of the value of the land, nor the suggested annual payment of a rent or commuted toll at the cost of the revenues of the railways, will be necessary. At the same time I am to observe that the land in question has been vested by Government in the Harbour Trust Board since 1st June 1886, and that, although its resumption by Government can be effected by a Gazette notification, it is a question whether it is desirable to disturb the harmonious relations of the Harbour Trust Board with the two Railway Companies for the sake of a saving of Rs. 6,500 per annum.

3. The cost of the scheme will be about Rs. 87,000, a considerable part of which is on account of permanent-way material already in the Companies' stores, and most of which will be to the good if the maturing of the Madras Harbour extension scheme should hereafter allow of the temporary railway arrangements being made permanent. A plan is enclosed which shows the proposed arrangements.

4. In view of the very great convenience to the public, to the port, and to the Railway Companies which may be expected to accrue from the scheme now put forward, this Government accords it the strongest support, and I am instructed to express a hope that it may meet with the very early approval of the Government of India. Should it be approved, you shall be separately addressed in regard to regular sanction to estimates prepared in greater detail and to the provision of funds.

I have the honour to be,
Sir,
Your most obedient servant,

FRANCIS J. E. SPRING,
Joint Secretary.

MADRAS,
18th October 1898.

Exd. Md. Pahilvan.

1293-4R

ER

The letter to India with copy of G.O. was despatched to Simla last Saturday & the plan referred to was sent yesterday after D's approval.

Please say if the G.O. is to be communicated to ~~Agent~~

1 Agent & Man: Madras Ry
2 Agent S. I. Ry
3 Marine Depts.
4 Chairman H T Bd.
5 Consulting Engr for Rys.

No. wait India

25/10

Adm. FJS 25/10/98

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Pres 25/10/98

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No. 8290/687

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VP

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 28th July 1898.

3566
1.8.98

From

EXAMINER, RAILWAY ACCOUNTS, MADRAS
Regr. No. 404
10 AUG. 1898
Enclosures.........

ER
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The Agent and Manager,

Madras Railway Company,

To

The Consulting Engineer for Railways.

Madras.

SIR,

SN 185

With reference to correspondence ending with my letter No. 8290/594 of the 29th ultimo I have the honor to forward for the sanction of Government plan and estimate (in duplicate) of the cost amounting to Rs 75.669 of the proposed line from Royapuram through the Harbour Trust territory to the Beach opposite the General post office.

2. It is intended to construct the extension with 2nd hand rails and new pot sleepers, &c. and provision has been made at Royapuram and the Beach terminus for through sidings sufficiently long to permit of Engines running round a train of 35 vehicles as this provision will most probably be necessary in the event of feast traffic being worked from the Beach Station. A temporary

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1293-4R

Consg Engr's / C. 3566/4073 dd 31-8-98 flag A/B

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waiting shed, booking office and low platform have also been provided for at the Beach Terminus. The South Indian Railway will share with this Company the cost of this cheap Joint Station which will be provided temporarily until the importance of the beach line to the public has been proved.-

3. Great difficulty was experienced in obtaining the alignment as indicated on plan No. 3852A. without considerable interference with the existing Harbour Lines, both those used for traffic purposes and those used for construction work; but the re-arrangement of lines now shown on the plan meets with the approval of the Harbour Trust-Board.-

4. It will be observed that the alignment South of the Harbour Trust office will not affect the proposed widening of the main road east of the Electric Tram Lines by the Municipality, and further that the junction at Rayapuram will not prevent the construction of the Station arrangements embodied in the original and more comprehensive scheme for a beach line, being carried out in future.-

5.

1293-4R

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

Dated 188

Recd.

No.

Consg Engr's 3566 dt 1-8-98 flag A

Secretary to ... Received Aug 1898

5. Provision for Rs 25,000/- Cash and Rs 15,000/- Stores has been made for the work under Schedule B. of the Budget for 1898-99.-

6. It is not proposed to take over land from the Harbour Trust Board but to run our trains through their territory, paying them for this privilege the sum of Rs 2000/- annually. This arrangement has been agreed to by the Harbour Trust Board.-

7. It is intended to commence running to the Beach Station the Inner local trains which carry a number of Clerks and others employed in the business houses on or near the North Beach road.-

I have the honor to be,

Sir,

Your most obedt. Servt.,

Louis S[illegible]

Agent and Manager.

Encls: 4

Consg Engrs 3566 dd 31-8-98 Flag A

No. 835

South Indian Railway Co., Ld.,

AGENT'S OFFICE,

TRICHINOPOLY, 5th September 1898.

From

The Offg. AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

~~MADRAS.~~

Ootacamund

Sir,

Joint passenger station at Madras Beach

Your No. 129/O Flag T of 29th August 1898

I beg to forward herewith a plan No. 323/98, accompanied by an estimate, amounting to Rs 11,163/- for extending this Company's line from its present terminus at the Beach to the proposed joint station. A copy of the Offg. Chief Engineer's letter No. 27/630 (30)/1825 of 3rd September 1898 is also sent herewith.

With reference to para 3 of your letter under reply — At the meeting with the Madras Harbour authorities on the 20th July (a copy of the Minutes was sent you with this office letter No. 767 Engs of 16th Augt 1898) it was agreed that "the area of land for which the annual rental of Rs 4,500/- "is to be paid shall be acquired permanently by the "South Indian Railway Company". I therefore considered that (the value of area coloured blue Rs 66,701 + value Rs 11,435/- of half the area occupied by the joint platform = 78,136) the value Rs 78,136 of the land should be entered in the estimate; it has now in accordance with your request been omitted.

The agreement to pay Rs 4,500/- in lieu of toll is a temporary arrangement, to last only until the land is permanently acquired.

It

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 18

From

Agent and Manager.

To

Consulting Engineer for Railways.

Sir,

No.

(A.A.M.)

1293-4R

It was thought that the estimate you called for was required to show the total amount that would have to be provided by the South Indian Railway in order to enable them to get up to the joint station, and as the Madras Railway had obtained our consent to pay Rs 3,977 as our share of the joint station, I consider that the amount was correctly shown in our estimate; it has now been omitted.

x Please see Flag R of South Line

By Board letter No. 116 of 24th November 1893 sanction to an amount of Rs 24,630 was accorded for improving the Beach station. Since that date nothing definite has been laid before the Board.

I have the honor to be
Sir
Your most obedient Servant

W de Mesnie
for Offg. Agent

3 Enclosures
2. by Bookpost

Mest

From
The Agent,
South Indian Railway,
Trichinopoly,

To
The Consulting Engineer for
Railways,
Madras.

Dated
Received } 189

No.
Enclosure.

Cons Engrs 3566 dd 31-8-98 Flag A
40 53 225 dd 5-9-98 " B

South Indian Railway.

Copy of a letter, No. D/630 B-1/1825, dated 3 September 1898
from the Officiating Chief Engineer
to the Agent, South Indian Railway.

S/Sp

Your letter No. R 1538/6/1511 of 31 ultimo.
Joint Passenger station on the Madras Beach.

I forward herewith Tracing No. 323/98 together with estimate showing the proposal and cost of effecting a junction with the Madras Railway at a Joint Station on the Madras Beach.

The estimate provides for the removal of the existing lines (dotted in black on the tracing) and relaying so much of it as is 50 lb Permanent Way on the lines shown in red on the tracing from A to C and for additional 50 lb Permanent Way to supply the balance required for these lines. Capital has been credited and Revenue debited with the cost of the 40 lb Permanent Way removed from the existing lines, and a deduction has been made for the 40 lb Permanent Way proposed to be returned to Stores.

A sum of Rs 3977 is due by this Company for our share of the cost of the Joi

AGENT'S OFFICE,
TRICHINOPOLY.
5th September 1898.

Accompaniment to the Agent's letter
No. 835 of 5th Sept 1898. Mest

True copy.
W de Mesnie
for Offg. Agent.

1293-4R

Consg Engr's / No. 3566 d/ 31-8-98 flag A
No. 4053 No. 835 d/ 5-9-98 " B

South Indian Railway.

Copy continued.

6

joint platform and shed thereon, but as desired by the Consulting Engineer in his letter No. 129 of 29 ultimo to your address, copy sent to me, this has been omitted from the estimate.

For the same reason a sum of Rupees 11435/- which represents the value at Rs 2000/- per ground of half the area occupied by the joint platform has been omitted in the estimate.

No mention is made in the estimate, of the Rs 4500/- to be paid for the use of the land coloured blue in plan which it is proposed to pay to the Harbour Trust Board in lieu of toll.

I trust this revised estimate prepared on the lines suggested by the Consulting Engineer will meet his requirements.

AGENT'S OFFICE,
TRICHINOPOLY.
5th September 1898.

True copy.

W. Le Mesurier
for Offg. Agent.

Accompaniment to the Agent's letter No. 835 of 5th Septr 1898.

Mest.

Not to be printed

Cons. Engr's / Agent S.I. Ry. — No. 3566 dd 31-8-98 / 4033 dd 8-9-98 — Flag A
Letter No. 835 dd 5-9-98 — " B

Note for orders

His Excellency the Governor.

The Honourable Sir H. Bliss K.C.I.E.

" " Mr. A.T.Arundel, I.C.S.

I have made this Note very full so as to avoid the necessity for putting up the rather voluminous papers on which it is based. But any papers desired can be supplied.

F.W.

9/9/98

The only part of this scheme on which I have any remarks to make is the proposal that the Madras & South Indian Railways respectively shall pay the H.T.B. Rs 2000 & 4500 per annum for the use of land to be occupied by them, unless and until Govt. shall acquire the land in question on payment of compensation estimated to amount to from $1\frac{3}{4}$ to 2 lakhs, & shall make the same over to the respective Companies. On the face of it, it seems preposterous that the H.T.B. should charge the Railway Companies for carrying out a scheme the effect of which will be to facilitate & improve the traffic on which the H.T.B. levies tolls. Apart from this, the land in question was acquired by the H.T.B. under the combined effect of S.25 and Schedule A of Mad: Act II of 1886, and remains the property of the H.T.B.

Flag Q
Flag R

JOINT BEACH STATION, MADRAS.

———:o:———

The following Note brings the history of the proposed Beach Joint Station up to date.

2. In his letter No. 8290/567 of the 12th July 1894, the Agent and Manager, Madras Railway, wrote to say that he had heard that the South Indian Railway Company in-tended to build a station on the beach, and he proposed that the station should be a joint one. He suggested that the station and the lines running into it should be the property of the Harbour Trust Board, the two railways using it paying toll for the use of it. He suggested the appointment of a Committee to consider the matter.

3. We therefore arranged for a Committee on which were to be represented the South Indian Railway, the Madras Railway, the Harbour Trust Board, and the Chamber of Commerce. The Harbour Trust Board also arranged for a meeting. A meeting was held on December 7th 1894, and it was agreed

that (amongst other improvements) joint rail-
-way facilities were very much wanted. I notice
that the Joint Station scheme is only one of
several schemes for improving the facilities
of the Port. Finally in G. O. No. 47 Marine,
dated the 9th February 1895, Government
approved of the appointment of a strong Com-
-mittee to consider the whole port question,
and appointed four of its own officers to re-
-present Government.

4. In a subsequent G. O. 190 Marine,
dated 1st July 1895, Government accepted
generally the finding of the special Committee.

5. Apparently a certain Plan, I, was agreed
to for the harbour improvements, and in our
No. 2261, dated 13th July 1895, we addressed
the Agents Madras and South Indian Railways,
inviting them to get out plans and estimates
for the railway part of the harbour scheme.
In this letter Mr. Upcott said that it was
understood that it had been agreed to that
the section from Royapuram to the Fort should
be mixed gauge.

6. On 7th September '95 the Agent, Madras
Railway wrote to say that he heard that the

just so long as,
and no longer than, it
pleases Govt to allow it
to do so. Why in the world
should the H. T. B. be allowed
to charge the Railway Company
the sums named above,
or to get compensation from
Govt if it pleases to resume
possession of the land to make
it over to the Railway Com-
panies? The proper course
is for Govt to issue a notifn
under S. 2 (2) of the Act to
alter the limits of the
"Port" as to exclude from them
the land required for the carrying
out of this scheme. This will
not require the expenditure of
lakhs but merely the use
of a small quantity of paper
& printing ink.
I doubt, by the way, any
provision for goods sheds to
be made by either Railway Co.

BS
14/9/98

No doubt it would legally be possible
for Govt to do as my hon. colleague
suggests, viz. to withdraw
the land from resting in the
Harbour Trust Bd. by a notifn
altering the limits of the Port.
But I doubt the wisdom of doing
this. The H.T.B. would consider
itself greatly aggrieved & not without

reason, at having a large
slice of its property suddenly
taken away. Moreover the
position taken up by the H.T.Bd.
as explained in para 18 of this
note, - that the H.T.Bd. must control
all traffic coming on to their
property by land or sea - seems
a thoroughly sound one; and
their control would be greatly
hampered - if not rendered
impracticable - by the excision
of this large section of their
property.
Now as to the payment
which the two railway Cos agree
to make to the H.T.Bd. for
the use of the land, I see
nothing to object to in it.
The Ry. Cos clearly see it
is to their own profit
to make it, and if the H.T.Bd.
agree to demand no
enhancement of the amount,
all parties will be satisfied.
If Govt disallows the payment,
and still more if it should
resume possession of the land,

Marine Department had another scheme in
hand, and that moreover as he had no author-
-ity to lay rails inside Harbour Trust
Board's land he would suggest that the Beach
lines and Joint Station be built by the Har-
-bour Trust Board, and that the railways
using them should pay toll for them.

7. During the several following months
the Madras Railway seem to have been very
busy preparing plans and estimates for the
Joint Station and arrangements generally.
On May 22nd of 1896 Mr. Hodson noted to the
effect that many and various authorities
had to be consulted and their interests
brought into accord, and especially the
Military Authorities, whose forts, the
Clive and Lighthouse Batteries, cramped
the position considerably. All this time
too a correspondence was in progress with
the Postal Authorities in regard to certain
stables which they desired to build.

8. With our No. 436 D, dated the 13th
June 1896, we addressed the Military Author-
-ties enquiring whether there would be any
objection to the rail[illegible] in front

of, instead of in rear of, the Clive and Lighthouse Batteries. We sent all papers to the Marine Department with our No. 560 D of the 26th June 1896. We settled the question of site of Post office stables in our No. 2178 of 21st July 1896.

9. Next, the Marine Department in their No. 376 E, dated 27th July 1896, sent us a letter received from the Harbour Trust Board to the effect that they could not consider the rough railway proposals pending the settle-ment of certain questions of the Harbour arrangements generally, and the storage and custody of goods. The Board objected that the railway proposals cut off the present Custom-house from the Beach and Pier. They said that they did not know whether Government or the Trust would have to pay for the new accommoda-tion that must be given before the railways can be permitted to interfere with existing arrangements. This letter was the result of a meeting of the Harbour Trust Board dated 17th July 1896.

10. The preparation of plans by the Madras Railway Company seems by this time to have got into a tolerably forward state, and with his No. 3290/272, dated the 3rd November 1896, the Madras Railway Company's Agent sent us a copy of a letter from the South Indian Railway Company's Agent, going seriatim through the Madras Railway's various pro-posals.

11. The Agent, South Indian Railway, stated in this letter that he understood that the things which had been originally agreed to were the following:-

1. The proposed Beach Station to be a Joint Station.
2. The Madras Railway to run as far as the Fort, and the S.I.Ry as far as Royapuram.
3. The extensions to consist of mixed gauge double lines.
4. Both Companies to be connected with the new Custom Houses, Wharfs, Boat basin &c., to be constructed by the Harbour Authorities.

12. The Agent, South Indian Railway, object-ed to the extension of the South Indian Railway to Royapuram. Except for this, he accepted all the four proposals, rejecting already seen the proposals were

the scheme will certainly fall through and matters will remain in (the present most unsatisfactory) status quo.
It will be well however not to give colour to the idea that Govt is likely to pay compensation to the H. T. Bd. for the re-acquisition at any time of this land, and I wd therefore alter the proposed draft agreement paras 5 & 9 in the way I have noted.
To knowledge that Govt have the power to act in the way the Hon. Sir H. Bliss has explained, may be of use to the Govs. Engr in completing the arrangmt. but I would demur to its being used even as a threat except as a last resource.
I think Govt is indebted to Mr Spring for the promise of a successful conclusion to the efforts he has made to bring the three parties into agreement.

MLA 16.9.98

certain modifications of them which had been subsequently proposed. He said that he was prepared to pay tolls for such trains as might be worked over lines provided in the Harbour Trust Ground.

13. In forwarding us a copy of this letter from the South Indian Railway, the Agent, Madras Railway, asked us to say what measures should next be taken to further the scheme.

14. On the 16th November 1896 a meeting was held at the Consulting Engineer's Office at which both Railways were represented by their Agents, and their Chief Engineers; the Consulting Engineer and his Deputy were also present.

15. At this meeting it was agreed that for the present neither Company should go beyond the Joint Station, and it was agreed that the Joint Station should be about opposite to the Post Office, and that it should be so designed that either railway may hereafter extend if necessary. The details of the design of the station arrangements were also agreed to. It was agreed that the Madras Railway should build and work the station, and that the South Indian Railway should pay rent for it under the usual joint agreement conditions. It was also agreed that the whole of the railway and the station &c., should be on railway land, and that Government should be asked to obtain the land.

16. The terms of this Agreement are very much simpler than those referred to in Mr. Hodson's Note dated May 22nd 1896. Thus, owing to neither railway desiring to go beyond the Joint Station, no reference would be necessary to several authorities whose concurrence the original draft arrangements would have rendered necessary.

17. The matter was laid before Council, and, in compliance with instructions issued therein, our No. 3908 dated the 8th December 1896 was addressed to the Chairman, Harbour Trust Board, asking him for an expression of the Board's approval of the scheme, and suggested that they should give the land free to the railway.

18. In reply, in his No. 3900, dated 15th December 1896, the Chairman wrote to say that he had already seen the proposals refer

referrred to, and that the Madras Railway Company's sketch had recently been adopted in certain proposals for constructing a Boat Basin. He enclosed a copy of his letter to Government in the Marine Department, No.3771 dated the 4th December 1896. In this letter, referring amongst other things to the subject of the Railway working of the Port, the Board expressed the opinion that the construction, maintenance, and working of the Railways should be left entirely in the hands of the two Railways, a small ground rent being charged as well as the present toll of one anna per ton of goods carried by each vehicle entering the Board's premises. They laid down the im-portant principle that the Harbour Trust Board's Traffic Department must control the loading and unloading of vehicles, as the Trust must maintain full control of all goods brought on its premises by sea or by land. The Harbour Trust Board's resolution and Government orders thereon (which are immaterial for the purpose of the present Note) will be found in Marine G. O. No. 35 dated 11th Jany 1897.

19. The Government of India in the Mili-tary Department at last passed orders, in their No. 742 M. W., dated the 12th March 1897, permitting both railways to pass in front of instead of in rear of the Clive and Lighthouse Batteries, subject to cer-tain conditions. The same letter gave permission for the railway to be carried on the Fort Saint George Glacis on certain conditions. On April 10th 1897, with our No. 1318 we sent a copy of the Government of India's Military Department letter to the Agents of the two Railways, and in South Indian Railway's letter No. 428, dated 20th April, and in Madras Railway's letter No. 8290/456, dated 12th May, both Companies accepted the conditions laid down. Thus that serious difficulty has been entirely cleared away.

20. Now began a correspondence between the Consulting Engineer (Mr. Spring) and the Harbour Trust Board on the subject of the position of the proposed Boat Basin. I saw that it would never do to have the

of the Railways, and that such an arrange-
-ment would cramp development ever after.

21. We therefore wrote our No. 1319, dated the 10th April 1897 to the Chairman, Harbour Trust Board, suggesting that he should make his Boat Basin parallel to, instead of, skew to the railway. With his No. 278 dated 13th April the Chairman replied. While not objecting to the proposal to alter the angle of the proposed Boat Basin, the Chairman, Mr. Austin, laid down the proposition that before the railway can be permitted to come in between the Custom House and the Harbour, it is imperatively necessary that proper accommoda-
-tion should be first built and brought into use for the convenient handling of the trade of the Port. He said that there is no hurry about the preparation by the railway of plans and estimates, as the boat basin must first be constructed before the railways can enter the Boards premises, as until then they must interfere with existing arrangements.

22. I therefore interviewed Mr. Austin next day, 14th April, and wrote a memorandum of the things that we agreed to. Then with our No. 6/0, dated the 30th April 1897, I sent a copy of this Memorandum to the Chairman (Mr. Austin's successor, Mr. Atkinson) and asked him to confirm it, stating that there would be no interference with present arrangements, and that all that was wanted was that they should agree that the boat basin should be parallel instead of skew, in order that the Railway might proceed with its designing. He replied, No. 570, 4th May, asking for a plan. This was sent to him with our No. 25/9, 18th May 1897. In this letter I went into great detail to explain matters to Mr. Atkinson, and showed the necessity for getting rid of the skew-
-ness of the boat basin, for convenience of future railway working. I then went into the question of interference with the Port working, and pointed out that as the rail-
-way would cross the present port lines on a level, and as the Port must necessarily be given control of the level crossing between the jetty and the Custom House, there would be no interference.

23. Meanwhile Mr. Atkinson, presumably at

Mr. Pogson's instigation, got out a brand new plan of a boat basin, which he offered to the Trustees for consideration. The Consulting Engineer is not in the least concerned with the boat basin scheme, except in so far as that it shall not be laid down in such a way that when the trade of the Port asks in the future for railway facilities it may not be impossible to grant them. It would have been impossible to properly deal with future ex-
-tension if the skew position at first pro-
-posed had been adhered to.

24. The Chairman sent us a copy of this new plan with his No. 1286, dated the 17th June 1897, and asked for our opinion.

25. At the invitation of the Harbour Trust Board I attended at a meeting of that body on July 2nd 1897, and explained that I thought they would be wise to so arrange their boat basin that future railway expan-
-sion might not be unnecessarily cramped. As promised at that meeting, I sent them on July 23rd, with my No. 2435, a plan showing what would to my mind be a suitable position for the

providing proper railway facilities in the distant future.

26. In reply the Chairman sent me a copy of a Resolution of the Port Trust, reject-
-ing the brand new scheme put forward by Mr. Atkinson above referred to, and saying that the Board are prepared in due course to consider a suggestion of Mr. Wilson's for keeping the western wharf of the original boat basin (in the sand accretion south of the harbour) parallel to the Rail-
-way as desired by me.

27. Mr. Wilson's scheme, with proposed modifications by the Chief Engineer, Public Works Department, were sent to the Harbour Trust Board for remarks in G. O. 110 M., February 11th 1898. This scheme provides for the parallelism of the boat basin with the general run of the railway lines and with the Beach road front. This is all that I had been trying to insist upon in correspondence up to date with the Chair-
-man, Harbour Trust Board.

28. Recognising that the settlement of the very large question of Harbour exten-

-sion must necessarily take a considerable time, and that it would be well if possible, pending settlement of the greater question, to bring the Madras and South Indian Railways to a temporary junction on the Beach, I addressed the Chairman, Harbour Trust Board, in my No. 679, dated the 8th March 1898, pressing him to arrange for a meeting to discuss the question, and to ensure that the arrangements to be adopted might not interfere with Port working. This led to correspondence and to several meetings and interviews, all more or less working towards the end I had in view. Negociations often ~~secured~~ seemed likely to be broken off, but happily in the end certain arrange-ments were agreed to, subject of course to the approval of Government, and these I now put before His Excellency and the Honourable Members.

29. The arrangement which has been con-curred in by all concerned is shown on the accompanying plan. It is proposed to make a cheap temporary platform at the site originally agreed on for the permanent platform, but of permanent buildings. The site of this platform is just about opposite to the south harbour arm, and in front of the office of the Inspector-General of Registration, and of the General Post Office, and of Messrs. Best & Co's. The Madras Railway lines will terminate on the West, or City, side of this platform, and the South Indian lines on the East, or sea, side of it. On the platform it is proposed to build quite temporary waiting sheds and booking offices.

30. The estimated Capital cost of this temporary scheme is Rs. 86,832, of which the share appertaining to the Madras Railway is Rs. 75,669, and to the South Indian Rs. 11,163. This includes all permanent way, as well as the cost, Rs. 26,898 of altering existing Harbour arrangements, as consented to by the Harbour Trust Board. Practically the whole of this Rs. 87,000 will be to the good whatever decision may eventually be come to about the Harbour, so long as the site originally, and now again, selected for the Joint Station is not materially altered.

31. The above estimated outlay is for works alone. The cost of land, if acquired, will be a very large item. But after long negociation the Harbour Trust Board and the Railway Companies have agreed to a commuted toll, debitable to Railway Revenues, being paid for the use of the land to be occupied by the Railways, pending such time as it may be found convenient, or practicable, for Government to acquire it. That practically means until the permanent scheme for Harbour extension shall have been matured, and until we are able, in consequence, to fix permanently the site of the Joint Station and the alignments of both railways up to it.

32. The arrangement mutually agreed to is that the Madras Railway Company shall pay a commuted toll to the Harbour Trust Board of Rs. 2,000 per annum for 2.63 acres, and that the South Indian Railway shall similarly pay a commuted toll of Rs. 4,500 per annum for 1.75 acres. I see no reason for considering this arrangement to be an unfair one. The value of land on the sea face is stated by the

this price being based on actual sales of plots. The area 2.63+1.75 acres would therefore, if bought out-and-out, cost about Rs. 2 lakhs, the interest on which at 3½ per cent would be Rs. 7,000 per annum. This compares fairly with the proposed charge Rs. 6,500, a charge based by the way not on the value of the land, but on a an assumed figure of passengers per train, so many trains per day, and so much per passenger, as settled by bargain between the Chairman, Harbour Trust Board, and the two Railway Companies.

33. The Harbour Trust Board have agreed that Government may at any time they see fit to do so put an end to this commuted toll by buying the land out and out, which operation may cost anything from 1½ to 2 lakhs according to the evidence laid before the acquisition officer, and the decision, if necessary, of the authority to which appeal may ~~appertain~~ be made. In conversation with the Chairman it suggested itself that no money need pass if the land should be bought, but that the Port debt, which at

the end of March 1898 stood at Rs. 48,79,227 should merely be reduced by the amount at which the land is valued.

34. It seems scarcely necessary that I should in this Note go into all the details of the arrangements agreed to between the Harbour Trust Board, and the Railway Authori--ties. These have been carefully and very thoroughly gone into by the Traffic and other experts of both sides, and they seem suitable. The chief points to be noticed are, 1st, that the Harbour people are satisfied, 2nd that the agreed alterations will be carried out by and at the cost of the Railway, 3rd that enough room has been reserved west of the railway for widening the Beach Road, 4th that the Railway encounters a very large number of crossings.

35. With regard to this last point, it will be understood that until the Harbour extension scheme has been matured and the boat basin established, it will be necessary, as heretofore, for a large part of the business of the Port to be done on the Beach all along the shore side of the Harbour. This traffic has always found its way in several places across the Harbour Trust Board's railway lines, and must continue to do so for the present even though the railway is laid down. But this will not be a source of danger, for the proposal is that a man carry--ing a red flag shall escort all trains through the Harbour premises. Mr. Atkinson has explained that the class of cartmen and workmen using the level crossings are quite accustomed to trains running about, and are very well able to take care of themselves. There are at present, between Clive's Battery and the General Post Office ten separate places where carts cross the present Port lines on the level. These can be a bit doubled up and reduced to perhaps 6, as shown in pencil at A,B,C,D,E,F, on the plan. These can if found necessary be gated, and the remainder of the distance fenced at both sides of the railway, the inner or eastern fence being of such a character as the Harbour Trust Board may decide on as being necessary for their pur--poses and erected at their expense, and

only A B C in red ink.
Nothing in pencil.
A.A.

the outer or western fence being erected by the Railway. But the Board do not ask the Railway to erect a fence. The Railway have estimated for eleven pairs of gates.

36. So long ago as June 1895 the Madras Railway Company's Board of Directors sanc-tioned an expenditure of Rs. 1,21,661 for a Joint Beach Station scheme. In November 1893, the Board of Directors of the South Indian Railway Company sanctioned an expenditure on improvements of their Beach arrangements of Rs. 24,630. Nothing has been spent of either of these sanctions.

37. I propose now, when His Excellency and Honourable Members shall have considered the above proposals which as will be seen are still in the rough, to put them into the form of a provisional tripartite agreement of some such shape as I have sketched below for sig-nature by all three parties, the Harbour Trust Board, the Agent, Madras Railway Company, and the Agent, South Indian Railway Company. I then propose that this provisional or draft ag ment be sent forward to the Government India for regular sanction with this

I think Mr. Spring's proposals may be accepted.

A.G.H. 12.9.98

I agree subject to the modifications of the draft agreement suggested in my note.

A.G.H. 15.9.98

Government's strong support.

38. The scheme, even in the temporary form in which it is now put forward, will be a great public convenience, as I learn from various quarters and from the press, and that is why I have worked so hard to get it provisionally accepted, in advance of, and without prejudice to, the great scheme for Harbour improvement. The negocia-tions have been most difficult, a great part of them being verbal and demi-official, and I many times feared I would fail to get all three parties to agree to anything.

39. Since the above notes were written I have received from the Agent, Madras Rail-way Company, a draft of a formal agree-ment with the Harbour Trust Board. My tri-partite agreement however will, if approved, override this.

J.W.S.
R.
9/9/98

P.T.O.

Form No. 10.

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

C. No.

SUBJECT.

Port to be permanent

HIS EXCELLENCY THE GOVERNOR.

~~THE HON'BLE SIR HENRY BLISS, K.C.I.E.~~

~~THE HON'BLE MR. A.T. ARUNDEL, I.C.S.~~

FOR ORDERS.

Order in Council. 16-9-98

That the case shall be laid clearly before the Govt. of India for orders, the position of Govt. and of the H.T. Board, from the financial and legal points of view being clearly explained.

J.K.S.

16/9/98

H.E. will wish to read Hon. Member's remarks.

I know that the land in the hands of the H.T. Board is held in trust for them, and that Govt. may resume it, or part of it, at any time. But I take it that the Port Capital account and the Port Land account both of them Trust, and that there is neither any advantage or any disadvantage either to Government or to the H.T. Board in exchanging part of one for part of the other. No money passes. The transaction would merely be a book one, a cancellation of say 2 Lakhs of Port debt, and a diminution of a corresponding amount of interest payable by the Board to Govt. This amount of interest is, as I have shown, more or less comparable with the amount which Govt. through the Railway Companies, will have to pay, pending the acquisition of the land, for the use of it.

I do not therefore understand the Hon. Sir H. Bliss's anxiety to prevent the retransfer of the land

back from the Port's hands to those of Government (Railway) through the mechanism of a book adjustment. I think that to evade the book adjustment by gazetting the land required as being out of Port bounds would create very strong opposition.

During all these months I knew that Govt. had the power to gazette the revised boundary: but I never liked to suggest it, 1st because I did not think it would have a chance of success with H.E. and Hon Members, and 2nd because I felt sure that the only result of it would be that the Port Trust Executive would put their foot down and decline to admit the possibility of working the port if the boundary were revised.

Now we have safely got their admission that the business of the Port can be carried on even if the railway land is excluded. so that if Govt. wish, the Hon Sir H. Bliss' proposal can be forced upon the H.T. Board. and they can be given the use of the excluded parts of the land, and of the buildings, not wanted by the railway. I have no fear on their account of the disabilities dreaded by the Hon Mr Arundel at (A). But I think that it will on all accounts be wiser to propose to acquire the land for its proper value, by means of a readjustment of the H.T. Board's Debt Account.

FJES

16/9/98

H.E. & Hons. 22/9/98

19/9/98

R. Form No. 12.

Print

No.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

~~To~~

~~The Secy. to the Govt. of India,~~

~~P. W. Department.~~

Note by the Consulting Engineer for Rys. Madras

27th Sept. 1898.

PROPOSED JOINT PASSENGER STATION ~~Sir,~~ ON THE MADRAS BEACH.

~~I am directed to address you on~~ The subject of a joint passenger station for the Madras and South Indian Railways on the Beach at Madras, opposite the Harbour, ~~The matter~~ has not ~~until now~~ yet been laid before the Government of India in the Public Works Department, though it has been under continuous discussion here for the last four years during which every effort has been made to bring it into a form fit for submission for ~~the Government of India's approval~~ sanction of competent authority. It seems necessary first to ex--plain that the scheme now put forward is of a temporary character, and that it is not thought advisable to put forward a more permanent scheme until such time as

H.E. and circ.

I should like this to be seen by the Hon Sir H. Bliss, first.

A.GH

21.9.98

Perhaps Mr Spring will see me about this —

HS

22/9/98

I could see him on Saturday or Monday morning at 8½

Resubmitted to H.E.

I have been through this with the Hon. Sir H. Bliss, and he has advised that it would be best to address India more briefly, forwarding all the information here contained in the form of a Consulting Engineer's Note. This I think is the wiser thing to do. So I have modified the accompanying into the form of a Note and have at the same time put up a draft G.O. and a draft letter for approval.

FJES

27/9/98

Appd.

A.GH

30.9.98

the plans for the projected extension of Harbour accommodation at Madras shall have been matured, and the works in connection therewith shall have progressed far enough to permit of greater ~~interference~~ assistance being rendered by the railways ~~with the existing arrangements for handling~~ to the trade of the Port than is at present found to be possible. Meanwhile the advantages to the public, as well as to the railways, of the proposed junction of the latter on the Sea and City face, are ~~in the opinion of this Govern-ment~~ so obvious that it has been ~~determined~~ agreed to put forward the present proposals, which, though of a temporary character, will here-after fall in well with, and form a part of, the permanent Joint Harbour and Railway project.

2. Proposals for a Joint Station for the Madras and South Indian Railways were first put forward in July 1894, when, learning that the South Indian Railway Company, who already had obtained access to the Beach in a temporary fashion, were contemplating the building of a station, the Agent, Madras Railway Company wrote to suggest that it would be well if the projected station could be made a joint one

and if access could be given to it by permit-ting the passage of the trains of both Railways through Harbour Trust land. The negociations which subsequently ensued and which have only recently culminated in proposals agreed to by all concerned were of a complicated nature and need not here be referred to in detail. Great diffi-culty has been experienced in ~~ascertaining~~ persuading ~~the intentions of~~ the Harbour Trust Board ~~with those of~~ to agree with the two Railway Com-panies. The proximity of two forts on the sea face also gave rise to difficulties which at one time seemed serious, but these were eventually removed by the issue of the orders contained in the Government of India, Military Works Department letter No. 742 M.W., dated the 12th March 1897. Many diffi-culties which cropped up early in the negociations disappeared when the two Rail-way Companies agreed merely to meet at a common station instead of, as at first intended, passing each other for a con-siderable distance on a mixed gauge. At a meeting held in November 1896 it was agreed by both Companies that for the present

neither Railway should go beyond a Joint Sta-
-tion to be built about opposite to, and just
across the street *from*, the General Post
Office, and so designed that either railway
might extend itself if afterwards found neces-
-sary. It was also agreed at the same time
that the Madras Railway Company should build
and work the station, the South Indian Railway
having the use of it under the usual Joint
Station conditions. At this period of the
negociations it appeared likely that something
definite would soon be settled about the pro-
-jected Boat basin or Dock extension of the
Harbour, and that therefore, provided that the
Railway plans and the Harbour extension plans
were properly coordinated so that future work-
-ing arrangements might not be impeded by ill-
considered designs, it would be possible to
build a Joint Railway Station of a permanent
nature. Difficulties however have arisen
giving rise to delay in the maturing of the
Harbour extension scheme, and in view of the
importance of not deferring the joint railway
arrangements ~~no~~ any longer than is necessary, it

on the basis of a temporary and cheap in-
-stead of an expensive and permanent Joint
Station Scheme. The result is the project
for the
now put forward ~~which His Excellency in~~
~~Council hopes may meet with the early ap-~~
approval of ~~the~~ Government ~~of India~~.

3. The chief difficulty experienced in
bringing all concerned to a suitable agree-
-ment has been the ~~very natural~~ reluctance
of the Harbour Trust Board to permit inter-
-ference with their present lines and
sidings. They have however finally con-
-sented to the shifting and rearrangement
of their lines, and to the admission of
the railways as shown on the accompanying
plan, the railways paying all expenses and
carrying out the work. Naturally, the
arrangements are not such as would be made
if the Railways had a free hand; but the
best that ~~was possible~~ seemed practicable under the circum-
-stances appears to have now been agreed
to, and hereafter, when Harbour extension
plans are sufficiently mature, it will be
possible to improve them.

4. The present scheme comprises the provi-
-sion of a temporary platform 400 ft. × 70, with
cheap semi-permanent booking office and wait-
-ing sheds together with such sidings as seem
absolutely necessary for passenger traffic.
The estimated capital cost of this temporary
scheme is Rs. 86,832, of which the share apper-
-taining to the Madras Railway is Rs. 75,669, and
to the South Indian Railway Rs. 11,163. This
includes the cost of all permanent way of
which perhaps some Rs. 25,000 worth is already
in stock second hand, as well as the cost,
estimated at Rs. 26,898, of altering existing
Harbour working arrangements, viz: sidings,
sheds, &c., as consented to by the Harbour
Trust Board. Practically the whole of the con-
-templated expenditure will be to the good what-
-ever decision may ultimately be arrived at
about Harbour extension. The above estimated
outlay is for works alone. The question of
the cost of land shall be dealt with in subse-
-quent paragraphs.

5. Care has been taken in designing this
temporary railway scheme to leave enough room

for the widening of the main road along
the sea front of the City, a measure con-
-sidered most to be neces-
-sary. The terms which have been provi-
-sionally agreed to between the Harbour
Trust Board and the two Railway Companies
will be found recited in the accompanying
copy of the Provisional Agreement between the H.T. Board & the two Ry. Companies.
~~copy of a letter from the Agent, Madras~~
A perusal of the accompanying copy of letter No. 8290/137 dated
28th July 1898, and its enclosures from the Agent M.Ry.Co.
~~The is the accompanying copy of a letter~~
~~and its enclosures~~ and No. 835 dated the 5th
September 1898, from the Agent, South Indian
and its enclosures, will show
Railway Company. ~~It will be seen~~ that, pend-
-ing the entire reorganization of the
existing arrangements for working the
trade of the Port, a reorganization which
will only be possible on the completion of
the projected Harbour improvements, the
conditions are very exceptional and that
therefore exceptional methods of working
are necessary; for ~~the~~ level crossings are ~~existing~~
and this as
very numerous necessitate ~~s~~ slow speed and
exceptional precautions. But in the opinion
of all concerned ~~as well as of His Excel-~~

~~dency the Government in Council~~ the advantages of the proposed arrangement outweigh its dis-advantages, and the interests of public safety are adequately guarded. in my opinion

6. ~~I am now instructed to address you in~~ We have now to consider ~~regard to~~ the arrangements which have been provisionally agreed to between the Harbour Trust Board and the two Railway Companies for the use by the latter of the land which they require for their station, lines, and sidings, land which now vests in the Harbour Trust Board under the provisions of the Madras Har-bour Trust Act II of 1886. These arrangements are that the Madras Railway Company shall have the use of the land to be occupied by the Joint Station, as well as that covered by their route for access thereto, in consideration of an annual payment to the Harbour Trust Board of Rs. 2,000, and that similarly, in return for an annual payment of Rs. 4,500 the South Indian Railway Company shall have the use of the land to be occupied by their lines and sidings. It may at first sight appear anomalous that the smaller of the two payments should have been proposed for the occupation of 2.63

7

acres, while in return for the larger pay-ment only 1.75 acres are to be occupied; but this explains itself when it is under-stood that the proposed annual payments ~~are~~ based not on area occupied but on estimates, forming matter for bargain bet-ween the Companies' Agents and the Chair-man Harbour Trust Board, of the probable number of trains and of passengers using the accommodation proposed to be provided. The South Indian Railway having long had access to the Beach, were in a position to more confidently rely on a considerable passenger traffic than could with any degree of certainty be counted on by the Madras Railway Company, and hence it followed that, trying in both cases for all he could get, the Chairman, Harbour Trust Board, was able to make better terms with the former than with the latter Company. The present proposal of the Harbour Trust Board to charge a commuted toll on railway traffic entering their premises arose out of an earlier proposal, which will be found embodied in para 17 of the Chairman's let-

-ter No. 3771, dated 4th December 1896, con-
-tained in this Government's Marine Depart-
-ment's Proceedings No. 35 M., dated the 11th
Jany.1897, to charge"a small rent per ground
occupied" plus "the present rate of one anna
per ton of goods carried by each railway vehi-
-cle entering on the Board's premises."

~~Should for~~ ~~it~~ ~~Were it considered inexpedient to~~ ~~alienate for the benefit of the Railway Com-~~ ~~panies land now held in trust by the Harbour~~ ~~Trust Board, this Govt. would no ob-~~

I presume that there is no objection in principle to the levy from the traffic using the land of a toll, commuted or otherwise, on the basis of passengers carried as has heretofore been customary in the case of goods. As already explained the proposals provisionally agreed to between the Board and the Railway Companies ~~is~~ are based on ~~such~~ this princi-
-ple. Under the provisions of Section 26 of the Act which constitutes them, Madras Act II of 1886, the Board, with the sanction of ~~this~~ Government may lease, sell, or otherwise alienate any moveable or immoveable property vested in or acquired by them. The property vested in the Board is specified in Schedule A of the Act,

7.- ~~The~~ No mention is made in the draft agreement between the H.T. Board and the Madras Ry. Co. ~~of~~ of the land proposed to be occupied being actually acquired. ~~Presumably~~ In the draft Madras Ry. draft agreement however clause 2 (c) provides that the area for which the annual payment is at first to be made shall thereafter be permanently acquired. I hope to know that the H.T. Board, in both cases, contemplate the permanent ~~acquisition~~ alienation of the land to be occupied by the railway under the provisions of Sect 26 of the Act

as being, inter alia, the foreshore lying within the limits of the Port, meaning, vide Section 2 (2), "such limits as may from time to time be defined by the Governor in Council for the purpose of this Act by Notification in the Fort Saint George Gazette." It therefore follows that it is perfectly within the competence of ~~the~~ Government to exclude from port limits, by Gazette notification, the land proposed now to be occupied by the two Railway Companies. There is reason to believe that had such a step as this been suggested while negocia-
-tions between the Harbour Trust Board and the Railway Companies were in progress, the former would have found themselves unable to admit the possibility of enduring the restrictions, which, to a greater or lesser extent, must necessarily be imposed on the business of the Port by the inter-
-vention of alien railway lines between the Beach and the Custom house and City. Now, however, as a perusal of the accompany-
-ing copy of a letter No. 989, of the 2nd June 1898 from the Chairman of the Harbour

Trust Board, as well as the list of names attached to the enclosed plan, and a perusal also of the draft agreements, will show, the Harbour Trust Board no longer maintain the attitude of inability to coordinate port and railway working interests. There is therefore no longer any obstacle to the adoption of the course above suggested, viz, the exclusion from Port limits by Gazette Notification of the land which it is proposed that the Rail-ways shall occupy.

8. In connection with the present pro-posals an important question arose for con-sideration, viz, whether it would be expedient that the proposed Joint Station, and access thereto from the north might not with advantage be kept in the hands of the State, as an inte-gral portion of the East Coast Railway, though disconnected therefrom owing to the absence of a link past Royapuram. The advisability or otherwise of adopting such an arrangement must necessarily depend on the terms of the agreement finally come to between the Madras Railway Company and the Secretary of State, for the working through the Agency of the former of the southern part of the East Coast Railway. Should the negociations which have this end in view terminate satisfactorily there would, so far as I can see, be no objection to the pro-posed Joint Beach Station and its approaches being amalgamated with the Madras Railway Company's Undertaking. The Government of India will be better able to form an opinion on the point than I can, for I have no information as to how the negociations in question are progressing.

9. Another matter to which a reference here seems necessary is the exclusion from the present proposals of any provision for the booking of goods traffic at the Beach. A reference was made to certain proposals for a South Indian Railway goods station in the Government of India's Railway Ac-counts letter No. 40 A.R., dated the 10th January 1898. Until such time as the pro-jected Port extension schemes shall have been matured and permanent railway arrange-ments can be made to fit in with perma-nent Port arrangements, it seems to me

~~Government, as~~ and also to the Railway Companies' Agents, ~~to~~ that it would be inexpedient to enter on a large scale on any project for dealing at the Beach Station with the railway share of the import and export trade of the Port of Madras. The question is a very large one, more or less parallel perhaps to that dealt with and yet to be dealt with at Kurrachee, and all concerned are agreed that while port matters are so unsettled it would be unwise to deal with the question on a large scale. The Madras Railway Company's Royapuram premises are close to the north arm of the Harbour, and these are considered to be for the present adequate for all the requirements of that Company's local goods traffic. The South Indian Railway Company contemplate the construction of a small local goods yard and godowns south of the proposed site of the Beach Joint Passenger Station. Their scheme is the one referred to in ~~[illegible]~~ the Govt of India Accounts letter just referred to, but there seems to be no necessity whatever for mixing up this scheme with that of the temporary Joint passenger station which is the subject of the present reference. The South Indian

This Govt. can hardly say this. It knows nothing about Kurrachee.
No. Not looking then
[illegible]

8

Railway local goods station scheme ~~shall~~ will shortly be ready for submission ~~submitted~~ separately to Government, as soon as arrangements, now the subject of correspondence with the Military Authorities, shall have reached maturity.

10. In the South Indian Railway Company's Board of Director's letter No. 116 dated the 24th November 1893, sanction was accorded to the expenditure of Rs. 24,630 on improvements to the then existing Beach accommodation. The passenger station scheme was however only laid before them in their Agent's letter No. 602, dated 7th September 1898, and there has not therefore yet been time for the receipt of an expression of their opinion in regard to it, or for their assenting or otherwise to the suggested annual payment out of earnings of Rs. 4,500 as a commuted toll for the land that it is proposed they shall occupy. In their letter to their Agent, No. 920, dated the 21st June 1898, the Board of Directors of the Madras Railway Company approved of an expenditure of Rs. [illegible],21,661 on the Joint Beach Station and connecting lines. At that

15

time however the proposal was for a permanent

building. In the Board of Directors' Letter to their Agent, No. 378, dated the 15th July 98, sanction was given to the payment of rent to the H.T.Board for the land to be required.

11. Before matters can proceed any fur-

-ther it seems essential 1st that the Govern-

-ment of India's approval should be obtained

to the scheme generally, 2nd that the Govern-

-ment of India should ~~express a preference~~ be advised in regard to

~~the best~~ arrangement for placing the Railway

~~either for (a) the combined toll proposals as~~

Companies in occupation of the lands, now that the Harbour

~~provisionally agreed to between the Harbour~~

~~Trust Board and the Railway Companies Agents,~~

~~as stated in para 6, or (b) the exclusion by~~

~~Gazette Notification of the land to be uti-~~

~~lised by the Railway. Now that the Harbour~~

Trust Board have admitted the possibility of

~~allowing~~ the Railways within Port limits.

~~the latter method, (b), of obtaining possession~~

~~of the land for the use of the Railway Com-~~

~~panies appears to this Government to be pre-~~

~~ferable. But nevertheless~~ There are undoubtedly

some advantages in not disturbing the provisional

arrangement, provided the Harbour Trust Board

will consent to refrain from enhancing the

terms until such time as the projected Har-

-bour extensions shall have been matured, and until

it is found possible to design and carry out the

permanent joint arrangements.

Joint Beach Station at Madras.

MEMORANDUM of provisional Agreement arrived at between the Madras Harbour Trust Board, the Madras Railway Company, and the South Indian Railway Company for the construction of a temporary Joint Railway Station on the Madras Harbour Beach near the South Harbour arm and the General Post Office.

1.- This Agreement is subject to the approval of the Boards of Directors of the two Railway Companies and of Government.

2. The Agreement relates to the erection of a temporary joint station only, and of its connection with the two Railways by the necessary lines and sidings, and to such rearrangement of the Harbour Trust Board's lines and premises as may be mutually decided on.

3. The question of the erection of the projected permanent Joint station, and of the laying of such lines and sidings as may be found necessary for its proper working, as well as such rearrangement of Harbour Trust lines and sidings as may be found necessary when the permanent station comes to be built must be deferred until such time as the

maturing of the projected Harbour improvement schemes may permit of their consideration in due coordination with the Harbour schemes.

4. The object now in view is to bring the Madras Railway from Royapuram, and the South Indian Railway from their present terminus near Parry's corner, to a joint platform nearly opposite the General Post Office.

5. In the opinion of the three parties to this Agreement the proper site for the joint temporary station is that already fixed for the originally proposed joint permanent station, viz, as shown on the accompanying plan.

6. It is agreed that it is desirable that as soon as the Harbour extension schemes are sufficiently matured to allow of the permanent alienation by the Harbour Trust Board of part of the land of which possession now vests in them, so much land as may be considered to be necessary for the permanent Joint station, and for the railway lines and sidings connected therewith, shall be acquired by Government from the Harbour Trust Board, and be made over to the Railway Companies under the terms of their respective Agreements.

This paragraph had better be omitted with ref. to the Hon. Sir H. Bliss's note.

KA.

7. The Harbour Trust Board agrees to accept

from the Madras Railway Company the annual sum, by way of a commuted passenger toll, of Rs 2,000, and in return to grant them the free use of the land now settled to be necessary for their temporary use, viz main line 16 ft wide, 1 acre 73 cents : through siding, 26 cents : platform 400 x 70 ft, 64 cents. Total 2 acres 63 cents. The Madras Ry Co agree to these terms.

8. The Harbour Trust Board agree to accept from the South Indian Railway Company the annual sum, by way of a commuted passenger toll, of Rs 4,500, and in return to grant them the free use of the land now settled to be necessary for their temporary use, viz, the area coloured blue on the accompanying plan (S. I .Ry No $\frac{323}{98}$) measuring 1 acre 75 cents. The South Indian Ry Compy accept these terms.

9. The H. T. Board consents to refrain from proposing any enhancement of these terms [before the land shall, if ever, have been permanently acquired by Government.]

vide the Hon. Sir H. Bliss's note. The words in brackets the following may be substituted.

KA 15.9.98

10. It is recognized that until such time as the Harbour improvement schemes shall have been brought to maturity, the existing arrangements for carting goods from the Harbour front to the City across the railway lines must continue. There are at present between Clives Battery and the

proposed site of the Joint Station ten level cross-
-ings which are used by carts. Every effort will be
made by the Harbour Trust Board to reduce this num-
-ber to six or fewer. But it is recognized that
owing to their large number it will not be expedient
to run trains at a greater speed than will allow
of their being brought to a stop in a length of 30
yards. All trains therefore of the Madras Railway
running between Clive's Battery and the Joint Station
will be preceded by a man on foot with a red flag.
Gates at the regular crossings, and fencing between
them, shall be provided by the Madras Railway Com-
-pany if at any future time such gates and fencing
shall be considered by the Harbour Trust Board to
be necessary.

11. The Joint Station and everything connected
therewith, except the South Indian Railway Company's
sidings, shall be built by and at the expense of,
and shall be worked by the Madras Railway Company
for use by the South Indian Railway Company
under the usual Joint Station conditions.

Form No. 1.

Joint Beach Station at Madras

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Papers to be read in Proceedings:—

C No. 3566

Again G.O., dated } to be added 7/11 189 , No.

Again G.O., dated 189 , No.

Current No. of 189 , dated , from

" " " 189 , " , "

" " " 189 , " , "

Note by the Gn. Engr. for Br. Standen. dated 27-9-98.

ORDER. No. 1293 Ry dated 18/10/98

The Hon. Lt H. Bliss

Before resubmitting this to H.E. the Governor I shall be glad if the Hon Lt. H. Bliss will look it and say whether the form in which I have now re-drafted the Note. G.O. on the above accords with that suggested by the Hon Member at our Interview

J.W.S.

27/9/98

I made one or two suggestions in pencil which will perhaps improve the expression of the letter to India into a note by the Secretary

H.B.S
28/9/98

Correction accepted
J.W.S
30/9/98

For the Governor

Recorded.

The Government of India will be addressed.

In regard to the subject of placing the Ry. Co. in possession of the land which the H.T. Board admit the possibility of their occupying without undue restriction on the business of the Port, Government observes that there would appear to be no necessity either that the Railway Company should pay a rent or toll, or that the land should be acquired.

Section 2 (2) of Madras Act II of 1886 defines the Port as being contained "within such limits as may from time to time be defined by the Governor in Council by Notification in the Fort St. George Gazette." To place the Railway Company, therefore, in occupation of the land which Government considers it necessary that they should occupy, all that is required is the publication of a Notification redefining the

limits of the Port.

F.W.S.
27/9/98

I submit this again for orders of H.E. and the Hon Sir H. Bliss with reference to the Hon Mr. Arundel's suggestion flag X

F.W.S.
5/10/98

I accept the Hon. Mr. Arundel's amendments.

A.G.H.
5.10.98

I have no objection to them. All we have to do is to put the case fully before India & let it decide

H.S.
7/10/98

R. Form No. 12.

Prints

18/-

Proof sheets now please with all corrections complete. Note & letter separately

F.M.

8 P Letter separate

No. 1294 Rys

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

18th Octr 1898.

SIR,

I am directed to forward a copy of this Govt's Proceedings No. 1293 Rys dated the 18/10/98 on the subject of a proposed temporary joint passenger station for the Madras and South Indian Railways, on the Madras Beach, opposite the Harbour. The proposal is fully explained in the Note of this Govt's Consulting Engr which forms part of the Proceedings.

2.– Should ^(the Govt of India) ^(approve) the proposal, ~~meet with the approval of the Govt of India~~ ^(but should think that the H.T.B. should not be allowed to require the Railway Companies to pay for the land occupied by them, which became the property of the H.T.B. by virtue of S. 3(2) of Mad. Act II of 1886 (i.e. a gift from Govt.),) H.E. the Governor in Council will be prepared ^(if necessary) to alter the boundaries of the Port by Gazette Notification, so that neither ^(a debit of the value of) ~~the payment~~ the land, nor the suggested annual payment of rent or commuted toll at the cost of the revenues of the Railways, will be necessary. (b) Pre... see next page

3.– The cost of the scheme will then be

[margin note] ...think this para goes a little ~~bit~~ beyond ...e agreed to in Council which was that ...t to leave it to India to say whether it ...ount to the payments to the H.T.B. ...t of its pocket. Govt. :. alter as somewhat ...think – If India likes to allow ...t doesn't matter to this Govt, ...have done its duty in pointing out ...how today the payments could be ...

H.S.
28/9/98

yes
F.W.S.
30/9/98

A.G.H.
30.9.98

P.T.O.

about Rs 87,000, a considerable part of which is on account of permanent way material already in the Engineers' stores, and most of which will be to the good if the scheme of the Madras Harbour extension scheme should hereafter allow of the temporary Railway arrangements being made permanent.

4 - In view of the very great convenience to the public, to the Govt. and to the Railway Companies which may be expected to accrue from the scheme now put forward this Government accords it the strongest support, and I am instructed to express a hope that it may meet with the very early approval of the Govt. of India. Should it be approved you should be separately addressed in regard to regular sanction to estimates for ground in part obtained and to the provision of funds.

I have &c

dup 31/10/98

7 Hrs.

27/9/98

I wd suggest that at (a) in para 2 the following words be inserted "if necessary." Then if the Harbour Trust Bd. agree to make no charge for the use of the land by the Rys. no gazette notification will be necessary.

At (b) I think a sentence like the following should be added to show that the proposed change is not likely to be effected without considerable heart burning. "At the same time I am to observe that the land in question has been vested by Govt in the Harbour Trust Board since 1886, and that although its resumption by Govt can be effected by a Gazette notification, it is a question whether it is desirable to disturb the harmonious relations of the Harbour Trust Board with the Railway Companies for the sake of a saving of Rs 6500 per annum."

The date above given (1st June 1886) has been supplied me this morning by Mr. Winton.

AA 4.10.98.