M.R.O. 1—10,006—28-2-50.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public (Courts) DEPARTMENT

G.O. No. / B.P.—No.	2956-57	Press / Mis.—
Dated	16-10-CE 74	195

Not to be folded or roughly handled

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 612

From Lieut. W. H. Coaker, R.E.,
~~LIEUT. COLONEL J. H. M. SHAW STEWART, R.E.,~~
Dy. Consulting Engineer for Railways in charge.

To
COLONEL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department.
Fort Saint George.

SIR,

With reference to the Order of Government dated the 2nd instant, No. 2789, I have the honour to state that the information regarding the different descriptions of platforms on the Madras Railway was sent on the 28th ultimo with letter No. 571. As the whole of the South Indian system will be on the narrow gauge, it was not considered necessary to supply particulars of the platforms on the Negapatam – Erode section, which will

* despatched on 1st October 1874.

† C. No. 6192 in the Progs

No. 453. 5P 4

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 26 May 1874.

From

Robert B. Rivers Esqr
Agent and Manager. M.R. Company.

To

Lieut.t Colonel J. A. H. Shaw Stewart R.E.
Consulting Engineer for Railways.

Sir,

In reply to your letter No 421 of the 8th instant I have the honour to inform you that the Acting Chief Engineer points out that "it is not alone at the Raichore "Station that the measurements of Platforms "relatively to the rail cause the disability "in connection with interchange of rolling "stock"

Copy forwarded to you with Dup.t No 454 of Same date.

2. As stated in Mr Young's letter of the 22nd of January 1874, No 90, a portion of the iron-work of a Great Indian Peninsula bottom Waggon, at a height of 3'-7" above the rail, projects 2'2 1/8" horizontally from the outside of rail, thus leaving only 7/8" clearance of our Goods Platforms. If this waggon were loaded and in motion

P.W. 1874 Despatch
Railway Department.
From The Consulting Engineer for Railways,
To The Secretary to Government, P. W. Department, Fort Saint George.
No. 453 Dated 8 Oct 1874
Recd. 9th Oct 1874

Stating that the information required by the letter of the Chief Engineer of the Railways on the Carnatic Railways with letter 28th September 1874 with letter No 871.

G.O. No 2956-10-74

Ch. 188

Chief Engineer

motion it would probably come in contact with any one of the Goods Platforms of the Madras Railway, and Mr. Goring doubts if it would even clear our Passenger platforms

3. It thus appears that to suit the dimensions of the Great Indian Peninsula Bottom Waggons it would be necessary to alter all the platforms on this line, and I think that under the circumstances there is no alternative but to await the orders about to be passed by the Government of India in respect to the height of platforms generally.

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

Agent and Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 26 May 1874

Recd. 27. MAY 1874

Regarding the height of Platforms at Stations on the Madras Railway.

P.W. 1924/74

No. 857

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 24th September 1874

From

R. B. Elwin Esqre

Agent and Manager. of the M. R. Co.

To

Rt Hon. J. Hell. Shaw & Stewart, R.E.

Consulting Engineer for Railways.

SIR,

With reference to your letter of the 18th of May 1874 No 459, I have now the honour to send herewith a section of each description of Platforms on the Madras Railway together with Schedules showing the length of each.

2. In a few instances the face of the Platforms below the coping is known to be rather less than the standard distance from rail. This the Acting Chief Engineer explains is due to the character of the masonry which in such cases is rock faced stone, the chisel draughts being taken on the rear face of wall.

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

R. B. Elwin

Agent and Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

P. R. No. 1921/5

Dated 24th September 1874.

Read 25. P. No. 851

Forwarding a section [illegible] each description of Platform on the Madras Railway together with Schedules showing the length of each.

a

Statement showing the description and dimensions of platforms on the Madras Railway.

South-West Line 1st Division.

Station.	Description of platform.	Maximum height above rail level.	Minimum clear distance of wall from rail.	Maximum projection of nosing from face of platform wall.
Perambore	Station	2 6	2 8	1¼
	Station	2 9	2 6	1½
Avady	Station	3 0	2 6	1½
	Station	2 6	2 6	1
Tinnanore	Station	2 6	2 6	1
	Station	3 3	2 6	1
Tiruvellore	Station	3 3	2 6	1
	Goods	3 6	2 6	1
	Station	3 3	2 6	1
Cuddumbatoor	Station	3 2	2 6	1
	Goods	3 6	2 6	1
	Station	2 9	2 6	1½
Chinamapetty	Station	3 6	2 6	1½
	Goods	3 6	2 6	1
	Station	3 6	2 6	1
Sholinghur	Station	3 6	2 6	1
	Goods	3 6	2 6	1
	Station	3 6	2 6	1
Arcot	Station	3 6	2 6	1
	Goods	3 6	2 6	1

Station	Description of Platform	Maximum height above rail level	Minimum clear distance from rail	Maximum projection of nosing from face of platform wall
Trivellum	Station	3	3	2 8 "
	Goods	3	8	2 6 " "
Villore	Station	3	3	2 7 " 3
Veerinjeepurum	Goods	3	8	2 6 " "
Coorialtum	Station	3	"	2 6 " 2
	Goods	3	3	2 7 " "
Mailputty	Station	3	2½	2 6 " "
	Goods	3	2	2 7½ " 1¾
Amboor	Station	3	8	2 6 " "
	Goods	3	"	2 6 " 1½
Vaniembady	Station	3	2	2 7 " "
	Goods	3	3	2 6 " 1¼
		3	6	2 6 " "

South West Line 2nd Division

Tripatore	Station	3	3	2	6	" "
	Goods	3	9	2	6	" 2½
Lamalputty	Station	3	9	2	6	" 2
	Goods	3	5	2	6	" 2
Morapoor	Station	3	9	2	6	" 2
	Goods	3	3	2	6	" 2
Mullapuram	Station	3	9	2	6	" 2
	Goods	3	3	2	6	" 3
		3	9	2	6	" ¼

Station	Description of Platform	Maximum height above rail level	Minimum clear distance of wall from rail	Maximum projection of nosing from face of platform wall
Dollarpett	Station	3	3	2 6 " 2
	Station	3	3	2 6 " 2
	Covered	3	3	2 6 " 2¼
	Goods	3	3	2 6 " 2¼
Coopum	Station	3	3	2 6 " 2
	Goods	3	9	2 6 " 2
Colar road.	Station	2	9	2 ½ " 2½
	Goods	3	8¼	2 6 " 2
Malloor	Station	3	3½	2 6 " 1½
	Goods	3	9	2 6 " 2
Cadjoody	Station	3	3	2 6 " 1½
	Goods	3	4	2 6 " 2¼
	Station	3	3½	2 6 " 2
	Do	3	6	2 7½ " 2
	Goods	3	9	2 11 " 3
Baugalore	Open Do	3	8	2 11 " 2¾
	Salt & Timber	3	9	" "
	Horse & Carriage	3	9	2 8½ " 2½
	Ticket	2	11	2 6½ " 3
	Do	2	11	2 6½ " 3

South West Line 3rd Division

Sherwaroy Hills	Station	3	3¾	2	7½	" 2

Station	Description of platform	Maximum height above rail level	Minimum clear distance of face from rail.	Maximum projection of nosing from face of platform wall.
	Station	3	3	2 6 2½
Salem.	Goods	3	5¼	2 4¾
	Salt	3	9	2 6 3
	Open Goods	3	9	2 6 2½
M'Donald's Charkly	Station	3	1¼	2 7¼ 2½
Seenkerydroog	Station	3	2¾	2 4¼ 2
	Station	3	3	2 6 2½
	Covered	3	4¼	2 6 2½
Erode	do	3	3¾	2 9 3
	Goods	3	9	2 6 2½
	Salt	3	9	2 6 2
Pesanderay	Station	2	11¼	2 5½ 2½
Wattally	do	3	3	2 8¼ 2
	do	3		2 9¼ 2½
Avenashy	Goods	3	8½	2 6
	Salt	3	9	2 6 2
Somanoor	Station	3	3¾	2 6½ 2

South West Zone 4 Division

	Station	3	5	2 6		2
	do	3		2 6		2
	Goods	3	9	2 6		3
	Ticket	3	6	2 6		3
Pothanoor	do	3		2 6		3
	Horse Carriage	3	6	2 6		2½
	Cotton	3	7	2 6		3
	Salt	3	9	2 6		2½

Station	Description of platform	Maximum height above rail level	Minimum clear distance of face from rail.	Maximum projection of nosing from face of platform wall
	Station	3	3	2 6 2
urry	Goods	4	5	2 6 2
	Station	3	3	2 6 2
p.	Timber	3	2	2 6 2½
	Station	3	1	2 6 2½
de	Timber	2	10	2 6 2½
	Station	3	5	2 6 3
	Goods	3	9	2 6 2½
p	Salt	2	6	2 6 2
	Timber	3	9	2 6 2½
	Station	3	2	2 6 2½
dy Cottah	Station	2	10	2 6 2½
	Station	3	8	2 6 2½
pollum	Goods	3	8	2 6 2½
anoor	Station	3	6	2 6 2¼
tamby	Station	3	5	2 6 3
oolam	Station	3	3	2 6 2
	Station	3	7	2 6 2
	Goods	3	8	2 6 2½
	Station	3	7½	2 6 2
	Goods	3	8	2 6 3
ady	Station	3	3	2 6 2½
or	Station	3	9	2 6 3
	Goods	3	3	2 6 2½
	Troops			

Station	Description of platform	Maximum height above rail level	Minimum clear distance of wall from rail.	Maximum projection of nosing from face of platform wall.
	Nellgherry Branch			
Coimbatore	Station	3 4	2 6	3
	Goods	3 9	3 0	3
Podialoor	Station	3 3	2 6	2½
Kiranady	do	3 3	2 6	2½
	Station	3 3	2 6	3
	Goods			
Mettapollium	Horse &c.	3 9	3 0	3
	Carriage			
	Terminal Works			
Poyaporam	Station	3 9	2 6	3
	do	3 9	2 6	3
	Station	3 9	2 6	3
Central Station	do	3 9	2 6	2½
	do	3 9	2 6	3
	do	3 9	2 6	3
	Goods	3 9	2 6	0
	Cotton	3 9	2 9½	3
Salt Cotaur	do	3 9	2 6	2½
	Timber	3 9	2 8½	2½
	Gunpowder	3 9	2 6	2½

Station	Description of platform	Maximum height above rail level	Minimum clear distance of wall from rail	Maximum projection of nosing from face of platform wall
	North-West Line 1st Division			
Arconum	Station	3 9½	4 2	2
	do	3 9½	5½	2
	do	3 9½	3 9	2
	Goods	3 9½	3 9	2
Virutany	Station	3 9	3	2
	Goods	3 9	3 8	2
Naggery	Station	3 9	2 8	2
	Goods	3 9	3 8	2
Pittoor	Station	3 9	2 8	2
	Goods	3 9	2 8	2
Poody	Station	3 9	2 8	2
	Goods	3 9	2 8	3½
Tirupetty	Station	3 9	2 8	2
	Goods	3 9	2 8½	2½
Ballapully	Station	3 9	2 8	2
	Goods	3 9	3 9	2
Codoor	Station	3 9	2 8	2
	Goods	3 9	3 7½	2
Reddypully	Station	3 9	2 8	2
	Goods	3 9	3	2

Station.	Description of platform.	Maximum height above rail level.	Minimum clear distance of wall from rail.	Maximum projection of moving from face of platform wall.
Rajampetto	Station	2	9	2	9	3
	Goods	3	5	2	5⅓	
Nundalore	Station	3	5	2	10	3
	Goods	3	7½	2	5	
Contimittah	Station	3	3	2	8	2
	Goods	3	2	2	6	
Cuddapah	Station	3	1	2	8	2
	Goods	3	9	2	5	

North-West Line 2d Division

Station.	Description of platform.	Maximum height above rail level.	Minimum clear distance of wall from rail.	Maximum projection of moving from face of platform wall.
Camalapore and Gerragomtlu	Station	3	9	2	6	2
	Goods	3	9	2	6	2½
Moodanoor	Station	3	10	2	6	2
	Goods	3	9	2	6	2½
Kondipuram	Station	3	9	2	6	2½
	Goods	3	8	2	6	2½
Tadputri	Station	3	9	2	6	2½
	Goods	3	9	2	6	2½
Royalcherra	Station	3	9	2	6	2½
	Goods	3	9	2	6	2½
Gooty	Station	3	9	2	6	2½
	Goods	3	9	2	6	2½
	Salt	3	9	2	6	2½

Station.	Description of platform.	Maximum height above rail level.	Minimum clear distance of wall from rail.	Maximum projection of moving from face of platform wall.

North-West Line 3d Division

Goondacul	Station	2	3	2⅝	2	1⅝
	Station	2	3	1¾	2	1¾
	Goods	2	3	8¼	2	6	2½
Veerapoor	Station	3	3	2	5¾	2¾
	Goods	3	8⅝	2	5¼	2⅞
Bellary	Station	3	4⅝	2	4½	1½
	Goods	3	8⅜	2	6	2¼
	Goods	3	9	2	7½	3¼
	Salt	3	9⅛	2	6½	2⅝
Muncherla	Station	2	11⅜	2	7¾	2
	Goods	3	7⅞	2	4½	1¼
Auspree	Station	3	2⅝	2	7⅞	2¾
	Goods	3	8	2	3½	
Adoni	Station	3	3	2	7⅛	1⅜
	Goods	3	9	2	5	1
	Salt	3	9	2	6⅞	3⅜
Kosgee	Station	3	2⅝	2	7⅛	2⅛
	Goods	3	2	2	7⅞	2⅛
Yungabudra		3	8	2	6¼	3
Muttamurri	Station	3	3	2	5¾	2¼
	Goods	3	8½	2	6⅜	
					3½	

Station	Description of platform	Maximum height above rail level	Minimum clear distance of wall from rail	Maximum projection of coping from face of platform wall
	Station	3	2 3/4	2	5/8	1 5/8
	Station	3	2 7/8	2	7 3/4	1 1/8
Raichoor	Station	3	3	2		3
	Salt	3	3	2		2
	Cargo	3	3	2		

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 571

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 the Proceedings of Government No. 1236 dated 8th May 1874, I have the honour to submit letter No. 561 dated 24th instant, from the Agent of the Madras Railway forwarding a description of each description of platform on that Company's line, together with schedules showing the length of each.

I also enclose a list showing the height above rail of each passenger and goods platform, the clear distance

Station	Description of platform	Maximum height above rail level	Minimum clear distance of wall from rail	Maximum projection of nosing from face of platform wall
	Station	3	2 3/4	5/8
	Station	3	2 7/8	1 1/8
Raichoor	Station	3	2	3
	Salt	3	2	2
	Goods	3	2	"

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 571

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 the Proceedings of Government No. 1236 dated 8th May 1874, I have the honour to submit herewith No. 852 dated 24th instant, from the Agent of the Madras Railway, forwarding a section of each description of platform on that Company's line, together with schedules showing the length of each. Also enclose a list showing the height above rail of each passenger and goods platform, the clear distance

of wall from rail, and the projection of nosing.

2. It will be observed that in a few instances the clear distance of wall from rail is shown to be less than the standard distance, viz: 2-6", but this the Chief Engineer explains is due to the character of the masonry which is rock faced ashlar, the chisel draughts being taken as the mean face of wall.

3. In letter No. 733 G. P. dated 9th April 1874, the Government of India requested that, in order to have a free interchange of stock with the Great Indian Peninsula Railway the expediency of altering the platforms

G.O. No. 1140 dated 1st May 1874.

platforms of the Maidapa Railway at Paichare even at the risk of having to alter them again, might be taken into consideration.

4. With reference thereto W. Elwin wrote, "it is not alone at the Paichare station that the measurements of platforms relatively to the rail cause the disability in connection with interchange of rolling stock."

5. W. Elwin refers to the Chief Engineers letter No. dated 2nd January 1874. modified in the Priviledge of Government No. 1658 dated 10th March

March 1874, wherein it is stated that a portion of the iron work of a Great Indian Peninsula cattle wagon at a height of 3'-7" above the rail, projects 2'-2½" horizontally from the outside of rail, thus leaving only 7/8 clearance of our goods platforms. If this wagon were loaded and in motion, Mr. Going adds, it would probably come in contact with any one of the goods platforms of the Madras Railway. From the enclosed letter from the Agent it will be seen that Mr. Going doubts if the wagon would

No. 453 dated 26th May 1874.

would even clear the passenger platforms.

6. Under the above circumstances Mr. Elwin writes as follows:- "It thus appears "that to suit the dimensions of "the Great Indian Peninsula "cattle wagons it would be "necessary to alter all the "platforms of this line, and I "think that under the circum-"stances there is no alter-"native but to await the "orders about to be passed "by the Government of India "in respect to the height of "platforms

platforms generally.

I have the honour to be
Sir
Your most obedient servant
[signature]
Lieut Col R.E.
Consg. Engr. for Railways

Madras
2d October
1874

P. W. 1874 Depart.

RAILWAY DEPARTMENT.

No. 6192.

From
The Consulting Engineer
for Railways,

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

Dated 2d October 1874.
Recd. 3d

No. 571

Encl. 1 and 8 Plans

Submitting a letter from the Agent M. R. reporting on the height of platforms at stations in the Madras Railway

Ordered that these papers be forwarded to the Govt. of India with reference to letter 772 R of 13th April 1874 No. 1677 R of 21 July 1874 No. 2373 of 17 Sept/74.

Docket No. 2557 [illegible]

Copy of the above forwarded to the [illegible]

No. 387–390 [illegible] 3d Oct/74

6192 6343

Govt. of 1874 Madras.

PUBLIC WORKS.

To The Chief Engineer & Secretary to Govt. Public Works Dept.

Date. Rec'd. Encl. 16

G. O. No. 1330.

Platform - Railways

Papers submitted the Engineer & Secretary regarding the height of Platforms at stations on the Madras Ry, ordered to be forwarded to the