

(1) Number of pages 22
(2) Date of repair 4-5-44
(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 462-63	Press ~~Mis~~
339-40-41	
Dated 15-2-	1871.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
15th February 1871.*

No. 339 Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 1st February 1871, No. 53 —

With reference to G. O., No. 170, dated 21st January 1871, I have the honour to forward a trace plan showing the arrangements proposed both by the Great Indian Peninsula and Madras

Railway Officers for traffic platforms at the Raichore Station, together with a Memorandum from the Traffic Manager describing the advantages of the Madras plan, and a comparative estimate of cost of construction.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 26th January 1871, No. 60

In continuation of my letter, No. 57, of the 24th instant, I have the honour to forward herewith a statement showing the comparative cost, according to the estimate of the Chief Engineer, of the arrangement of lines and platforms at Raichore, as proposed by the Great Indian Peninsula and this Company, respectively

2 The design of the Madras Railway Company involves, it will be observed, an expenditure of some Rupees 7,300 less than that of the Great Indian Peninsula Company, but from this will have to be deducted a small sum for a portable bridge, if it is ruled by the Government that one is to be provided

MEMORANDUM

Plan of Platforms to be constructed at Raichore Station

THE Great Indian Peninsula Railway Company propose two lines of rails *side by side* running between two platforms with an over-bridge at one end

2 The Madras Railway Company propose two lines of rails with one platform running between *each line*, and another platform on one side but without any over-bridge

3 On the Great Indian Peninsula plan passengers passing from one platform to the other or changing from one train to the other would have either to cross the over-bridge, which crosses two lines of rails and is more than 60 feet long, or to walk across two lines of rails

4 On the Madras plan passengers wanting to cross from one platform to the other could either cross one line of rails or pass through the train standing at the platform; and passengers changing from one train to the other would have simply to step out of one train, walk across the platform, and step into the other train

5 Should Government consider it objectionable for passengers to cross even *one line* of rails, an inexpensive portable bridge might be substituted to be used as circumstances may require.

6 Again, on the Great Indian Peninsula plan, all luggage transhipped from one train to the other would have to be carried across the over-bridge, or across two lines of rails, in many cases perhaps from the end of one platform to the other end of the opposite platform involving very great cost in portage and *loss of time*, whereas on the Madras plan luggage for transhipment would be taken out of one train, carried across the platform, a distance of 20 feet at most, and deposited in the other train

7 The experience of the working of both plans on this Railway enables me to state most positively that the saving in time and in portage of the Madras plan, as compared with the Great Indian Peninsula plan, would be very considerable in the conduct of such a traffic as we may reasonably look for at Raichore.

MADRAS,
24th January 1871

(Signed) H E CHURCH,
Traffic Manager

*Proceedings of the Madras Government, Public Works Department,
15th February 1871.*

No. 340. ORDER THEREON, 15th February 1871, No. 462.

RAILWAY, No. 41.

ORDERED that these papers be forwarded to the Government of India:—

(Here enter No. 463, dated 15th February 1871.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Acting Consulting Engineer for Railways

Exd. E. C. Shunker.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 15th February 1871.

No. 341

No. 463.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 42.

SIR,—With reference to your telegram of the 16th January 1871, calling for information in regard to the platform arrangement at Raichore, I am directed to forward the accompanying letter from the Acting Consulting Engineer for Railways, with its enclosures, together with a plan showing the relative positions of the platforms and lines as proposed by the officers of the Great Indian Peninsula and Madras Railways, respectively.

2. The question of which proposal should be adopted was, at a Meeting* held at Raichore on the 24th November last, deferred by the officers of the two Companies pending the decision of the Home Boards as to which Company should appoint the staff at the Joint Station.

3. Both arrangements have been tried on the Madras Railway at the Arconum and Erode Junctions, respectively, and that, consisting of a central platform with a single line of rails on either side, which this Company propose, has been found to work far more conveniently than the plan suggested by the Great Indian Peninsula Railway of having two lines of rails side by side running between two platforms with an over-bridge at one end. On this point I am to invite the attention of the Right Honourable the Governor-General in Council to the remarks of the Madras Railway Traffic Manager, in his memorandum accompanying this letter.

4. I am to add that His Excellency the Governor in Council is disposed to accord his preference to the central platform arrangement.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,
Secretary to Government.

Exd E. C. Shunker.

No. 60.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 26th January 1871.

From

Robert B. Clavin Esq

Agent and Manager of the M. R. Co.

To

Captain H. D. Brindley Esq.

Consulting Engineer for Railways

SIR,

In continuation of my letter of the 24th instant, I have the honor to forward herewith a statement showing the comparative cost, according to the estimate of the Chief Engineer, of the arrangement of lines and platforms at Raichore as proposed by the Great Indian Peninsula and this Company respectively.

2 The design of the Madras Railway Company involves it will be observed an expenditure of some Rs. 7,300 less than that of the Great Indian Peninsula Company, but from this will have to be deducted a small sum for a portable bridge, if it is ruled by the Government that one is to be provided.

I have the honor to be,

Sir

Your most obedient servant

R. B. Clavin

Agent and Manager.

Memo.
Plan of Platforms to be constructed at
Raichur station.

1. The G. I. P. Railway Company propose 2 lines of rails side by side running between 2 Platforms, with an Over Bridge at one end.
2. The Madras Railway Company propose 2 lines of Rails with one Platform running between each line and another Platform on one side, but without any over Bridge.
3. On the G. I. P. plan, Passengers passing from one Platform to the other, or changing from one Train to the other, would have either to cross the over Bridge which crosses 2 lines of Rails, and is more than 60 feet long, or to walk across 2 lines of Rails.
4. On the Madras plan Passengers waiting to cross from one Platform to the other could either cross one line of Rails, or pass thro' the Train standing at the platform; and passengers changing from one Train to the other would have simply to step out of one Train, walk across the Platform and step into the other Train.
5. Should Government consider it objectionable for Passengers to cross even one line of Rails, an inexpensive portable Bridge might be substituted, to be used as circumstances may require.
6. Again on the G. I. P. plan, all Luggage transhipped from one Train to the other would have to be carried across the over Bridge, or across 2 lines of Rails, in many cases perhaps from the end of one Platform to the other end of the opposite platform, involving very great cost in portage and loss of time; whereas on the

20/12/1

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways

1891

Dated 25 January 1891

Recd. 27/1

No. 80.

Yr. order & the plan showing the construction of the platform at the end of the line of rails at Raichur as proposed by the G. I. P. Railway Company is approved.

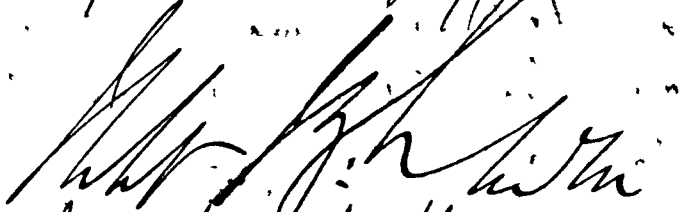
Madras Plan Luggage for transshipment would be taken out of one Train, carried across the Platform - a distance of 50 feet at most, and deposited in the other Train.

7. The experience of the working of both plans on this Railway enables me to state most positively that the saving in time and in portage of the Madras plan as compared with the G. I. P. plan would be very considerable in the conduct of such a Traffic as we may reasonably look for at Raichore.

H. C. Church,
Traffic Manager.

Madras Railway
Traffic Manager's Office
Madras 24 Jan'y 1871

/ True Copy


Agent and Manager

MS 492/71

Comptroller

/ /

/

Cost of covered Platform		22,323	"
Ballasting	Cyds 1,725 @ 8/100	862	8
Laying of Rails	Lin yds 517 @ 8/100	258	8
Cost of Permanent way Materials Lin yds	517 @ 15/100	7,755	"
Contingencies		887	"
Reserve		32,086	"

Covered Platform				22,849	" "
Over Bridge				5,314	" "
Ballasting	6 yrs	1982	•/87	991	" "
Laying of Rails	Lin Yrs	594	•/87	297	" "
Cost of Permanent way materials Lin Yrs		594	15/•/•	8,910	" "
Contingencies				1019	" "
			Ruppes.	39,380	" "

N.B. Carriage of materials and such other items as do not affect the comparison have been omitted in both cases.

Chief Engineer's Office
25th January 1871.

1 True Copy
1 Signed R. B. Elwin
Agent and Manager.

Signed Percival Anderson
Chief Engineer

25.6.18

CONSULTING ENGINEER'S OFFICE

Railway Department

No 53

From

Captain H. L. Friedberg
Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.
Secretary to Government,

Public Works Department,

Fort Saint George

Sir,

Re: Letter
No 60726 Jan 1871
with enclosures

With reference to
G.O. No 170, dated 21st January
1871, I have the honour to forward
a trace plan, showing the ar-
rangements proposed both by
the Great Indian Peninsula
and Madras Railway Officers,
for traffic platform at the
Raichore Station: together
with a memo from the Traffic
Manager describing the
advantages

advantages of the Moudras plan,
and a comparative estimate of
cost of construction.

Madras 3, I leave the learned to be
1st February 1854

My dear Mr. Collet

Lawrence & Co. 1854

My dear Sir, I have the honor to

acknowledge the receipt of your letter of the 11th inst. in relation to the proposed railway from Madras to the interior. I have the honor to inform you that the same has been forwarded to the Committee of the Madras Railway Company, who are now engaged in the consideration of the same. I have the honor to be, Sir, your obedient servant.

11th 1871 Sept
Pro: g: 100: for July

RAILWAY DEPARTMENT

From *N: 492*
The Consulting Engineer
for Railways,

To
The Secretary to Government,
P. W. Department,
Fort St. George

Dated 1st } February 1871.
Received 2nd }

No 53
3-6-71
En: 4.

Forwarding
a trace plan showing
the arrangements pro-
posed for traffic plat-
forms at the Raichore
Sta. 462-463-15th 71.

2389

6.8. Feb 1/71 A. 10th

492
Proceedings of the Madras Government.

Under date the 15th February 1871.

Read the following

From the acty Engr
for Railways.

(Hercules No 53/1 Feb 1/71)

Ordered that these
papers be forwarded
to the Govt. of India.

So.
The Secy Engineer
for Railways.

H. E. No 463 dated

Dec 17/2/71.

So.
The Secy to the
Govt of India P. W. D.

Sir
With reference to your
telegram of the 16th Jan 1/71
calling for information
in regard to the platform
arrangement at Raichore,
I am directed to forward
the

the accompanying letter ...
from the Acting Chief Engineer
for Railways, with its
enclosures, together with
a plan showing the
relative positions of the
platforms and lines as
proposed by the officers
of the Great Indian Pen-
insula and Madras
Railways respectively.

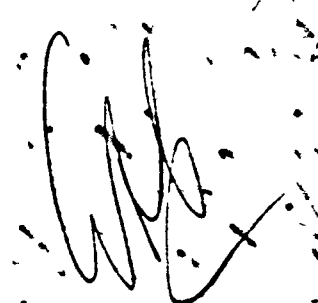
The question of which
proposal should be
adopted was at a meeting
held at Raichore on the
24th November last, deferred
by the officers of the two
Companies pending the
decision of the Home Boards
as to which Company
should appoint the
staff.

* vide enclosure to letter
No. 259 of 27 Jan'y/41

116
staff at the joint station.
Both arrangements
have been tried on the
Madras Railway at the
Niconim and Erode
junctions, respectively,
and that, consisting of
a central platform with
a single line of rails
on either side, which
this Company propose
has been found to work
far more conveniently
than the plan sug-
gested by the Great
Indian Peninsula
Railway, of having
two lines of rails side
by side running
between two platforms
with an over bridge
at one end. On this
point

point I am to invite
the attention of the Right
Honorable the Governor
General in Council
to the remarks of the
Madras Railway Traffic
Manager, ~~submitted~~ in
his Memorandum ac-
companied this letter.

I am to add that
His Excellency the
Governor in Council
is disposed to accord
his preference to the
Central Platform
arrangement.



Desp^d 18/2/71 with plan, letter
& copies of G.O. 462 of 1870.

P³⁰ 22 Nov 70 W 409 C
 " 8 Dec 155
 " 21 Jan 71 352
 " 27 515

Op 492

Govt of 1871 Madras.

PUBLIC WORKS.

1. Short & convenient Order
 for Railways
 and

To the Secretary to the Govt
of India

Patron

Recd.

Part 2

G. O. 15 Feb 71. No. 4629463.

Nov. 734 - 740 + 741

Railway Station at Raichore.

Piping orders on the letter from
 the Engineer for Railways tak-
 ing into consideration, with remarks, a plan
 showing the ~~site~~ positions of
 the platforms & lines at the
 Railway Station at Raichore.

Letter forwarding, with remarks,
 a letter from the Engineer for Railways,
 together with its enclosures, ~~together~~
 with a plan showing the positions

Further Procd 850 1/2

The platforms & lines at the
 Ry: Station at Raichore