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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	610	Press
B.P. No.		Mis.
568-569.		
Dated	25. 2.	1872.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
25th February 1873*

No 568. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 29th January 1873, No. 67 —

With reference to paragraph 2 of the Order of Government dated the 11th

December 1872, No 2,935, I have the honour to submit three letters which have passed between the Agent of the Madras Railway Company and myself. After receipt of Mr. Elwin's letter

* From Agent, No. 940, 19th December 1872, with enclosure
To Agent, No 55, 17th January 1873
From Agent, No 75, 28th January 1873, with enclosure.

dated the 19th December I was in doubt as to the necessity for doubling the line between the Salt Cotaurs and the new Passenger Terminus; but I have now communicated to him the sanction conveyed in the Order of Government dated the 22nd instant, No 218

From R B ELWIN, Esq., Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 19th December 1872, No 940

With reference to the second paragraph of your letter, No 1,066, of the 16th instant, I have the honour to enclose, for submission to Government, a copy of the Traffic Manager's letter, No 838-645-C, of this date, in which he explains why, at the time the original estimates were submitted, he recommended a single line of rails only from the Salt Cotaurs to the new Central Station

2 - The double line of rails as now proposed was not recommended until the Traffic Manager had pointed out that, for the reasons explained when the application was forwarded for submission to Government, the traffic in and out of the station could not be worked with any certainty of safety with a single line, although Mr Church now explains that had the locomotive running sheds been near the station as was contemplated he considers one line would have sufficed

From H E. CHURCH, Esq., Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 19th December 1872, No 838-645-C

CONSULTING Engineer's letter, No 1,066, dated 16th instant

The consideration of a double line of rails into the Central Station was postponed until it had been definitely settled whether the locomotive running sheds could, or could not, be accommodated at a point somewhere between the Salt Cotaurs and the new station, and this question was again contingent upon a supply of water which it was thought might be obtained from the Municipality. This body, after consideration, having refused to guarantee a sufficient supply of water, it was deemed expedient to abandon the idea of locating the locomotive running sheds near the new station, and the alternative measure, viz., a double line, was thereby rendered absolutely necessary in the interests of the travelling public and of all concerned

I hope, therefore, that the Government will be pleased to see that economy alone actuated me in withholding the recommendation until it was forced upon us by circumstances which we could not foresee.

From the Consulting Engineer for Railways, to the Agent and Manager of the Madras Railway Company, dated Madras, 17th January 1873, No 55.

BEFORE submitting to Government your letter dated the 19th ultimo, No 940, I have the honour to request that I may be favoured with further explanation upon certain points.

*Proceedings of the Madras Government, Public Works Department,
25th February 1873*

2 The Traffic Manager in his letter* states that "the consideration of a double line of rails into the Central Station was postponed until it had been definitely settled whether the locomotive running sheds could, or could not, be accommodated at a point somewhere between the Salt Cotaurs and the new station," but this seems to be inconsistent with a previous letter† of Mr Church's, which has been already laid before Government and in which the recommendation to double the line is made quite independently of the location of the running sheds at the Salt Cotaurs. So far from their being then looked on as alternative schemes, paragraph 5 of that letter shows that the proposal to double the line was brought forward while the Traffic Manager believed the transfer of the running sheds to be in contemplation.

3 Mr Church also states that when the Municipality* refused to guarantee a sufficient supply of water it was deemed expedient to abandon the idea of locating the locomotive running sheds near the new station. In the course of conversation at the meeting which was held on the 14th instant I understood you to say that the proposed transfer of the running sheds had not been finally abandoned, and that, although the Municipality refused to guarantee a sufficient supply of water, it was almost certain that a plentiful supply could be obtained from them.

4 I understand that the existing engine stables at Royapooram are in an extremely dilapidated state, and that it will shortly be necessary either to rebuild them altogether or to restore them at considerable cost. I understand also that it would be more convenient to the Locomotive Superintendent to have them located at the Salt Cotaurs than at Royapooram. It seems to me, therefore, not improbable that a proposal for their transfer will be brought forward before long.

5 I request that you will be so good as to let me know, for the information of Government, whether you regard it as probable that such a proposal will be made. The Traffic Manager has now explained that "had the locomotive running sheds been near the station as was contemplated he considers one line would have sufficed," and, if there is a prospect of the running sheds being rebuilt at the Salt Cotaurs, you will perhaps be of opinion that the proposal to double the line should be reconsidered.

From R B ELWIN, Esq., Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 28th January 1873, No 75.

With reference to your letter, No 55, dated the 17th instant, I have the honour to enclose you the copy of a letter* from the Traffic Manager in which further explanation is offered as to the necessity for a double line of rails into the Central Station.

2 I trust that the Government will now be enabled to give the necessary authority for carrying out the work.

From H E CHURCH, Esq., Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 22nd January 1873, No 49 58-C.

CONSULTING ENGINEER'S letter, No 55, dated 17th instant.

An omission on my part to be more particular as to *locality* has evidently necessitated this letter.

2 Two sites for the locomotive running sheds were at first suggested, viz, one on the strip of land between the Central Station and the Elephant Gate crossing, and the other at the Salt Cotaurs Goods Station.

3 The first site would have obviated the necessity for a double line between the Central Station and the Salt Cotaurs, as the number of trains or engines passing over the single line between those two points would have been limited to about twelve or fourteen per diem, but as the

*Proceedings of the Madras Government, Public Works Department,
25th February 1873*

objections to the site were considered insuperable, and we were left to choose between Royapooram and the Salt Cotaurs for stabling the engines, I was induced to address the Chief Engineer (22nd July 1872) on the expediency of doubling the line between the Central Station and the Salt Cotaurs.

4 Whether the engines are stabled at Salt Cotaurs or at Royapooram every train engine going out or coming into the Central Station with a train must be run "light" (in the case of an out-going train) from the stables to the station and (in the case of an in-coming train) from the station to the stables, and in this way the number of trains or engines passing over the single line (between the Central Station and Salt Cotaurs) would be double and would bring about the difficulty I endeavoured to explain in my letter to the Chief Engineer, 19,843-C, of the 22nd July 1872.

5 It would, of course, be practicable to work the trains between the Central Station and Salt Cotaurs, or between the Central Station and the Junction, with the main line by a pilot engine, but this would involve a stoppage of all trains going out and coming in to change engines, and this stoppage would be attended with so much loss of time that it is hoped the Government will not entertain the proposition.

No. 569. ORDER THEREON, 25th February 1873, No. 610.

RAILWAY, No. 74.

ORDERED to be recorded.

(True Extract)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways

Ed. A. S. Rodgers

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No 67

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

With reference to paragraph 2 of the Order of Government dated the 11th December 1872, N^o 2935, I have the honour to submit three letters which have passed between the Agent of the Madras Railway Company and myself. After receipt of Mr. Edwin's letter dated the 19th December, I was in doubt as to the necessity for doubling the line between the Salt Coasters and the new

passenger

* From Agent N^o 940 - 19th December 1872
with enclosure.
To do - N^o 55 - 17th January 1873.
From do - N^o 75 - 28th January 1873
with enclosure.

passenger terminus; but I have now
communicated to him the sanction
conveyed in the Order of Government
dated the 22nd instant, 1872.

I have the honour to be,
Sir

Your most obedient servant
Matthew Lintell, Esq.,
Cons. Engineer for Railways

Madras
29th January
1873
G. B. Lintell

No. 940

50 3
MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 19th December 1872.

From

Robert B. Brown Esq.
Agent and Manager of the M.R.C.

To

Lieut. Col. J. H. M. Shaw Stewart
Consulting Engineer for Railways.

Sir,

With reference to the second
paragraph of your letter No 1066 of the
16th instant I have the honour to enclose
for submission to Government a copy of
the Traffic Manager's letter No C 215 of
this date in which he explains why at
the time the original estimates were
submitted he recommended a single line
of Rails only, from the Salt Boilers to
the New Central Station.

2 The double line of Rails as now pro-
posed was not recommended until the
Traffic Manager had pointed out that
for the reasons explained when the appli-
cation was forwarded for submission
to Government the Traffic in and out
of the station could not be worked

7-4
with any certainty of safety with a single
line, although Mr. Church now explains
that had the Locomotive Running Sheds
been near the station as was contemplated
he considers one line would have sufficed

I have the honour to be,
sir
Your most obedient servant,
Chas. J. Church
Agent and Manager.

N^o C/838
645

Madras Railway
Traffic Manager's Office
Madras 19th Decr 1872

To

The Agent and Manager
Madras Railway Company

Dear Sir,

New Central Station
Consulting Engineer's letter N^o 1866 dated 16th instant

The consideration of a double Line of Rails into the Central Station was postponed until it had been definitely settled whether the Locomotive Running Sheds could or could not be accommodated at a point somewhere between the Salt Stairs and the new station, and this question was again contingent upon a supply of water which it was thought might be obtained from the Municipality. This Body after consideration having refused to Guarantee a sufficient supply of water it was deemed expedient to abandon the idea of locating the Locomotive Running Sheds near the new station and the alternative measure viz a double Line was thereby rendered absolutely necessary in the interests of the Travelling public and of all concerned.

I hope therefore that the Government will be pleased to see that economy alone actuated me in withholding the recommendation until it was forced upon us by circumstances which we could not foresee.

Yours faithfully

/sd/ H. E. Church
Traffic Manager

/True Copy/

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railways

Recd 19th Decr 1872
20.

N^o 5940.

Ministry of Railways
from the Traffic
Manager's letter
necessity for so
double line from
the Central Station
Ministry of Railways
their letter -

Railway Department

Consulting Engineer's Office

No. 55

13

Sir,

The Agent and Manager,
Madras Railway Company.

Sir,

Before submitting to
Government your letter dated the 19th
ultimo, No. 940. I have the honour to
request that I may be favoured with
further explanation upon certain points.

2. The Traffic Manager

No. C 838/645 - 19th
December 1892.

in his letter states that 'the considera-
tion of a double line of rails into the
'Central station' was postponed until
'it had been definitely settled whether
'the Locomotive Running Sheds could,
'or could not be accommodated at a
'point somewhere between the Salt
'Stores and the new station'. But in
this seems to be inconsistent with a previous

Letter

improbable that a proposal for their transfer will be brought forward before long.

I request that you will be so good as to let me know for the information of Government, whether you regard it as probable that such a proposal will be made. The Traffic Manager has now explained that "had the Locomotive Running sheds been near the station as was contemplated, he considers one line would have sufficed" and if there is a prospect of the running sheds being rebuilt at the Port Cotauro you will perhaps be of opinion that the proposal to double the line should be reconsidered.

Madras
17 January 1873
Sd/-

I have the honor to be,
Sir,
Your most obedient servant,
Lt Col. J. H. Shaw Stewart, R.E.
Consulting Engineer for Railways

W. M. Stewart
Lt Col. R.E.
Consulting Engineer for Railways

No. 75-

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 28 January 1873

From

A. B. Elwin Esq
Agent and Manager of the M. R. Co.

To

Lt Col. J. H. Shaw Stewart, R.E.
Consulting Engineer for Railways

Sir,

2049
58
22 Jan 1873

In reference to your letter of 11.55 dated the 17 instant, I have the honor to enclose you the copy of a letter from the Traffic Manager in which further explanation is offered as to the necessity for a double line of rails into the Central Station.

I trust that the Government will now be enabled to give the necessary authority for carrying out the work.

I have the honor to be,
Sir,
Your most obedient servant,
A. B. Elwin

Agent & Manager.

Madras Railway
Traffic Manager's Office
Madras 22nd July 1873

C/49
58.

To
The Agent and Manager, M. R. Co.
Dear Sir,
Double Line between Central station
and Salt Stores Goods shed.
Consulting Engineer's letter to us dated 17th
instant.

Our omission on my part to be
more particular as to locality has evidently
necessitated this letter.
Two sites for the Locomotive Running
sheds were at first suggested, viz. one on
the strip of land between the Central station
and the Elephant Gate crossing, and the
other at the Salt Stores Goods station.
The first site would have obviated
the necessity for a double line between
the Central station and the Salt Stores,
as the number of Trains or Engines passing
over the single line between those 2 points
would have been limited to about 12 or
14 per diem, but as the objections to the
site were considered insuperable, and we
were left to choose between Royapooram
and the Salt Stores for stabling the Engines,
I was induced to address the Chief Engineer
(22nd July 1872) on the expediency of dou-
bling the line between the Central station
and the Salt Stores.

MADRAS RAILWAY.
From
The Agent and Manager.

To
The Consulting Engineer
for Railways

Dated 28th January 1873.
Recd 29th
No 75

Am sending a copy of the
Traffic Manager's letter
concerning doubling
of line between the
Central station and
Salt Stores Goods shed
to the Consulting Engineer
for Railways.

Whether the Engines are stabled at Salt Lake or at Payapooan, every Train Engine going out or coming into the Central station with a Train must be run "light" (in the case of an out going Train) from the Stables to the station and (in the case of an incoming Train) from the station to the Stables, and in this way the number of Trains or Engines passing over the single line (between the Central station and Salt Lake) would be doubled, and would bring about the difficulty I endeavored to explain in my letter to the Chief Engineer C19843 of the 22 July 1872.

It would of course be practicable to work the Trains between the Central station and the Salt Lake, or between the Central station and the Junction, with the main line, by a Pilot Engine, but this would involve a stoppage of all Trains going out and coming in to change Engines, and this stoppage would be attended with so much loss of time that it is hoped the Government will not entertain the proposition.

Yours faithfully,
H. C. Church
Traffic Manager

(True Copy)

W. J. K. K.
Agent Salt Lake.

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Proc. 11 Dec 1872 No 229 @ 241-
" 22 Jan 73 - 450-451-

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to 558

RAILWAY DEPARTMENT.

1872.

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George

Dated 29 Jan 1872

Recd 3/3

R1

No 67

Forwarding correspon-
dence with regard to the
doubling of the line at
Salt Gatare, and inform-
ing that sanction con-
veyed in G.O. of 22 inst
No 210 has been commu-
nicated to Agent.

With an Order

12 to Secy Engr
Recd 28/2/73

Ordered to be recorded -

MMW

R-568-69.

63 Feb 1/73 R. 14-2-73

1/2/58

Govt. of 1873 Madras

PUBLIC WORKS.

The Government
for Railways

1/2/58

1/2/58

1/2/58

6025-1/2/58

Madras Railway.

Letter from the Engineer
submitting correspondence
regarding the
doubling of the
line at Salt Lake,
Madras.

1/2/58

1/2/58