Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 584 Ry.

DATED 18th May, 1899

[Despatch Abstract.]

Joint Passenger Station on the Madras Beach

Approving of the arrangements proposed by the Madras and South Indian Railway Companies for carrying out the construction of the projected temporary —— and permitting the work to proceed in accordance with the sanctioned Estimate.

[P. W. 28.—500-20-3-99]

Indexed.

BACK PAPERS.

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RAILWAY.

Government (1899) of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*
Regd. } *Spare copies*

G.O., No. 584 Ry., 18th May 1899.

MAY.

Joint Passenger Station on the Madras Beach

Approving, with remarks, the arrangements of the Madras and South Indian Railways for the construction of the — as shown in the attached plan and permitting to proceed with the work in accordance with the sanctioned estimate.

RAILWAY.

Government (1898) of Madras.

PUBLIC WORKS.

Recd. } 1898. Enclosures

Regd. } 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 [illegible] [illegible]ther Railway should go beyond a joint station to be built about op[illegible] to, and jus[illegible] the street from, the General Post office, and so designed [illegible] that either railway mi[illegible] extend itself if afterwards found necessary. It was also [illegible]eed at the same time that the Madras Railway Company should build and work [illegible] station, the South Indian Railway having the use of it under the usual joint sta[illegible] conditions. At this period of the negociations it appeared likely that somethin[illegible] definite would soon be settled about the projected boat basin or dock extension of [illegible] the harbour, and that therefore, provided that the railway plans and the harbour [illegible] extension plans were properly co-ordinated so that future working arrangements m[illegible] [illegible]ght not be impeded by ill-considered designs, it would be possible to build a join[illegible] t railway station of a permanent nature. Difficulties however have arisen giving ris[illegible] to delay in the maturing of the harbour extension scheme, and in view of the imp[illegible]ortance of not deferring the joint railway arrangements any longer than is necessary, [illegible] it was decided to push forward the negotiations on the basis of a temporary and c[illegible]heap, instead of an expensive and permanent, joint station scheme. The result is th[illegible] project now put forward for the approval of Government.

3. The chief difficulty experienced in [illegible]ng all concerned to a suitable agreement has been the reluctance of the [illegible]st Board to permit interference with their present lines and sidings [illegible]ever finally consented to the shifting and re-arrangement of the[illegible] [illegible]mission 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. T[illegible] 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 [illegible]er payment only 1·75 acres are to be occupied; but this explains itself when it is [illegible]erstood 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.

Recd. } 1898. *Enclosures*
Regd. *Spare copies*

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.

RAILWAY.

Government (1899) of Madras.
PUBLIC WORKS.

Recd. } 1899. *Enclosures*
Regd. *Spare copies*

G.O., No. 264 Ry., 6th March 1899.

MARCH.

Joint Passenger Station on the Madras Beach

Sanctioning the provisional agreements entered into between the Harbour Trust Board and the Madras and South Indian Railway Companies for admission of the two Railway Companies into the premises of the Harbour Trust Board, and ordering the commencement of the work of constructing a temporary —.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers.—

G.O., Nos. 1293, 94 Ry., dated 1st October 1898.

Order—No. 1567 Ry., dated 23rd December 1898.

The Government of India will be addressed.

From—The Joint Secretary to the Government of Madras, P.W.D., Railway branch.
To—The Secretary to the Government of India, Public Works Department, Simla.
Dated—Madras, 23rd December 1898, No. 1568 Ry.

On a re-perusal of this Government's order No. 1293 Ry., dated 18th October 1898, and also of letter No. 1294 of same date to the Government of India's address, it is thought that this Government's wishes, in the matter of obtaining for the Madras and South Indian Railway Companies the use of the land wanted for the Madras Beach Joint Station scheme, have not been made sufficiently clear.

2. I am therefore directed to explain that whenever the projected boat basin or dock scheme, on the sand accretion at the south of Madras harbour, shall have been brought to maturity there will be no difficulty, and so far as can be foreseen no objection, to excluding, by Gazette Notification, from the limits of the port, whatever land the railways may need for their permanent joint station scheme.

3. As however the details of neither the dock or boat basin scheme, nor of the permanent joint station scheme, can be settled just yet, and as the efficient working of the temporary joint station scheme depends to some extent on the good will of the Harbour Trust Board who after somewhat difficult and prolonged negociations, have agreed to admit the railways amongst the Port working sidings, this Government would prefer at present not to exercise the power which it possesses of taking possession of the land by Gazette notification. That power can be exercised at any time, if thought necessary in the interests of traffic.

4. This Government therefore prefers that the power should at present lie latent, and that the arrangement arrived at after much difficulty, viz., the payment by the Railway Companies to the Harbour Trust Board of a commuted toll based on as good an estimate as was possible of traffic likely to use the station and of the value of such traffic to the companies, should be approved and continue in force until the permanent dock arrangements can be matured; or sooner, if in the interests of traffic Government should see fit to alter the port boundaries.

5. * * * * *

Read also the following papers:—

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W.D., Railway branch.
Dated—Calcutta, 27th December 1898, No. 019 R.C.

I am directed to acknowledge the receipt of your letter No. 1294 Railway, dated 18th October 1898, submitting, for the approval of the Government of India, a scheme for a temporary joint passenger station for the Madras and South Indian Railways, on the Madras Beach, opposite the harbour.

2. In reply I am to say that the Government of India are of opinion that the scheme being in the nature of a siding may be dealt with by the Government of Madras. I am to request, however, that plans and estimates may be submitted for the formal sanction of the Government of India, together with proposals for the provision of necessary funds and their allocation.

3. As regards the ownership of the land required to carry out the scheme, I am to remark that pending the completion and opening of the Bezwada Madras-Railway and its subsequent connection *viâ* Cuttack and Midnapore with Calcutta, the Government of India prefer that any arrangements the Government of Madras desire to make in the matter should be of a temporary nature subject to short notice on either side.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 20th January 1899, No. 56.

Abstract.—Forwarding an amended estimate No. 2/99 for so much of the Joint Passenger Station arrangements as concerns the South Indian Railway.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 28th January 1899, No. 8290/113.

Abstract.—Forwarding an estimate for the proposed Joint Passenger Station, and asking for sanction to the work being proceeded with.

From—The Joint Secretary to the Government of Madras, P. W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—30th January 1899, No. 119 Ry.

I am directed to acknowledge the receipt of your letter No. 019 R.C., dated the 27th December 1898, and in reply to forward estimates of the cost of the agreed temporary passenger arrangements at Madras Beach. The Government of India are already in possession of a plan of the proposed arrangement, *vide* paragraph 3 of my letter No. 1294 Ry., dated 18th October 1898; and as the scheme is of a simple temporary character it is presumed that no more detailed plans will be needed.

2. The total sum proposed to be expended is Rs. 90,035 of which Rs. 48,050 is for stores and materials the greater part of which is already in the stores of one or other of the railway companies, so that cash expenditure may not be more perhaps than half a lakh. Of the total amount of the estimate Rs. 16,713 is for work to be done within the limits of land already in the hands of the Madras Railway Company. The remainder Rs. 73,322, it is proposed to spend within the boundary of, or in connection with, the strip of land for the use of which the temporary arrangement already explained has been come to with the Harbour Trust Board—an arrangement which, as the Government of India desires and as this Government intended, is to be subject to short notice on either side, pending the opening of through communication with Calcutta and the completion of the projected Madras Harbour improvements.

* * * *

3. Of the proposed expenditure, Rs. 73,322, on Harbour Trust land, an estimate amounting to Rs. 14,366 has been prepared by the South Indian, and the balance Rs. 58,956 by the Madras Railway Company. It is probable, however, that the whole of the work will be carried out by the latter Company, the necessary adjustment between them being carried out in due course hereafter.

4. As for many local reasons * * * it is very desirable that the work should be put in hand without further delay. I am directed to ask for early sanction to the estimates now submitted, viz., Rs. 75,669, of which Rs. 2,896 is debitable to Revenue for the Madras Railway Company, and Rs. 14,366, of which Rs. 3,843 is debitable to Revenue for the South Indian Railway.

5. I am to add that the necessary funds can be found from the current and next years' grants.

Telegram from—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department, Simla.
Dated—30th January 1899, No. 6-B.

Your 019 R.C., December 27th. Estimates joint beach station Madras and South Indian Railways despatched to-day, 90 thousand, of which cash may be 50 and balance old material and stores in stock. No alteration of this or next y[illegible]pital grants asked for. Hope for very early sanction to put work in hand * *

Telegram from—The Secretary to the Government of India, P.W. Dept.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 4th February 1899, No. 202 R.C.

Your telegram numbered and dated as follows, 6-B. 30th ultimo. Commencement of work on joint Beach station, Madras Railway and South Indian Railway, sanctioned.

Perused also.—Madras Railways Co.'s plan No. 3852 A. which was prepared in accordance with the recommendations of a joint committee which met on the 7th May 1898, consisting of the following gentlemen.

Mr. C. T. R. Scovell, Deputy Consulting Engineer, Madras.
,, S. Hutchence, Traffic Manager, Harbour Trust Board.
,, C. Pinsent, Secretary, Harbour Trust Board.
,, A. Lee Pogson, Engineer, Harbour Trust Board.
,, H. C. West, Chief Engineer, Madras Railway.
,, J. M. Ewing, Personal Assistant to Chief Engineer, Madras Railway.

Note.—This plan is the one referred to in letter from the Agent, Madras Railway, to the Consulting Engineer for Railways, No. 8290/687, dated the 28th July 1898, and in paragraph 3 of the Consulting Engineer's note, dated 17th September 1898, which is recorded in Government Proceedings, No. 1293 Ry., dated 18th October 1898, read above.

Order—No. 158 Ry., dated 10th February 1899.

Government hereby sanctions the provisional agreements entered into between the Harbour Trust Board and the Madras and South Indian Railway Companies, respectively, under which the Harbour Trust Board are to receive from the Madras Railway Company Rs. 2,000 per annum and from the South Indian Railway Company Rs. 4,500 per annum, by way of commuted toll, in return for admission of the two railway companies to about 4½ acres of land within the premises of the Harbour Trust Board, as per plans lodged with the Consulting Engr. for Railways, copies of which should be recorded with the two Railway Companies and with the Harbour Trust Board.

The running of trains through the Harbour Trust Board's premises shall be carried on subject to such restrictions as the Consulting Engineer may from time to time impose, in the interests not only of existing traffic within the Harbour Trust Board's premises, but also of the safety of trains.

The work contemplated, in the estimates above read, which were sent to the Government of India with this Government's letter No. 119 Ry., dated the 30th January 1899, as being necessary for the admission of the trains of the two Railway Companies to the projected temporary joint passenger station, including such alterations of the buildings and sidings in possession of the Harbour Trust Board as have already been agreed to, as per plan above referred to, or as may subsequently with the Consulting Engineer's approval be agreed to, shall be carried out forthwith, by the two Railway Companies or by either of them as they shall agree, in such a manner as to cause the least practicable inconvenience to Harbour working.

The arrangement sanctioned in this order is temporary only, being liable to modification on the completion of the East Coast Railway to Calcutta, or of the projected improvements or extensions of Madras Harbour. Its termination at any time shall be subject to six months' notice at the hands of Government; or, if mutually agreed between the Railway Companies and the Harbour Trust Board, with the consent of Government, and subject to such conditions as Government may approve of in regard to the re-arrangement of the Harbour sidings.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, 16th February 1899, No. 041 R.C.

I am directed to acknowledge the receipt of your letter No. 119 Ry., dated 30th January 1899, and in reply to communicate the sanction of the Government of India to the estimates, submitted therewith, aggregating Rs. 90,035, of the temporary joint passenger station for the Madras and South Indian Railways, on the Madras Beach.

Railway.	Capital. RS.	Revenue. RS.	Total. RS.
Madras Railway ..	72,773	2,896	75,669
South Indian Railway .	10,523	3,843	14,366
Total ..	83,296	6,739	90,035

2. This sanction, which is allocated as noted in the margin, has been registered as No. 2 Madras Railway of 1899, and No. 1 South Indian Railway of 1899.

Order—No. 264 Ry., dated 6th March 1899.

Communicated to the Agents, Madras and South Indian Railways.

2. The sanction accorded in Government of India's letter, No. 041 R.C., dated 16th February 1899, has been registered as No. 40 Ry. of 1898–99.

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Agent and Manager, Madras Railway.
,, Agent, South Indian Railway.
,, Chairman, Harbour Trust Board, Madras, through the Marine Department.
,, Consulting Engineer for Railways.
,, Examiner, Guaranteed Railway Accounts.
Editors' Table.

Exd. S. A. S. Raghaviengar.

No. C/2443.

Madras Railway Company,
Chief Engineer's Office,
Madras, 24th February 1899.

From

The Chief Engineer,
Madras Railway.

To

R. E. Ellis, Esq., M.I.C.E.,
Engineer, Municipal Commission, Madras.

Sir,

I have the honour to send herewith Plan No. 3852 A. showing a portion of the proposed extension of the Madras Railway from Royapuram to the Beach.

You will observe that it will probably be necessary to extend the outfall of the Municipal drain and I shall be much obliged if you will kindly favor me with a plan and estimate for extending the drain and at the same time advise me whether you will kindly undertake the alteration at the cost of this Company if it is found necessary to carry it out.

The favor of an early reply is solicited.

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

(Sd) J.M. Ewing,
for Chief Engineer.

Enc. No. 1 to E. R's. C. No. 1427 of 1899
Letter No. 1396 d 16.3.99
From President Mun Commn Madras

(True copy)

Manager, M. M. C.

Exd

Madras Railway Company,
Engineer's Office, Terminal Works,
Madras, 28th February 1899.

No.T 554/50

From

The Engineer in Charge,

Terl. Buildings.

TO

The Engineer,

Madras Municipality.

Sir,

I have the honour to forward for your information a tracing shewing the point at which the proposed beach line crosses the Public Road at Royapuram.

I have the honor to be,
Sir,
Your most obedient servant,
(Sd) J.M. Bourne,
Engr.in ch. Terl.buildings.

(True copy)

Enc. No. 2 to E. R's. C. No. 1427 of 1899
Letter No. 1396 of 16.3.99
From P. Mun: Commn. Madras

Manager, M.M.C.

Exd

P. W.
1.

MUNICIPALITY OF MADRAS,
Public Works Department,

P. W. No. 1134

Madras, 15th March 1899.

From
The Hon: Lieut.-Col. SIR GEORGE MOORE, Kt., C. I. E.,
President, Municipal Commission.

To

The Chief Engineer,
Madras Railway.

Sir,

With reference to your letter No. C/2443 dated 24th February 1899, I have the honour to point out that telephone cables run along the west side of the road just outside the Railway premises wall - The proposed line will cross immediately over them -

Enclosure.

The Telegraph Department should be addressed in this connection.

Further the line after it enters the Harbour limits will cross one of the cess-pools attached to No. 3 Municipal sewer as well as the drain proposed to be extended.

But putting aside these points I strongly object to any further level crossing over the road.

I have the honour to be,
Sir,
Your most obedient servant.
(Sd) G.M.J. Moore Lt.-Col.
President, Munl. Comm.

(True copy)

Manager, M. M. C.

Enc. No. 3 to E. R's C. No. 1427 1899
Letter No. 1396 of 16.3.99
From P. Mun. Commr. [illegible]

Expd

Madras Municipality.

Telephone Message.

From

The President,

M . M.C.

TO

The Agent,

Madras Railway, Royapuram.

Dated 15--3--1899.

"Am informed Madras Railway have demolished a man-hole in Sewer No.3 which runs along the Beach within Harbour Limits nearly opposite Royapuram station and another opposite Post Office - Beg further work be stopped."

(True copy)

Exd

Manager, M.M.C.

Enc. No. 4 to E. R's C. No. 1427 of 1899
Let. or No. 1396 d 16.3.99
From Pr. Mun Commr Madras

Madras Municipality.

Telephone Message.

From

The President,
M. M. C.

TO

The Agent & Manager,
Madras Railway.

Dated 15th March 1899.

"Am just going down to new line Harbour land. Can you or Chief Engineer meet me".

(True copy)

Manager, M.M.C.

Exd

Enc. No. 5 to E. R's C. No. 1427 of 1899
Letter No. 1396 d 16. 3. 99
From P. Mun. Commr Madras

Madras Municipality.

Telephone Message.

From

The President,

M . M . C.

TO

The Agent & Manager,

Madras Railway.

Dated, 15--3--1899.

"Find cess-pool demolished line over drain. Must request further work be stopped or carried out at your risk".

(True copy)

Manager, M.M.C.

Exd

Enc. No. 6 to E. R's G. No. 1427 9
Letter No. 1396 of 16. 3 - 99
From P. Mun Commr Madras

Genl. Dept.
(13.

URGENT.

G. No. 1394

MUNICIPALITY OF MADRAS,
General Department,

Madras, 16th March 1899.

From

THE HON'BLE LIEUT.-COL. SIR GEORGE MOORE, KT., C. I. E.,
President, Municipal Commission.

To

The Agent & Manager,
Madras Railway.

SIR,

Enclosure.

In continuation of my Telephonic Messages of yesterday's date, I have the honour to state that I am at a loss to understand how the construction of the new lines East of the Beach Road has been commenced.

No plans have been submitted for approval under the Municipal Act. Secs 260. 261. 265. 267 Madras Act I of 1884

No.3 Sewer has been interfered with contrary Flag D to the Municipal Act and the Railway Act - In fact all Law has been disregarded. S. 276

Under the circumstances I must request that further work be stopped.

I am addressing the Consulting Engineer on the matter.

I have the honour to be,
Sir,
Your most obedient servant,
(Sd) G.M. J.Moore, Lt.Col.,
President, Muml.Commn.

No. 7 [illegible] 1427 1899
No. 1396 16. 3. 99
Mun. Commissioner Madras

(True copy)

Exd

Manager, M.M.C.

Genl. Dept.
13.

G. No. 1396 Urgent. Put up [illegible] 17.3.99

MUNICIPALITY OF MADRAS,
General Department,
Madras, 16 March 1899.

246

From

THE HON'BLE LIEUT.-COL. SIR GEORGE MOORE, KT., C. I. E.,
President, Municipal Commission.

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECd 17 MAR 1899

1427
17.3.99

To

The Consulting Engineer
for Railways.

SIR,

In forwarding the Marginally noted correspondence I have the honour to state that I was informed yesterday that the Madras Railway had demolished a man-hole in No.3 Sewer.

Enclosures 7

C/2443 dated 24" Febry.1899 from Chief Engineer, Madras Railway to Engineer, Madras Municipality.

T 554/50 dated 28th February 1899 from Engineer in charge, Terminal Buildings to Engineer Madras Municipality.

Letter No.1134 dated 15th March 1899 from President to Chief Engineer, Madras Railway.

Telephonic message to Agent & Manager, Madras Railway dated 15" March 1899.
do do
do do

Letter No.1394 dated 16th March 1899 from President to Agent & Manager, Madras Railway.

The first intimation I received as to any work being under contemplation was in C/2443 of 24th February, this was followed by T 554/50 of 28th February 1899.

I replied under 1134 of 15-3-99. As stated above I only received intimation of any work being carried on, on 15-3-99.

I have to-day despatched G.No.1394 dated 16-3-99.

It is unnecessary for me to remark upon the action of the Madras Railway Company.

No

No plans of the proposed scheme have been submitted.

In this connection I would invite attention to your letter No.1797 dated 17th June 1898 in reply to letter No.1264 dated 28th February 1898 asking for information as to the proposed alterations and also to this Office letter No.276 dated 23rd June 1898.

51

52

Under the circumstances I must request that further work be stopped until the Law has been complied with.

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

C. W. Moore Lt.-Col.

President, Munl. Commn.

Form No. 1/A.

Urgent

No. ~~936~~
937

Madras, 18 March 1899.

From

THE CONSULTING ENGINEER FOR RAILWAYS,
MADRAS,

Reminders.

Reply No.
dated

SERIAL 249

To The President Madras Municipal Commission
Copy to THE AGENT AND MANAGER, M. RY.
Copy to " " S. I. Ry. with reference to Paragraph 3.

SIR,

I have the honour to acknowledge the receipt of your letter No. 1396 dated the 16th March 99, and as the matter therein brought to notice formed the subject of an interview which I had with you this morning, and as I have since then been at the office of the Agent and also of the Chief Engineer of the Madras Ry. Co. it will not, I hope, be necessary to enter into long explanations.

2.- You shall receive a plan from the Madras Ry. Co. showing the proposed lines and sidings, as well as the ~~[illegible]~~ municipal sewer on the Beach with its outfalls and its manholes, and proposals for altering them wherever they seem likely to require alteration for the purposes of the ~~[illegible]~~ lines and sidings now being laid down for the Temporary Joint Passenger Station on the Beach. Your approval must of course be sought and obtained before works of the sort can be touched.

3.- The Agent S. I. Ry. Co. will also be instructed to send you, for such formal approval as may be necessary, plans of what it is proposed to do in connection with his scheme for a Goods station ne

Parry's corner; and I hope you will find the proposal for a new and comparatively square level crossing in place of the skew crossing at Parry's corner, acceptable.

4.— As regards the proposed level crossing at the north end of the Harbour premises across the main Beach Road near Royapuram. I have shown the Madras Ry. officers how the present crossing can perfectly easily be got rid of, so that the new crossing now proposed is only in substitution for an existing one.

5.— As regards the question of the advisability of allowing a level crossing to exist at all at the place in question, now that it will be used by so much larger a number of trains than the present one, I would suggest that, as you will see ~~the whole scheme is intended, as will be seen~~ from a perusal of the accompanying G.O. N. 264 Ry dated the 6th March 99, that the scheme is intended for temporary use during the few years that must elapse before the projected permanent improvement and additions to the harbour are matured, there is no need ~~[illegible]~~ ~~[illegible]~~ to raise the question of a road bridge until the permanent joint station scheme comes up for orders of Government. I quite concur in what I know to be your opinion, an opinion held also I believe by Government, that new level crossings of important roads in the neighbourhood of Madras should not, if at all avoidable, be permitted to come into existence in the future. But when the permanent scheme comes up for orders, in substitution for the present cheap temporary scheme, it will be time enough to make stipulations. The matter is one with which Government can then perfectly well deal.

6.— I have asked the Railway Company also to send you plans of the proposed sheds, for use as a ticket office, on the Harbour Board's premises, for such formal action as may be necessary. In conclusion I wish to express much regret that any misunderstanding or misconception of the position should have arisen and to express a hope that all will now be set formally to right.

I have &c

18/3/99

Despatched on 18/3/99

SERIAL No. 252

Genl. Dept.
13.

G. No. 1424 URGENT.

MUNICIPALITY OF MADRAS,
General Department,
Madras, 21st March 1899.

From
THE HON'BLE LIEUT.-COL. SIR GEORGE MOORE, KT., C.I.E.,
President, Municipal Commission.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
22 MAR 1899
MADRAS.

1512
22.3.99

To
The Consulting Engineer
for Railways.

SIR,

Enclosure.

With reference to your letter No. 936, dated 18th March 1899, I have the honour to state that I note with satisfaction that the plan of the proposed construction will be submitted before further action is taken both by the Madras and the South Indian Railway.

I do not propose at this stage to offer any opinion about the crossing in lieu of the existing one at Parry's corner. I am not in a position to do so.

But as regards the proposed level crossing across the Main Beach Road near Royapuram the fact that it is only in substitution for an existing one does not appeal to me. It is a level crossing and as such I most emphatically object to it.

However temporary may be the present alterations it appears to me that the new line must cross the road, there or thereabouts, to enter into the Harbour land - such being the case a crossing will be a necessity and I see no reason why a sufficient forecast should not be made, so that the crossing in any form but a level one be made permanent once for all.

It

If the existing crossing can be done away with so much the better.

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

C W Moore Lt.-Col.

President, Munl. Commn.

Form No. 1/A.

No. 987/988

Madras, 23 March 1899.

Urgent

From
THE CONSULTING ENGINEER FOR RAILWAYS,
MADRAS,

Reminders.

To President Municipal Commission. Madras.
Copy to. THE AGENT AND MANAGER, M. RY.

Reply No.
dated

SIR,

I have the honour to acknowledge the receipt of your letter No. 1424 dated the 21st March 99, in which you insist upon the necessity of the present opportunity being availed of for once for all building an over-bridge to carry the Beach Road across the Madras Railway Beach extension, at the place where that extension is intended to cross the road on the level near Royapuram.

2.- In my letter No. 936 dated the 18th March 99 to which yours is a reply, I expressed entire concurrence with you in regard to the importance of abolishing level crossings in the neighbourhood of the town, wherever practicable, and I suggested that the question might be taken up when the time arrives for replacing the temporary Beach siding arrangements by permanent ones, that is when the improvements in the Port of Madras which are now in contemplation have been brought to maturity.

3. In your reply however you insist that it ought to be possible to make a provision sufficiently far ahead to allow of the overbridge and the raising of the Beach Road which it will involve being executed immediately.

outgoing lines from a point some 300 feet north of the Lighthouse battery to a point about opposite your bogie waggon weighbridge. A new plan is therefore necessary, and I request that you will submit it without delay in order that the matter may be finally settled before Col. Sir George Moore's departure on leave. The shifting of lines between the battery and the weighbridge must of course be coordinated with the shifting of sidings inside Harbour Trust board land rendered necessary by the narrowing of the platform of which you shall soon receive a plan.

4. I may add that the Municipal President permits the sewer to be crossed at an angle but objects to a line running parallel or nearly parallel to it for a considerable distance.

5. I have received your telegraphic reply to the last paragraph of my endorsement, quoted above No. 1110, dated 7th April 1899.

I have the honour to be,

Sir,

Your Most Obedient Servant,

Sd/ F. J. E. Spring

Consulting Engineer.

Form No. $\frac{1}{B}$.

No. 1259

SERIAL No. 264

Madras, 19 April 1899.

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

Reminders

To The President, Municipal Commission

~~THE AGENT S. I. RY.~~ Madras.

Reply No. ______

dated ______

SIR,

~~[illegible]~~ With reference to correspondence ending with your No. 31. dated April 18 I have the honour to confirm the conclusions arrived at yesterday at our meeting on the Beach. at which Messrs J. W. Storey, R. L. Ellis, and Dr Pigou were present.

First as regards the Municipal Sewer. Except at places where it crosses it on the skew there are always more than 6 feet between the centre of the sewer and the nearest rail of the Madras Ry. Co's proposed lines. The proposed line of the S. I. R. Co. passes over a considerable length of the sewer, within H. T. B. premises, but this will be avoided by narrowing the joint platform from 70 ft to perhaps 45. The Madras R. Co. will be asked to make the necessary alterations in the plan. Outside the H. T. B.'s premises the S. I. R. Co's line passes over a considerable length of the sewer. I shall see that the line is diverted so as to give the necessary 6 ft between centre of sewer and nearest rail.

Next as regards the proposed crossing of the Beach Road on the level by the Madras R. Co. I have received a letter from that Company

Agent, No. 8290/421 dated 17th April, in which occurs the following statement.

"In view of the absolute uncertainty as to what the permanent
"arrangements of the future will be when the Harbour extensions
"are completed, and when it will be possible to build the permanent
"Joint Beach Station, I am unable to forecast where exactly the
"Beach road would be permanently crossed:" This statement I can confirm, because in connection with the question of bringing the E.C.R. into Madras, ~~[illegible] certain possible~~ it is possible that certain alterations may be made in the Madras Railway Co's premises and in the H.T.B's Block yard, and these, ~~[illegible]~~ as well as the entire uncertainty as to future permanent joint station arrangements, make it impossible to recommend that an over-bridge be now built which may seriously compromise future developments. Similarly as regards the S.I.R. Co's crossing near the High Court, I have the Agent's assurance that pending the completion of permanent harbour arrangements he is quite unable to say where the permanent crossing will be.

4.– I may note here that we saw that at one very cramped place one of the H.T.B's lines lay over the Municipal sewer. But the same thing has been going on for years, and the Harbour traffic is not of such a nature that it cannot be stopped if necessary for a few hours to repair a sewer. You will doubtless settle about this with the H.T.B. I need say nothing more about it here.

5.– As regards the future, I can add nothing to the proposal made in para 6 of my letter No. 987 dated the 23rd March 99. On receiving a reply from you that you are satisfied with the arrangements now come to I shall be in a position to obtain the orders of Government in regard to the future crossing of the permanent alignment of both railways by road crossings other than on the level.

URGENT.

Serial 100

S. 268

P. W./I.

P. W. No. 85

SERIAL No. 268

MUNICIPALITY OF MADRAS,
Public Works Department,
Madras, 22nd April 1899.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
22 APR 1899
MADRAS.

From
The Hon. Lieut.-Col. SIR GEORGE MOORE, Kt., C. I. E.,
President, Municipal Commission.

Joint Beach St. Case

T.O.O.
22.4.99

2107
22-4-99

To

The Consulting Engineer for Railways,
MADRAS.

Sir,

Serial 264

In reply to your letter No.1259 of the 19th Instant, I have the honour to inform you that I am satisfied with the arrangements referred to therein. As it may be some years before the permanent alignment of the South Indian Railway is settled, I think it would be a great convenience to the public if a road were opened from A-B on the plan sent herewith as this will enable wheel traffic to proceed from the General Hospital to Pophams Broadway without passing over a level crossing, a pathway already exists for the greater part of the way and I should feel obliged if you would move the authorities in the matter and get the South Indian Railway Company to undertake the work.

One Enclosure.

Worth considering.
A.S.H.

I have the honour to be,
Sir,
Your most obedient servant,
G. M. Moore Lt.-Col.
President, Munl. Commn.

This level crossing matter will be taken up later on, when all is finally settled about Beach Station. Meanwhile file.
F.W.S.
25/4/99

Put copy of this into S.I.R. Goods Stn. Case
F.W.S.

Done

Serial 100

URGENT.

No. 410

South Indian Railway Co., Ld.,
AGENT'S OFFICE,
TRICHINOPOLY, 2nd May 1899.

CONSULTING ENGINEER FOR RAILWAYS
3 MAY 1899
MADRAS

2275
3.5.99

Ofy

This crossed ER's letter 15/0 dt 3.5.99 (flag K)

From
The AGENT,
SOUTH INDIAN RAILWAY,

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

With reference to the instructions contained in your No. 1258 (Serial 99) of 19th April I have the honor to forward you a revised plan of the South Indian Railway proposed goods yard at the Beach, Madras. The sidings have been located up to the north boundary, in accordance with the limit of distance from, and method of crossing, the sewer permitted by the President, of the Madras Municipality.

A plan of the Joint Passenger Station has been obtained from the Chief Engineer, Madras Railway, and the sidings in the goods yard have been drawn on so as to accord with those shewn in the Madras Railway plan.

The black dotted line indicates the position of the sewer, and in order to get in the number of sidings as estimated for the passenger station the Harbour Trust Mixed Gauge siding has been shewn shifted out a few feet. There appears to be no reason why this should not be allowed but if this shifting up is not possible the *2nd through South Indian Railway siding can be curtailed in length. The 2nd crossing of the sewer by the approach to the Station in front of the battery is very skew and unless the line can be taken between the battery and the sewer it may be found advisable to divert the sewer for a short length.

I have the honor to be
Sir
Your most obedient Servant
W. H. Le Mesurier
for Acting Agent

One Enclosure herewith.

M.e.s

From
The Agent,
South Indian Railway,
Trichinopoly.
To
The Consulting Engineer for Railways,
Madras.
Dated 18
Received
No.
Enclosure.

Form No. 1.

No. 15/O

Madras, Ooty the 3rd May 1899

From
The CONSULTING ENGINEER FOR RAILWAYS,
Madras,

Reminders.

To
The AGENT ~~AND MANAGER, M. Ry.~~
" " S. I. Ry.
~~" " H. H. THE N. G. S. Ry.~~
~~" " AND CHIEF ENGR., N. Ry.~~
~~" " S. M. Ry.~~
~~" ENGR.-IN-CHIEF, B. M. Ry.~~
~~" MANAGER, E. C. Ry.~~

Reply No.
dated

Serial 99
8

Sir,

× 3852 B d/ 26.4.99 showing proposed Beach line – arrangements of platform & sidings to avoid interference with municipal drains.

Enclosure

In continuation of my letter No. 1257. dated the 19th April 99 I have the honour now to forward a tracing, signed by the Chief Engineer of the Madras Ry. showing the Sewers and manholes referred to, as promised in para 2 of my letter above referred to.

You will now be in a position to coordinate your three lines (as shown on this plan) within harbour trust premises with the lines outside, or south of those premises, as referred to in para 3 of my letter above referred to. and will be able to send me the plan called for in that paragraph showing how the Sewer is proposed to be avoided

I have &
F.L.S.

Dispatched on 3/5/99

URGENT.

No. 418

South Indian Railway Co., Ld.,
AGENT'S OFFICE,
TRICHINOPOLY, 5th May 1899.

This crossed ER's telegram 5 C d/ 6th inst- attached

From
The Ag: AGENT,
SOUTH INDIAN RAILWAY,

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.
Ootacamund

Sir,

Slayk With reference to your letter No $\frac{15}{O}$ dated 3rd May 1899 I have the honor to forward, in substitution of the plan accompanying my letter No 410 of the 2nd May 1899 Slay M a tracing of drawing No $\frac{126}{99}$ embodying the revised arrangements for the Goods Station on the Madras Beach.

Kindly return the tracing forwarded with my letter above quoted.

The Madras Railway plan received with your letter under reply does not show the continuations of the metre gauge tranship sidings north of the Harbour limit, or that the broad gauge passenger platform line is to be extended to the Goods tranship platform as indicated on the tracing now sent.

I have the honor to be
Sir
Your most obedt Servant

F W Le Mesurier
for Ag: Agent

1 Enclosure
herewith

From
The Agent,
South Indian Railway,
Trichinopoly.
To
The Consulting Engineer for
Railways,
Madras.
Dated } 18
Received }
No.
Enclosure.

R. Form No. 7.

TELEGRAM ~~Urgent~~ ~~Ordinary~~ Deferred

From E R.

To A

5/C + Please combine into one tracing that sent you with
Flagk
my No 15. O. May 3rd and that enclosed
with your 410 May second. and send me four
copies, carefully coordinating the sidings. The
Flag M
scheme submitted with your 410 appears satisfactory
but must be formally approved by all concerned.
Treat as urgent.

FWS
6/5/99

Despatched on 6/5/99

R. Form No. 7.

TELEGRAM ~~Urgent~~ ~~Ordinary~~ Deferred

From E R.

To A

6-C+ Your 418. dated fifth. See my wire 5-C. dated sixth. and combine your and Stoney's plans into one sending me fair copies, urgent.

FW

8/5/99

Despatched on 8/5/99

No. 436 **URGENT.** EKC No 2497 of 15/5/99

South Indian Railway Co., Ld.,
AGENT'S OFFICE,
TRICHINOPOLY, 10 May 1899.

From

The Ag: AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
~~MADRAS.~~ Ootacamund

Sir,

In compliance with the request contained in your telegrams Nos 5C and 6C of the 6" and 8" instants respectively, I have the honor to forward four copies of tracing No $\frac{133}{99}$ showing the combined South Indian Railway Goods, and the Joint Passenger, Station arrangements on the Madras Beach.

I have the honor to be
Sir
Your most obedient servant

M Le Mesurier
for Ag: Agent

4 Enclosures by book post}

From
The Agent,
South Indian Railway,
Trichinopoly.
To
The Consulting Engineer for
Railways,
Madras.
Dated } 18
Received }
No.
Enclosure.

Form No. 7.

TELEGRAM ~~URGENT~~ ORDINARY ~~DEFERRED~~

FROM E R.

To Agent
S. I. Ry
Trichinopoly

No. 10. C

Your 436 May tenth & thanks for tracing & please send four more

Despatched on 12.5.97

Joint Passenger Station at Madras Beach

Form No. 19.

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

C. No.............

SUBJECT.

HIS EXCELLENCY THE GOVERNOR.
THE HON'BLE MR. ARUNDEL ~~I.C.S.~~ C.S.I.
THE HON'BLE MR. H. M. WINTERBOTHAM, I.C.S.

FOR ORDERS.

Since the date of G.O. No. 264. R. dated 6th March 99 I have had a lot of troublesome correspondence and interviewing between the Railway Companies, Sir George Moore and myself, because of a sewer underlying the land required for the Joint Passenger Station which everybody had somehow overlooked. The sewer not being a very prominent object it is apt to be overlooked.

Sir G. Moore also seized the opportunity to try to insist on getting his main sewers carried over or under the Railway. I quite agree with him that this is the right thing to do as a permanency: but it would ~~[illegible]~~ be impossible to do it in the present case, until the maturing of the Harbour extension scheme makes permanent railway arrangements possible.

Finally after many letters and interviews we agreed to the course indicated in the draft G.O. below which I offer to Govt. for approval.

F.W.S.
12/5/99

Fwd 16-5-99

A. 1. I think the G.O. may be approved.

2. Sir Geo. Moore's suggestion, in his letter flagged A, seems worth looking into.

A.G.H.
15.5.99

es. It will avoid two level crossings.

ACt 16.5.99

13/5

R 19.5.

(+).

URGENT.

No. 469 South Indian Railway Co., Ld.,
AGENT'S OFFICE,
TRICHINOPOLY, 18th May 1899.

From

The Ag: AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
~~MADRAS.~~
Ootacamund

Sir,

In compliance with the request contained in your telegram No 10 C of the 12th instant I have the honor to forward in a separate packet four additional copies of Drawing No 133/99 showing the combined South Indian Railway Goods; and the Joint Passenger, Station arrangements on the Madras Beach.

I have the honor to be,
Sir,
Your most Obedient Servt.

M. Le Mesurier
for Ag: Agent.

Enclosures 4 by book post.

Now issue the G. O. to the people to whom it has not yet issued, with copy of plan to each.
Then ~~[illegible]~~ print and place on Editors' table. But no plan for Editors.

F.W.S.
20/5/99

From
The Agent,
South Indian Railway,
Trichinopoly,
To
The Consulting Engineer for
Railways,
Madras.

Dated }
Received } No. 18

Enclosure.

(Print)

Form No. 1/A

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Papers to be read in Proceedings:—

A G. O. No. 1293-94 Ry., dated ~~1st~~ 18th October 1898. Quote

G. O. No. 264 Ry., dated 6th March 1899. Quote

C Letter from the President, Madras Municipal Commission, No. 1396, dated 16-3-99.
" to the " " " " " 936, " 18-3-99.
" from the " " " " " 1424, " 21-3-99.
" to the " " " " " 987, " 23-3-99.
" to the " " " " " 1259, " 19-4-99.
" from the " " " " " 85, " 22-4-99.

Quote
to one
3 lines

NA 16.5.99.

KS
16-5-99

ORDER. No. 584 Ry dated 18/5/99

In G. O. No. 158 Ry., dated 10th February 1899, (which will be found printed in Proceedings No. 264 Ry., dated 6th March 1899 read above), it was ordered that

B

> "The work contemplated in the "Order as per plan referred to, or as may "subsequently with the Consulting Engineer's "approval be agreed to, shall be carried "out forthwith, by the two Railway Com"-panies or by either of them as they shall "agree, in such a manner as to cause the "least practicable inconvenience to Harbour "working."

2. The correspondence read above, which has taken place since the issue of that order, shows that certain difficulties, in regard to the Municipal Sewer underlying the land referred to, have now been set at rest.

3. The arrangement of Madras and South Indian sidings, in so far as concerns those parts of them which lie north and west of the Military Department's Lighthouse Battery land, as shown in the plan No. 133/99 hereto attached bearing

the signature of the Consulting Engineer for Railways, dated 13th May 1899, is hereby approved, and under the authority of Sections 7 to 11, inclusive of the Railway Act, permission is given for the work to proceed in accordance with the sanctioned estimate.

4. Government fully recognises the importance of prohibiting where possible the construction of further crossings of railways over main thoroughfares on the level in the neighbourhood of the city of Madras. But it also recognises that the temporary character of the joint passenger station arrangements contemplated, in this and the previous Orders read above, makes it impossible at this stage to settle the most suitable points for the erection of expensive permanent works at the crossings of roads and railways. The roads at these places will therefore continue to be crossed by the Railways on the level until Harbour schemes shall have sufficiently ripened to permit of the temporary railway arrangements being made permanent. Whenever that time comes bridges will have to be substituted for level crossings.

R.

12/5/99

Despatched on 31/5/99

To,

(1) The Consg. Engr. for Rys.
(2) " Agent & Manager, Madras Ry.
(3) " " South Indian Railway.
(4) " Manager, East Coast Railway.
(5) " Chairman, Harbour Trust Board.
(6) " President, Municipal Commission.
(7) " Examiner of Railway Accounts.
(8) " Superintendent Government Press. for Editor's Table.

(1), (2), (3) & (5) were despd on 18/5/99 with a plan each & (4), (6) & (7) despd on 20/5/99

P. W. Ry. 500.—13-6-98.