

28TH APRIL 1890, No. 575 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper.—

From the Consulting Engineer for Railways, dated 21st April 1890, No. 277.

From the Acting Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 15th April 1890, No. 6915/412.

The Company's Chief Engineer reports that it will be necessary to appoint an inspector at the new Pápaghni bridge, chargeable to the bridge estimate, and I have therefore the honor to request that you will be so good as to communicate to me the sanction of Government for this appointment to be made at a salary of Rs. 250 per mensem.

Submitted for the sanction of Government.

2. There is no provision in the estimate for the proposed outlay, but it can be sanctioned, if approved, temporarily under powers given in Government of India Resolution No. 3292 G., dated 19th December 1888 (G.O., No. 4 R., dated 9th January 1889).

ORDER—dated 28th April 1890, No. 575 R., Public Works.

The appointment of an inspector at the new Pápaghni bridge on a salary of Rs. 250 per mensem is sanctioned as a temporary measure.

(True Extract.)

Major, R.E.,

Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.

Exd. A. Aubert.
Spare Copies

(1) Number of pages 26

(2) Date of repair 1-7-43

(3) Initials of the Referencer

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

MADRAS RECORD OFFICE.

Government of Madras.

PUBLIC WORKS DEPARTMENT.

Railway.

G.O. No.

372 R.

Press
Mis.

Dated

15-3-

18 90.

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 3rd March 1890, No. 148.

From the Agent and Manager, Madras Railway Company, dated 20th February 1890, No. 4817/197.

Submitted for the sanction of Government.

2. The Agent and Manager, Madras Railway, submits an estimate, amounting to Rs. 18,179, for proposed additions and alterations of sidings, &c., at Kolar road, chargeable in the proportion of Rs. 16,271 to Capital and Rs. 1,908 to Revenue.

3. The details of the works proposed are as follow:—

- (1) Two additional sidings of 500 feet leading off from the main line siding.
- (2) Dismantling salt godown.
- (3) Extension of goods shed.
- (4) Addition of goods office.
- (5) Alteration in passenger platform and shifting water column and ash-pits to new positions.
- (6) Distant signals.

4. In G.O., No. 71 R., dated 22nd January 1889, sanction was accorded to an estimated expenditure of Rs. 9,688 for alterations and additions to the sidings at this station, consisting of an extension of the through siding from 1,147 to 1,250 feet, extension of two lay-byes by 400 feet each, and the addition of two cross-over roads; and again in G.O., No. 560 R., dated 17th May 1889, another estimate, amounting to Rs. 9,985, for further additions and alterations was sanctioned, comprising an additional through siding 800 feet clear length, an extra lay-bye 300 feet long and the slewing of the main line in order to give more room between it and the platform siding; and now owing to the rapid development of traffic a further estimate is submitted for additional sidings, &c.

5. The Traffic Manager writes that—

“The provision we have made at Kolar road is not sufficient to enable us to cope with the traffic, and I am compelled to ask that two additional sidings running parallel with our present siding may be laid to the north of the goods shed as early as possible.

“We have not room enough to stand all the wagons that now offer for Kolar and the result is we have to restrict the number of wagons we can despatch from Madras and other stations. However careful we may be, we cannot at times prevent a block, and I beg therefore to urge that we may be placed in a better position as soon as possible.”

6. The statistics given in the Traffic Manager's letter certainly leave no doubt that the traffic is rapidly developing and it is recommended that the work be considered special and sanctioned for early execution.

7. Out of the capital cash outlay of Rs. 3,265 it is proposed to re-appropriate to the extent of Rs. 2,629 * only and the balance (Rs. 636) will be provided for in the final issue of the budget for 1890-91.
- * Charged against item 19, schedule B, budget, 1889-90.
8. The sanction will lapse at the end of the fourth quarter after receipt.

ORDER—dated 15th March 1890, No. 372 R., Public Works.

Sanctioned.

2. This sanction has been registered as No. 39 R. of 1889-90.

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways, with plan and estimate.
„ Examiner, Guaranteed Railway Accounts.

RAILWAY.

Govt. of {1890} Madras.
PUBLIC WORKS.

Dated March, 15th.

Recd. Encl.

G.O., 15th Mar. 1890, No. 372 R

MARCH.

Kolar road station

Estimate of Rs. 18,179 for additions and alterations of sidings, &c., at the —, sanctioned.

197
MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 20 February 1890.

From

The Acting Agent and Manager.

Ch. R. C.

To

The Consulting Engineer for Railways.

SIR,

Estimates and Alterations of
Sidings &c. at Kolar.

I have the honour to forward herewith, for the sanction of Government, an estimate with plan of 2725, for the proposed additions and alterations of sidings &c. at Kolar Road submitted at the last official meeting.

The required outlay is Rs. 18,179 chargeable in the proportion of Rs. 16,271 to Capital and Rs. 1,908 to Revenue.

A detailed explanation of the circumstances which necessitate the execution of this work is furnished in the enclosed copy of correspondence (originally noted) from the Traffic Manager to the Chief Engineer.

W. Hamilton

REGISTERED
No. 156
FILE
No. 111

I form a delay
for construction as
to double track
proposed as siding
Kalka Road
Kolar Road

Dated 20 Feb 1890
Recd. 21
No. 1817
197

From
To
MADRAS RAILWAY.
The Consulting Engineer
for Railways.
The Agent and Manager.

N. 62923.

Madras Railway Company
Traffic Manager's Office,
Madras, 21st January 1890
55

The Chief Engineer,
Rayapuram.

Dear Sir,

Construction of Siding at Kolar
Road station 1890-91.

The provision we have made at
Kolar Road is not sufficient to enable us
to cope with the traffic and I am com-
pelled to ask that two additional sidings
running parallel with our present siding
may be laid to the north of the Goods shed
as early as possible.

The following figures represent the
number of loaded wagons taken into Kolar
Road station during the months of September,
October, November and December in the year.

Month.	1887.	1888.	1889.
September —	527	658	866
October —	559	792	994
November —	426	741	1087
December —	455	867	1092
Total.	1267	3058	4039

and the following figures show the total number of loaded wagons carried to the station during the first 10 days of the months of January in the years 1888, 1889 and 1890. $\frac{86}{a}$

Month & Date.		1888	1889	1890
January—	1	9	9	75
— " —	2	4	28	71
— " —	3	6	"	65
— " —	4	4	23	37
— " —	5	12	3	38
— " —	6	21	37	52
— " —	7	10	15	49
— " —	8	15	29	57
— " —	9	19	13	58
— " —	10	8	14	74
Total—		106	169	576

We have not room enough to stand all the wagons that now offer for Kolar and the result is we have to restrict the number of wagons we can despatch from Madras and other stations. However careful we may be we cannot at times prevent a block and I beg therefore to urge that we may be placed

W. Leventhal
Atty. Agent & Manager.

5

Madras Railway Company
Traffic Manager's Office
Madras 20th February 1890.

The Agent and Manager
Rayapuram.

Dear Sir,

Construction of sidings at Kolar
Road Station 1890-91.

With reference to enclosed copy
of telegram from the Chief Engineer, will
you kindly press for the sidings at Kolar
Road to be sanctioned as early as practi-
cable.

We had 83 wagons under load
at Kolar Road at 8 am. this morning
and our limited space results in
wagons being locked up unnecessarily.

Yours faithfully
Edw. Louis S. Moss
Traffic Manager

1 True Copy 1

The Agent & Manager
P. 279

2/4

The Consulting Engineer for Railways for
information with reference to this office
letter No. 1797 of 20th instant.

22nd February 1890

REGISTER
No. 2
FILE

Produced
1890

From

MADRAS RAILWAY.

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 22nd of January 1890

Recd. 25th

No. 679/216

Re: Construction of
sidings at Kolar Road

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 30 March 1890.

Letter from the Agent and Manager,
Madras Railway, No. 4817, dated 20th
February 1890, with enclosures.

No. 148.

SUBMITTED for the sanction of Government.

2. The Agent and Manager,
Madras Railway, submits
an estimate amounting to
Rs 18,179 for proposed
additions and alterations
of sidings &c at Kolar
Road, chargeable in the
proportion of Rs 16,241 to
Capital and Rs 1,908 to
Revenue.

3. The details of the works
proposed are as follows:-

(1) Two additional sidings
of

of 500 feet leading off
the main line siding.

(2) Dismantling Salt Godon

(3) Extension of Goods shed

(4) Addition of Goods office.

(5) Alteration in passenger
platform and shifting
water column and ash
pits to new positions.

(6) Distant signals.

4. In G.C. No 41 R dated
22nd January 1889 sanction
was accorded to an
estimated expenditure
of Rs 9688 for alterations
and additions to the
sidings at this station,
consisting of an extension
of the through siding
from 1147 to 1250 ft, extension
of two lay-byes by 400 ft
each, and the addition
of

of two cross over roads,
and again in G.C. No 508
dated 17th May 1889 an order
estimate amounting to Rs
9985 for further additions
and alterations was
sanctioned; comprising an
additional through siding
800 ft clear length, an extra
lay bye 300 ft long and
the shifting of the main
line in order to give more
room between it and the
platform siding; and
now owing to the rapid
development of traffic
a further estimate is
submitted for additional
sidings &c.

5. The Traffic Manager
writes that "the provision
we have made at Polar
Road

road is not sufficient
to enable us to cope with
the traffic and I am
compelled to ask that
two additional sidings
running parallel with
our present siding may be
laid to the north of the
goods shed as early as
possible.

"We have not room
enough to stand all the
wagons that now offer
for hire and the result
is we have to restrict
the number of wagons
we can despatch from
Allahabad and other
stations. However careful
we may be, we cannot
at times prevent a block
and I beg therefore to
urge that we may be
placed in a better position
as soon as possible."

X charged against
Item 19 Schedule B,
Budget 1889-90.

The statistics given in
the Traffic Manager's letter
certainly leave no doubt
that the traffic is
rapidly developing and
it is recommended that
the work be considered
special and sanctioned
for early execution.

7. Out of the Capital
Cash Outlay of Rs 3265,
it is proposed to reappro-
priate to the extent of
Rs 2629 only and the
balance Rs 636 will be
provided for in the final
issue of the Budget for
1890-91.

8. The sanction will
lapse at the end of the
fourth

fourth quarter after noon

Edinburgh
see above

For bailiffs fordyce

12
a

A No. 372 R of 15 March 1900

12th Mar
Sanctioned.

2. This sanction has been registered as No. 39 R

of 1889-90.

C.L.S.

10.1.90

R.

No. 560 R of 17-5-89

- 71 R - 22-1-89

Recd
24/3/90

the Comr for Rs.
with Rs. 1000
" Est. Est. Rs. 1000
sup copy despatched 15/3/90

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 148

Dated 3rd

Received

March 1890.

No. of ENCLOSURES.

Subject.

Estimate amounting to Rs 18179 for proposed additions and alterations etc at Kolar Road

A

No. 372 R of 15 March 1900

13
a

2228.

Govt. of Madras.

PUBLIC WORKS.

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

Dated

Recd.

Encl.

G.O. 15th March 1890 No. 372 R

Kolan Road
Station

Reference of the 18/179
for additions &
alterations of sidings
at the ————— mentioned

90
13

recd 13