

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	1087	Press Mis.
Dated	19th August 1859.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
from 13th to 19th August 1859.*

No. 7. Read the following Proceedings of the Madras Government in the Financial Railway Department; dated 11th August 1859, No. 440.

*Requesting that provision be made in due time
at the Ennore and other places of manufac-
ture, for the anticipated increase in the sales
at the Madras Cotaurs.*

(Vide Financial Railway Proceedings from
6th to 12th August 1859, Nos. 30 to 33.)

No. 8.

ORDER THEREON, 13th August 1859, No. 1087.

Communicated to the Board of Revenue with reference to Proceedings in the P. W. Department dated 11th September 1858, No. 1876. The particular attention of the Board will be called to the subject noticed in para. 8.

(Signed) J. D. BOURDILLON,
Secretary to Government.

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following Observations by Captain C. C. JOHNSTON, Consulting Engineer for Railways, on a letter from the Agent and Manager of the Madras Railway Company, dated 13th June 1859, No. 133.

With this letter, the Agent and Manager of the Madras Railway Company submits a Plan and Section of the Branch Railway to the Salt Cotaurs, prepared by the Chief Engineer in communication with the Traffic Manager. The Plan shows the direction of the line, and the arrangements to be made for the auxiliary Goods Station, the establishment of which received the sanction of Government in Extract Minutes of Consultation, No. 425, dated 6th August 1858.

2. There is no doubt that the present Stations for Madras, the one at Perambore, and the Terminal one at Royapooram are both inconveniently situated; and it may be expected from its more central position, that the Station about to be established on the West Esplanade will eventually attract the bulk of the Traffic in Passengers as well as Goods.

3. As a Terminus for Black Town, it is probably the best situation that could have been selected, and that portion of the Esplanade affords ample room for the Station buildings.

4. To establish, as noticed by the Agent in para. 2 of his letter, a Passenger Station near the Poonamallee road would be open to objection, as enclosing the only clear space of ground between the South West corner of Black Town, Chintaudrapettah and Vepery, and apart from the intention of Government to devote that space for a People's Park, it should, I think, as a sanitary measure, be left clear of any large or crowded buildings.

5. Eventually should the Passenger Traffic be found sufficient to warrant the expenditure, the question of having a more central Station, probably on the site originally suggested by Colonel Pears between the Commander-in-Chief's bridge and the bridge at the back of Messrs. Ashton and Richardson's shop, will be one deserving attention, but for the present, I am of opinion that no further expense should be incurred in providing accommodation for Passengers, and that the auxiliary Station about to be established should be for Goods only.

6. The Agent refers in para. 1 of his communication to my letter of the 23rd ultimo. That letter was merely one calling his attention to the subject of the Branch Railway, and it appears that the delay in submitting the Plan is owing to the discussions which have arisen with the Traffic Manager.

7. For the convenience of the Traffic and Locomotive Departments, there will be no objection, should circumstances require it, to making temporary use of the building at the Terminal Station as noticed by the Agent in para. 5 of his letter, but until experience in the working of the Branch Railway has shewn how the Traffic both in Passengers and Goods can be conducted with the greatest economy, and at the same time with due consideration to the convenience of the Public, no buildings should be erected beyond the sheds immediately required for the accommodation of the Goods Traffic at the Salt Cotaurs Station.

8. The Chief Engineer's report on the Branch line, is given in para. 10 of the Agent's letter. The arrangements appear to be very complete and in recommending them for the sanction of Government, I beg to state that I have communicated to the Agent authority for his Chief Engineer to proceed with the further survey, showing what extent of land will be required to be taken up by the Railway Company.

From N. B. ACWORTH, Esq., Agent and Manager; to Captain C. C. JOHNSTON, Consulting Engineer for Railways, dated 9th June 1859, No. 294.

1. With reference to your letter, No. 236 of the 23rd ultimo, I have now the honor to transmit a Plan and Section shewing the proposed Line to the Salt Cotaurs, which the Chief Engineer informs me was got out in communication with the Traffic Manager, and which besides the arrangements for the accommodation of the Salt Trade comprises a Goods Station, and a Passenger Station, on the ground that it was considered desirable that the Traffic should be brought to one Terminus, and that as the position of the Salt Cotaurs must determine the point of embarkation of so large a part, that of the whole should be governed by it.

2. On referring this Plan to the Traffic Manager for report, I learned that if a new Passenger Station were sanctioned by Government, instead of placing it where it is shewn on the

Plan, he would propose that it should be erected as near as possible to the Poonamallee Road, and near to the Pereamettoo Bazaar as shewn upon the Map I send you, leaving the arrangements for Goods to be made at or close to the Salt Cotaurs.

3. The project sanctioned by Government in your letter, No. 639, of the 9th August 1858, comprised only an auxiliary Goods Station at the Salt Cotaurs. Therefore, since the Plan of the proposed Line was sent to me by the Chief Engineer, considerable discussion has arisen between the Traffic Manager and myself as to the propriety of at once proposing that arrangements should be made for conducting the Passengers as well as the entire Goods Traffic at the places he has suggested, instead of at the present Terminus.

4. I think Mr. Fletcher has excellent reasons for arriving at the conclusion, that the whole of the Goods Traffic must almost necessarily take the direction of the Salt Cotaurs, and that eventually, if not immediately, even on the score of economy, the Passenger Traffic must follow.

5. I would observe too, that none of the Permanent Buildings for the Traffic Department and only a small Running Shop for the use of the Locomotive Department have yet been built and with the exception therefore of devoting to other purposes, the Passenger Station for which a less costly Building would be necessary, no great sacrifice will be made by the abandonment for Traffic purposes, of this Terminus.

6. It may always form the site of the general offices, and for a long time to come, (perhaps always), that of the Engineer's Workshops, while as regards the landing of Stores, it is of course a very desirable situation. But if, as I hope, the Railway should be adopted as the means of communication for Passengers and Goods between England and Calcutta, the facility of carrying it on by means of Rails, laid on from this Terminus to the proposed new Pier, will be of very great value.

7. I do not, however, propose for the present that more than the auxiliary Goods Sheds already sanctioned should be proceeded with, and having brought to the notice of Government the probability, as I think, that the Passenger Station must eventually be removed to the same locality, I would defer its construction until the experience we shall obtain from working the Branch Line for Goods to the Salt Cotaurs, and the Line into the present Terminus, shall determine the necessity or otherwise of the change.

8. But the Traffic to be carried on nearly 800 miles of Railway will necessitate the setting apart of a very large piece of ground for the purposes of a Terminus, and that is one of my objects in bringing thus prominently to notice the fact, that hereafter the ordinary place of embarkation and disembarkation, as well of Passengers, as Goods, must be the neighbourhood of the Salt Cotaurs, in the hope that no appropriation of the vacant ground immediately around to other purposes, will be allowed by the Government.

9. The proposal of the Traffic Manager that the Passenger Station should be placed as near as practicable to the Poonamallee Road and near to the Pereamettoo Bazaar, would, I am afraid, interfere with the design of Government for a People's Park. As regards the European population, I apprehend that situation would be more convenient than one at the Salt Cotaurs, and probably for the Natives also taken as a whole. I refer to it, because the Government may like to have the question before them for consideration.

10. With regard to the Plan of the proposed Line which I now forward, the Chief Engineer states as follows:—

“Leaving the Line of the Madras Railway at 2 miles 20 chains from Madras, the main Line starts with a curve of 24 chains radius and a descending gradient of 1 in 100 till it brings the rails to a level with the Salt Platforms; the Line then proceeds in a direction parallel with the Basin Road, and crosses by a bridge the drain leading from the Powder Mills; another curve of 24 chains radius brings it to the North West corner of the large ditch surrounding the Salt Cotaurs, and it thence proceeds in a straight line along the west side of the ditch to the Passenger Station on the north side of the Road leading to the Elephant Bridge; the total length from the junction to this terminus being 1 mile 37 chains. At 49 chains on the main Line a Service Line goes off for the accommodation of the Salt Cotaurs, and passes along the middle of the two platforms. This Service Line also communicates with a siding of the main Line by several cross Lines having turntables at their intersections with the Service Line and siding. At 1 mile 21 chains the sidings for the service of the

Goods Station branch off. It will be observed that the Goods arrangements are capable of any required extension in a northerly direction.”

11. I now submit it for the sanction of Government to proceed upon as the basis for a more detailed survey, since to frame a reliable Estimate would require a more considerable amount of labour, both in the field and the office, than it would be desirable to expend, until it is known that the project is free from objection, in limine.

12. I understand from the Chief Engineer that in an interview which he and the Traffic Manager had with the Collector of Madras, that Officer expressed a favorable opinion of the proposed arrangements.

ORDER THEREON, 11th August 1859, No. 440.

The Consulting Engineer for Railways submits a letter from the Railway Agent and Manager, together with a Plan and Section of the Branch Railway to the Salt Cotaurs, prepared by the Chief Engineer in communication with the Traffic Manager. The Plan shows the direction of the line and the arrangements to be made for the auxiliary Goods Station, the establishment of which was sanctioned by Government under date 6th August 1858.

2. The Honorable the Governor in Council has attentively perused these papers as well as the previous correspondence on the question, and after a careful review of the whole subject, he has arrived at the conclusion that it would not be advisable, at present, to sanction any such branch line of Railway as that which has been proposed to be made to the Salt Depot between Black Town and Vepery.

3. One of the four Plans originally suggested, was that, instead of making a Railway to the Salt Depot, the Salt Depot should be removed to the Railway. This would be in accordance with the general practice of taking goods to the Railway, instead of the Railway to the goods; and in this case, that practice is more than ordinarily expedient, because the Salt on its way by the Canal from Ennore, the place of manufacture, to the Salt Depot on the Esplanade of Black Town, actually passes the Railway. What has been proposed, therefore, in the measure now before Government is, to send the Salt from the place of manufacture to a place beyond the Railway, and then to make another Railway to bring it back again. The original proposal was, that only a light set of Rails of narrow gauge should be laid to the Salt Depot; whereas, it is now proposed that the branch should be made on the same gauge as the Railway itself. There can be no doubt that it would cost less to construct a new Depot or “Platform” at the intersection of the Canal and the Railway, than to make a branch with accommodation for Goods and Passengers such as is now projected.

4. It may be argued that a branch line would be made at the expense of the Railway Company, while a new Salt Depot would have to be made at the expense of the Government; but unfortunately, the state of the account with the Madras Railway is such, that this argument is a fallacy. The earnings of the line fall so much short of the guaranteed interest, that there is a heavy annual loss to the Government which would be increased by additional outlay.

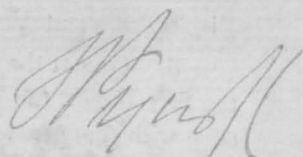
5. Circumstances have in other respects been much altered since this subject was first brought under discussion. The Railway will soon be completed across the Continent from Madras to Beypoor, and a landing Pier, connected by a line of Rail with the Railway Station, is to be immediately commenced. There is, therefore, now a reasonable prospect that the existing Terminus will be utilized, and that a large stream of Traffic between England and Calcutta, will pass through it. Two of the flat bottomed Steamers lately received from England have been appropriated as passage Boats upon Cochrane's Canal and the Coom; and it is intended so to arrange their times of departure from different parts of the Town, as to make them in effect moveable Termini and Feeders to the Railway; and, lastly, attention has been directed to the necessity of preserving the remaining open space between Black Town and its populous Suburbs, as a “Lung,” as it is commonly called, of this great City. If space for ventilation and recreation is wanted in the cold climate of England, much more must it be needed in this tropical City of 7,00,000 Inhabitants.

6. For these reasons the Government consider that it would not be advisable at present to authorize the construction of a branch line of Railway to the Salt Depot. It would in their view be in every way preferable to make a Depot at the point of intersection of the Railway and Canal.

7. The Government therefore resolve to call for a Plan and Estimate in the Public Works Department of such a Depôt. It should be furnished as early as possible and should be prepared by the Chief Engineer, in communication with the Collector of Madras. The Platform should be at first of only sufficient size to hold a moderate quantity of Salt. It may be enlarged afterwards as circumstances may require. Hereafter, when the Railway Traffic has much increased, it may be desirable to make a second Terminus in Madras connected by a branch with the main line; but this new Terminus ought to be, not near Black Town, but in the heart of the European portion of Madras—for instance in the bend of the Coom near the Commander-in-Chief's Bridge.

8. The Governor in Council further resolve to communicate these Proceedings to the Revenue Department. It is observed that the South West line to Beypoor may be expected to be finished at latest by the end of next year. The North West line may, the Consulting Engineer thinks, reach Cuddapah by the close of 1861. The branch line to Bangalore is now being commenced. Altogether there seems reason to believe that in the course of the next five years the Districts of Chingleput, North Arcot, Cuddapah, Salem and much of the Mysore Territory will be largely dependent for their supplies of Salt upon the Railway lines or branches which have Madras as their common Terminus. The sales at the Madras Cotaurs may therefore be expected very greatly to increase, and provision for such anticipated increase should be made in due time at the Ennore and other places of manufacture. This subject will receive further attention in the Revenue Department.

(True Extract.)


Chief Secretary.

To the Consulting Engineer for Railways,
(with Plan and Section.)

„ Public Works Department.

„ Revenue do. ✓

„ Collector of Madras.

20 spare copies

Conto: 14 September 1586. 1798-79

Dec. 27. 1859. C. 18.233 in

Revenue 1859 Receipts
of Govt. Trust.

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Proceedings of the various
part in the Universal
Railway Department.

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Commenced

to the Board of Officers
with reference to
the Proceedings in
the J. M. Department dated
11th September 1858 & to 18th.
The particular attention
of the Board will be called
to the subject noticed in
Para 5.

Dr. Geo. H. Co.

13 August 1859

Robert

The Board of Trustees.
Aug-13'