2852.

Gobt. of 18 Madras.

PUBLIC WORKS.

27-3-90

Dated

Recd.

Encl.

G.O., 24th March 1890, No. 414 R.

Madras Railway Company

Sanction of the G of I to the raising of further Credits to the — for capitl outlay in excess of the subscribed Capital. Comm to the Cons Engr Rys.

[illegible]

22nd March 1890, No. 410 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Consulting Engineer for Railways, dated Madras, 19th March 1890, No. 201.

From the Agent and Manager, Madras Railway Company, dated 18th February 1890 No. E 78/193.

Enclosures.

From the Chief Engineer, to the Agent and Manager, Madras Railway Company, dated Madras, 12th March 1890, No. 2630/300.

In reply to your endorsement No. E 78/1523 of 28th ultimo on Consulting Engineer's No. 188 of 27th idem, I have referred the matter to the Traffic Manager who has asked me to forward to you copies of letters sent to me by him on the 6th January in which it is pointed out that, during the recent pressure of traffic, the greatest inconvenience was experienced in consequence of want of siding room at Mulanur. He goes on to say that on the 27th December Kolar had 150 loaded wagons on hand and some delay was caused to stock in consequence of Kuppam not being in a position to receive all the empties Kolar could spare. Had there been sidings at Mulanur the wagons could have been sent to that place and utilized for firewood traffic. Kuppam is in a chronic state of "block" as E trains run from Jalárpet to Kuppam to be attached there to ordinary and E through trains, and it sometimes happens that we cannot find room for all the empty wagons that might otherwise be given to the firewood contractors. With proper accommodation at Mulanur ghât trains would run to that station only; and an enormous amount of mileage would be saved monthly besides enabling the traffic at Kuppam and Mulanur to expand.

2. The plan and estimates are herewith returned.

From the Traffic Manager, to the Chief Engineer, Madras Railway Company, dated Madras, 6th January 1890, No. C/74673.

Mulanur Station.

I send you copy of a letter and its enclosure which has reached me from Mr. Gavaghan.

2. Will you kindly say if you can do anything to help us at Mulanur.

3. It is quite correct that under my orders we refuse to receive goods traffic at Mulanur.

4. With only a through siding which is used for crossing trains frequently during the day, I am not prepared to run any risk in working goods traffic.

5. A third line connected at both ends with our present through siding and a lay-bye (with a dead end to the south) leading from the third line is what we want early.

6. The additional siding can be budgeted for hereafter.

7. In the budget of this department for 1890-91 we seem to have asked for a "through lay-bye for 20 wagons" at Mulanur.

From the Assistant Traffic Manager, to the Traffic Manager, Madras Railway Company, dated Jalárpet, 30th December 1889, No. T 7209.

Mulanur Station.

In this office letter of the 28th June 1887, G 52840, and your C2/30965, I advocated the building of a station at Avanatham (148/3 to 148/9) instead of at Mulanur with a view of dispensing with an assisting engine to trains beyond that point.

2. The gradient west of Mulanur was, however, I believe, flattened, and the station was built at Mulanur, but no sidings were provided, so that the saving in mileage has been much less than was anticipated, and we are put to great inconvenience in dealing with traffic to Kolar and branch stations. It was, however, said that sidings would follow. The merchants too have cause for complaint, as in consequence of there being no lines for goods traffic, we are unable to receive or deliver goods there. The accompanying copy of letter from Messrs. Vencatrama Naidu and Guruvappa Naidu (the original of which will be found on your file C/74673) is an instance of the grievance felt.

3. Besides this, the Company loses mileage from Jalárpet to Kuppam as follows:—

On each train worked by KA_2 or KB_2 class engine without an assisting engine 10 loads for 7½ miles, or, with an assisting engine provided 2 loads for 14½ miles.

On each train worked by SA_2, BA_2, or NA_2 class engine without an assisting engine 9 loads for 7½ miles, or, with an assisting engine provided 5 loads for 14½ miles, and so on throughout the various classes.

4. The serious loss of mileage is due to the fact that a train worked by one engine runs from Patchur to Mulanur with a ghât load, and at the latter station cannot be made up to meet the full hauling power of the engine as there are no sidings there on which wagons can be loaded and dealt with.

5. With trains to which an assisting engine is provided a full load cannot be provided at Jalárpet as the power of two engines over the ghâts is more than one engine can draw from Mulanur to Kuppam, and therefore the trains have to run light from Jalárpet to Mulanur.

6. I would also point to the increasing traffic in firewood to the gold mines as a reason for at once applying for sidings accommodation at Mulanur. During the recent pressure the greatest inconvenience was experienced in consequence of the want of siding accommodation.

7. On the 27th instant Kolar had 150 loaded wagons on hand and some delay was caused to stock in consequence of Kuppam not being in a position to receive all the empties Kolar could spare. Had there been sidings at Mulanur the wagons could have been sent to that place and utilized for firewood traffic. Kuppam is in a chronic state of "block" as E trains run from Jalárpet to Kuppam to be attached there to ordinary and E through trains, and it sometimes happens that we cannot find room for all the empty wagons that might otherwise be given to the firewood contractors. With proper accommodation at Mulanur ghât trains would run to that station only, and an enormous amount of mileage would be saved monthly besides enabling the traffic at Kuppam and Mulanur to expand.

8. I would therefore strongly recommend the early construction of an additional through siding, and two sidings each 600 feet long with dead ends. The latter to be laid off the additional through siding to suit trains proceeding in the direction of Bangalore.

From N. Venkatarama Naidoo and A. Gooroovappa Naidoo, Avalratham, near Mulanur.

From the Agent and Manager, Madras Railway Company, dated 17th March 1890, No. E 78/297.

Submitted for the sanction of Government.

2. The Agent and Manager, Madras Railway, submits for the sanction of Government an estimate for a third line and lay-bye at Mulanur, amounting to Rs. 10,119, chargeable in the proportion of Rs. 9,758 to Capital and Rs. 361 to Revenue.

3. Mulanur is situated on the Kuppam Ghât, Bangalore Branch, near the summit of a long incline of 1/89. At present, owing to the want of the extra accommodation now asked for, it is necessary to run ghât loads, or an assisting engine, between Jalárpet and Kuppam. This results in a serious loss of mileage, as a train, running from Patchur to Mulanur with one engine and a ghât load, cannot be made up at the latter station to the full hauling power of the engine, and consequently runs light to Kuppam. Again trains provided with an assisting engine

cannot be made up to the full load of the two engines, as their power over the ghât is more than the haulage capability of one locomotive between Mulanur and Kuppam. Irrespective of the saving in mileage that will result from working Mulanur as the terminal of the ghât, the extra accommodation will relieve Kuppam from its present state of block, as empties can be sent on to Mulanur, there to be utilized for the increasing firewood traffic to the gold mines.

4. The estimate is recommended for sanction.

Order—dated 22nd March 1890, No. 410 R., Public Works.

Sanctioned.

2. This sanction has been registered as No. 42 R. of 1889-90.

(True Extract.)

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.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated March, 22nd.

Recd. *Encl.*

G.O., 22nd Mar. 1890, No. 410 R.

MARCH.

Estimate for constructing a third line and lay-bye at Mulanur, Madras Railway

The —, sanctioned.

(No. I.) 5,000—14-11-85.

No. E78/193

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 18th February 1890.

From

The Ag: *Agent and Manager,* M. R. Coy.

To

The *Consulting Engineer for Railways.*

SIR,

Third line, lay-bye, &c. at Mullanur.

I have the honour to forward herewith for the sanction of Government an estimate with plan No. 2720 fo the proposed third line, lay-bye, &c., at Mullanur submitted at the last Official Meeting.

The required outlay is ₨ 10,119/. chargeable in the proportion of ₨ 9,758 to Capital and Rupees 361 to Revenue.

The following extract is from a letter addressed by the Traffic Manager to the Chief Engineer:—

"It is quite correct that under my orders we refuse to receive Goods traffic

traffic at Mullanur."

"With only a through siding which is used for crossing trains frequently during the day, I am not prepared to run any risk in working Goods traffic".

"A 3rd line connected at both ends with our present through siding and a lay-bye (with a dead end to the south) leading from the 3rd line is what we want early".

The matter was fully discussed both on Inspection and at an Officers Meeting and it received my support at the Official Meeting referred to above.

Information as to provision in the Budget and the date on which the sanction will lapse is given on the estimate.

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

H. Leathart

Ag: Agent & Manager.

REGISTER
№ 189
FILE
№

w 1 Estimate
1 plan

Pw Encl
2891/90

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

C.R.

Dated 18 Febry 1890

Recd. 20.2.90

2095

No. E/78
193

Forwarding for Sanction an Estimate for third line lay-bye &c at Mullanur

Vide Letter to C.E.
188 of 27/2/90

№ 2630/300

Madras Railway Company
Chief Engineers Office
Madras 12th March 1890

The Ag Agent & Manager

Dear Sir,

In reply to your endorsement No. E/78/1523 of 28th ultimo on Consulting Engineer's No. 188 of 27th Idem, I have referred the matter to the Traffic Manager who has asked me to forward to you copies of letters sent to me by him on the 6th January in which it is pointed out that during the recent pressure of traffic the greatest inconvenience was experienced in consequence of want of siding room at Mulanur. He goes on to say that on the 27th December Kolar had 150 loaded wagons on hand and some delay was caused to stock in consequence of Kuppam not being in a position to receive all the empties Kolar could spare. Had there been sidings at Mulanur the wagons could have been sent to that place and utilized for firewood traffic. Kuppam is in a chronic state of "block" as E. trains run from Jalarpet to Kuppam to be attached there to ordinary and E. through trains, and it sometimes happens that we cannot find room for all the empty wagons that might otherwise be given to the firewood Contractors. With proper accommodation at Mulanur Ghaut trains would run to that station only; and an enormous amount of mileage would be saved monthly besides enabling the traffic at Kuppam and Muladurr to expand.

The Plan and Estimates are herewith returned.

Yours &c
(sd) H. R. P. Carter
Chief Engineer

(True Copy)

Ag. Agent & Manager

P.w Dec 6
2891/90

No. C/74673.

Madras Railway Company
Traffic Managers Office
Madras 6th January 1890

The Chief Engineer

Dear Sir,

Mulanur Station.

I send you copy of a letter and its enclosure which has reached me from Mr. Garaghan.

Will you kindly say if you can do anything to help us at Mulanur.

It is quite correct that under my orders we refuse to receive goods traffic at Mulanur.

With only a through siding which is used for crossing trains frequently during the day, I am not prepared to run any risk in working goods traffic.

A 3rd line connected at both ends with our present through siding and a lay-bye (with a dead end to the South) leading from the 3rd line is what we want early.

The additional siding can be budgeted for hereafter.

In the Budget of this Department for 1890-91 we seem to have asked for a "through lay-bye for 20 wagons" at Mulanur.

Yours &c.
(sd) L. W. Moss
Traffic Manager

(True Copy)
(sd) Reginald E. Ellis
for Chief Engineer.

(True Copy)

Ag. Agent & Manager

MR

P. W. Inc 5
2891/90

No. T. 7209 Asstt Traffic Manager's office
Jalarpet 30th December 1889.

The Traffic Manager
Madras

My dear Sir,

Mulanur station

In this office letter of the 28th June 1887 G 52840 and your C2/30965 I advocated the building of a station at Avanatham (148/3 to 148/9) instead of at Mulanur with a view of dispensing with an assisting Engine to trains beyond that point.

The gradient west of Mulanur was however, I believe flattened, and the station was built at Mulanur but no sidings were provided so that the saving in mileage has been much less than was anticipated and we are put to great inconvenience in dealing with traffic to Kolar and branch stations. It was however said that sidings would follow. The merchants too have cause for complaint, as in consequence of their being no lines for goods traffic, we are unable to receive or deliver goods there. The accompanying copy of letter from Messrs Vencatrama Naidu and Guruvappa Naidu (the original of which will be found on your file G/74673 is an instance of the grievance felt).

Besides this, the Company loses mileage from Jalarpet to Kuppam as follows:-

On each train worked by $K.A_2$ or $K.B_2$ class engine without an assisting Engine 10 loads for 7½ miles, or, with an assisting engine provided two loads for 14½ miles.

On each train worked by $S.A_2$, $B.A_2$ or $N.A_2$ class engine without an assisting Engine 9 loads for 7½ miles, or, with an assisting Engine provided 5 loads for 14½ miles, and so on throughout the various Classes.

The serious loss of mileage is due to the fact that a train worked by one engine runs from Patchur to Mulanur with a Ghaut load, and at the latter station cannot be made up to meet the full hauling power of the engine as there are no sidings there on which wagons can be loaded and dealt with.

With trains to which an assisting Engine is provided a full load cannot be provided at Jalarpet as the power of two engines over the Ghauts is more than one engine can draw from Mulanur to Kuppam, and therefore the trains have to run light from Jalarpet to Mulanur.

I would also point to the increasing traffic in firewood to the Gold mines as a reason for at once applying for sidings accommodation at Mulanur. During the recent pressure the greatest inconvenience was experienced in consequence of the want of siding accommodation.

On the 27th instant Kolar had 150 loaded wagons on hand and some delay was caused to stock in consequence of Kuppam not being in a position to receive all the empties Kolar could spare. Had there been sidings at Mulanur the wagons could have been sent to that place and utilized for firewood traffic. Kuppam is in a chronic state of "block" as E. trains run from Jalarpet to Kuppam to be attached there to ordinary and E. through trains, and it sometimes happens that we cannot find room for all the empty wagons that might otherwise be given to the firewood contractors. With proper accommodation at Mulanur, Ghaut trains would run to that station only, and an enormous amount of mileage would be saved monthly besides enabling the traffic at Kuppam and Mulanur to expand.

I would therefore strongly recommend the early construction of an additional through siding, and two sidings each 600 feet long with dead ends. The latter to be laid off the additional through siding to suit trains proceeding in the direction of Bangalore.

Yours &c
(sd) L. Gavaghan
Asstt Traffic Manager

(True Copy)
(sd) Reginald E. Ellis
for Chief Engineer.

(True Copy)

o Encl 4
2891/90

11

From
N. Venkatarama Naidoo
and
A. Gooroovappa Naidoo
Avalratham
near Mulanur.

To
The Traffic Manager
Madras Railway Company
Madras.

Sir,

We have the honour to request that we have near Mulanur station 100 wagons of firewood. It was cut and sawn we cannot get wagons at Mulanur. Therefore we request that your honor should order for five wagons daily. If your honor delay for wagons ten days you should order for bringing the firewood from the forest and have it near the Railway station.

I have enclosed a postal stamp for reply.

We are &c.
(sd) Venkatarama Naidoo
and
Gooroovappa Naidoo

(True Copy)
(sd) Reginald E. Ellis
for Chief Engineer.

P.W. Encs 3
2891/90

(No. I.)
No. E.78
297

Dupl

5,000—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,
MADRAS, 17th March 1890

From

The Ag Agent and Manager. M.R.C.

To

The Consulting Engineer for Railways.

SIR,

Estimate for the proposed third line lay-bye &c at Mulanur.
Your No 188 dated 27th February 1890

I have the honour to forward herewith with reference to the note of the Deputy Consulting Engineer on his half yearly inspection copies of the marginally noted correspondence which has passed between the Divisional Traffic Officer,

Letter No C/74673 C dated 6th Jany: 1890 Traffic Manager to Chief Engineer ~~with enclosure~~

Letter No T.7209 dated 30th December 1889 Asstt. Traffic Manager Jalarpet to Traffic Manager with Enclosure

Letter No $\frac{2630}{300}$ dated 12th March 1890 Chief Engineer to Agent & Manager

Traffic Manager, Chief Engineer and this office on the subject of the additional accommodation which has been asked for at Mulanur.

As stated in this office letter of the 18th February last, the matter received my support at the Official Meeting at which it was brought forward for approval prior to being submitted for the sanction of Government.

I have the honour to be
Sir
Your most Obedient Servt
H. Trevithick
Ag Agent & Manager.

REGISTER
No. 353
FILE
No.

Ent

P.W. line 2
2891/90

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

papers ff

Dated 17th March 1890
Recd. 18.3.90
No. E 78/297.

Regarding Estimate for the proposed third line lay bye &c at Milanur

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Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 19th March 1890

1st Letter from the Agent and Manager, Madras Railway, No: E.78/193 dated 18th February 1890.

——— Do. ——— Do: ———

No: E.78/297 dated 17th March 1890, with enclosures.

No. 201

SUBMITTED for the sanction of Governmetn.

2. The Agent and Manager, Madras Railway, submits for the sanction of Government an estimate for a third line and lay-bye at Milánur amounting to Rs 10,119 chargeable in the proportion of Rs 9,758 to Capital and Rs 361 to Revenue.

3.

3. Mulánur is situated on the Kuppam Ghaut, Bangalore Branch near the summit of a long incline of $\frac{1}{89}$. At present, owing to the want of the extra accommodation now asked for, it is necessary to run ghaut loads, or an assisting engine, between Jalarpet and Kuppam. This results in a serious loss of mileage, as a train, running from Patchur to Mulánur with one engine and a ghaut load, cannot be made up at the latter station to the full hauling power of the engine, and consequently runs light to Kuppam. Again — trains provided with an assisting engine, cannot be made up to the full load of the two — engines, as their power over the ghaut is more than the haulage capability of one locomotive between Mulánur and Kuppam. Irrespective of the saving in mileage that will result — from working Mulánur as the terminal of the ghaut, the extra accommodation will relieve Kuppam

Kuppam from its present state of block, as empties can be sent on to Makániro, there to be utilized for the increasing firewood traffic to the Gold mines.

4. The estimate is recommended for sanction.

Sidney Smith
Major R.E.
for Cong. Engr. for Ry.

7/8.

A Form No. 3.
No. 410 R of 22d March 1890.

22/3/90
Nos Sanctioned
estimate

2. This sanction has been registered as No. 42 R of 1889-90.

20/3/90
for R.

To Info despatched 22-3-90.
The Cons Eng for Rys: with plans & Ests:
" Exr. Gutd Ry. Accts

P. W. C. No 2891

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 201

Dated 19th } March 1890
Received 20 }

No. OF ENCLOSURES. 10

Subject.

Submitting for the Sanction of Government an Estimate for a third line and lay-bye at Mullavaner Madras Ry.

A

No. 410 R of 22d March 1890.

R

-3-90 R 21-3-90

2891.

Govt. of 18 Madras

PUBLIC WORKS.

Special

Dated

24/3

Encl.

22nd March 90 No. 410 R.

Estimate for constg a third line & lay-byl at Mullanur ~~S~~ M Ry

The — Sanctioned