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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

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Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
9th September 1875.*

Read the following papers:—

No. 201. From J. O'SHAUGHNESSY, Acting District Engineer, Tanjore, to Lieutenant-Colonel J. MULLEN, Esq., Officiating Chief Engineer, Public Works Department, dated Camp, Tanquebar, 19th July 1875, No. 1,274.

IN reference to this Office letter No. 475, dated the 30th April 1875, I have the honor to bring to notice that the officers of the South Indian Railway have selected a new site for the proposed Railway station at Mayaveram, and if I am correctly informed as to the exact position of the new site, it is in every respect as objectionable as the site previously selected.

2. I beg respectfully to suggest that the Deputy Consulting Engineer for Railways, or some other competent officer, be deputed to examine the locality and to settle the question decisively. I see no other way of satisfying the local Revenue Officers and the people of Mayaveram, that public convenience is not sacrificed for facility of construction.

No. 289.

REFERRED to the Consulting Engineer for Railways in continuation of G. O., No. 1,360, dated 12th May 1875.

OOTACAMUND,
24th July 1875.

(Signed) J. O. HASTED, Major, R.E.,
Officiating Joint Secretary to Government, P.W.D.

No. 201-A. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 2nd September 1875, No. 491.

ADVERTING to the Order of Government, dated the 12th May 1875, No. 1,360, and to your endorsement, dated the 24th July 1875, No. 289, upon letter from the Acting District Engineer of Tanjore, I have the honor to submit, for the consideration of

Government, a letter* from the Agent of the South Indian Railway, with which is forwarded a report by the Chief Engineer upon the location of the station at Mayaveram, together with an explanatory† drawing.

2. The reasons adduced by Mr. Logan for adhering to the site originally chosen are so clear and convincing, that it is not necessary to say more than that I entirely concur with him. All three proposed sites were inspected by myself and by the Deputy Consulting Engineer, in company with the Railway officials, and their respective advantages carefully weighed, before the location of the line was decided on.

3. The original letter from the Acting District Engineer of Tanjore is herewith returned.

From W. S. BETTS, Esq., Agent, South Indian Railway, to Lieut.-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 30th August 1875, No. 827.

WITH reference to your letter No. 337 of the 22nd May last, I have the honor to enclose you copy of a report received from the Chief Engineer upon the proposed station site at Mayaveram, together with the plan* referred to therein.

* Sent by Book-post.

*Proceedings of the Madras Government, Public Works Department,
9th September 1875.*

Mr. Logan is of opinion that, for the reasons, the site originally selected is the best that can be obtained, and the Collector considers the arguments put forth in the accompanying report to be conclusive.

Letter from the Chief Engineer, to the Agent, dated Trichinopoly, 5th August 1875, No. 2,129. Your No. 443 of 24th May.

A good deal of surveying has had to be done to show the exact position of matters, hence chiefly the time which has elapsed since you asked for the drawing (No. 496) which I now forward.

The line marked No. 1,* drawn in black, presents that which has been staked out, and along which our line of telegraph has already been erected.

* Not numbered on plan.

The line marked No. 1, in red, is that which would have to be adopted if Colonel Roberts' proposal to locate the station in the centre of the aggregation of villages is carried out, and the line marked No. 2, in dark blue, is the one referred to in my letter (No. 3,089 of 17th March) when I last reported to you on the subject.

I am still of opinion, having again and again carefully considered the matter, both before and after marking it on the ground, that the line selected by us is the best, looking not only to the general interests of the undertaking and of the country, but to those of the locality itself.

In the first place, as already pointed out in my previous letter* to you, the whole of the traffic of the country, north and south, would have levied on it a toll of half a mile

* No. 3,089, dated 17th March 1875.

extra to get into the site advocated by Colonel Roberts, and Government would have to purchase half a mile extra of valuable property in the town; again, a very awkward and troublesome and expensive to work double twist would be given to the line of railway.

Again, Colonel Roberts has lately, in his letter* to Colonel Walker, remarked upon the excessive inconvenience of level crossings, and the great ease with which this inconvenience

* Tanjore, 10th May 1875, No. 617.

could be avoided. His remedy is to select road crossings at a sufficient distance from the Railway stations; but in the case now under reference, as in most others, the road crossings are already selected, being in the heart of Mayaveram; and he proposes a station site which would involve the crossing of all the main streets and thoroughfares of the place in a way which would certainly prove an intolerable nuisance, expense, and danger, not only to the Railway Company, but to the public whom he seeks to serve.

A glance at the plan (No. 496) will show what I mean. From A to B and C, the main thoroughfares are crossed by the line on a sharp curve, necessarily sharp, to get into the site suggested. Being on a curve through a town, the engine drivers and guards could see no distance a-head, and the consequence would be, that whenever a train was due, all the level crossing gates would have to be kept shut for some time, to the great delay of the business of the Company and even of the locality itself. On the line selected by us, these inconveniences are diminished, and only one main road, south of the river Cauvery, is crossed.

I am quite sure that if the central line (alternative No. 1) were constructed, the Mayaveram people would be the very first to regret and have its inconveniences literally brought home to them.

You will, I think, agree with me in this when you study the plan now forwarded, and consider what a number of crossings, large and small, public and private, would be met and interfered with by the adoption of a line running right into the heart of the town; and think how little substantial good is to be gained in compensation for the sacrifices which would be entailed upon by far the larger and more important interests affected.

(True Copy.)

(Signed) JAMES SMITH,
for Agent,

28th September 1875.]

*Proceedings of the Madras Government, Public Works Department,
9th September 1875.*

No. 201-B. Endorsement of the Chief Engineer, Public Works Department, dated Ootacamund, 17th September 1875.

From J. O'SHAUGHNESSY, Esq., Acting District Engineer, Tanjore, to Major-General G. W. WALKER, R.E., Chief Engineer, Public Works Department, dated Camp at Tranquebar, 6th September 1875, No. 1,635.

In continuation of my letter No. 1,274, dated the 19th July 1875, I have the honor to submit, for your consideration, a letter

1 Letter No. 339, 30th August 1875. the Head Assistant Collector of this District with a plan which shows the

different positions selected for the proposed Railway station at Mayaveram.

2. You will observe from the plan that the proposed site of the station on any of the alternative lines is more central and convenient than the site selected on the "line now staked out," and that Mr. Logan's objections to the alternative lines are mere trifles in comparison with the permanent advantages to be gained by adopting one of the alternative lines.

3. I agree with Mr. Weld that his proposed line is the best, and next to this I think alternative line No. 2 the best in either of these lines. Mr. Logan's objection to the sharp curve at B, in alternative line No. 1, is removed.

4. It is a matter for regret that the works should be delayed by the controversy that has arisen on this subject, but it will, I hope, be borne in mind that public opinion in Mayaveram will never be strong enough as in other places to have an objectionable Railway station abandoned and to have a new station constructed in a more suitable locality, and if the matter is not urged now, before any expenditure has been incurred, it will be useless to urge it hereafter. I therefore request you will be pleased to consider the question, and that you will at least order a closer inquiry into the relative merits of the different proposals than appears to have been made hitherto. I beg to suggest also, if you decide upon further inquiry, that it should be conducted on the spot in company with the divisional officers of the Revenue and Public Works Departments.

From M. R. WELD, Esq., Acting Head Assistant Collector of Tanjore, to J. O'SHAUGHNESSY, Esq., Acting District Engineer, Tanjore, dated Mayaveram, 30th August 1875, No. 339.

I beg to bring to your notice the subject of the site of the Mayaveram Railway station.

2. Some days ago I received, for perusal, a letter from Mr. Logan, the Chief Engineer, on the subject, from which it is evident that he adheres to the first site west of Kornad.

3. His objection to the second line proposed by Mr. Nias, the Assistant Engineer in charge of Mayaveram, is, shortly, that it runs across some principal thoroughfares, and, owing to the sharpness of the curves, it would be difficult for the drivers and guards in charge of trains to see that they were clear, which would necessitate the interruption of traffic by keeping the gates closed for a considerable time.

4. I object to the Assistant Engineer's line as much as any one can, but it is not the line proposed by the Revenue and Public Works officers (you and myself). The line we propose I have indicated by a blue pencil mark on the accompanying plan (which is a copy of one accompanying Mr. Logan's letter), with two alternative sites for a station, either of which would be excellent, but of which the southern (No. 1.) is, I consider, the best. The curves in this line are not sharp, in fact less so than those even of the line already staked out. North of the Kavari the field is clear, not a house is touched, and the roads crossed are almost all mere lanes, none of any importance.

*Proceedings of the Madras Government, Public Works Department,
9th September 1875.*

5. South of the Kavari but two n
so disconnected that probably only
thoroughfares are crossed, those imm
distinctly visible from station No. I.,
6. The road on both sides of which I
be obliterated without injury to any one.
7. But two trains in the twenty-four hours are likely to pass Mayaveram, and the interrup-
tion to traffic will not be great.
8. The site now fixed on by Mr. Loga
from two of the divisions of the town and
streets, which are entirely blocked up by th
9. I request that you will lay the matt
10. Please return the map when no longer required.

ve to be crossed, and the houses in them are
ch need be removed. Only two important
orth and south of site No. I., both would be
nly the northern from Station No. II.

ve drawn Station No. II. is a mere lane, which could

most objectionable, both on account of its distance
ing approachable only through Salia (Weavers')
ations of the Weavers.

efore the Consulting Engineer to Government.

SUBMITTED to Government in continuation of former correspondence.

2. The Chief Engineer can by no means support the District Engineer's and
Head Assistant Collector's views, but considers the line chosen by them the most
inconvenient that could be selected of all that have been proposed, from its interference
with traffic along the greatest number of existing thoroughfares of more or less
importance. He is decidedly of opinion that the line selected by the Chief Engineer
of the Railway, and recommended by the Consulting Engineer, is the only one that
will suit.

(Signed) G. W. WALKER, Major-General, R.E.,
Chief Engineer, P.W.D.

No. 202.

ORDER THEREON, 9th September 1875, No. 2,584.

RAILWAY, No. 21.

THE Honorable the Governor in
Council is perfectly satisfied that the site
originally selected for the Mayaveram
station is the very best under the circumstances; and that the adoption of that
recommended by the Superintending and Acting District Engineer would lead to very
serious inconvenience to the traffic both by rail and road.

2. His Excellency the Governor in Council cannot but express his disapproba-
tion of the persistence with which Mr. O'Shaughnessy has pushed forward his views
on a subject regarding which he is very imperfectly informed, against those of
Engineers of special experience and knowledge.

(True Extract.)

G. W. Walker Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
" District Engineer, Tanjore.
" Revenue Department.

Exd. S. T. Austin.

20 Spare Copies *will follow*

N^o 2178
Comm^d to the
Board of Revenue