GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper :—

G.O., dated 6th September 1890, No. 1336 R., Public Works.

From the Consulting Engineer for Railways, dated Madras, 27th August 1890, No. 574 C.

G.O., dated 5th June 1889, No. 639 R., Public Works.

Submitted for the further orders of Government.

2. In the Government Order above quoted approval was given to the proposed lengths for platforms and through sidings on the Madras Railway.

3. In the standard dimensions laid down by the Government of India it is stated that the minimum length of platform is to be 600 feet, the minimum length of siding is to be 1,600 feet, unless the ruling gradient is heavier than 1 in 100.

4. The lengths of platforms and sidings sanctioned for the Madras Railway appear to me suitable, but in many sections where the ruling gradient is flatter than 1 in 100 they infringe upon the minimum dimensions ordered by the Government of India and should therefore I think be referred to that Government for sanction.

Order—dated 6th September 1890, No. 1336 R., Public Works.

Ordered to be forwarded for the sanction of the Government of India.

(Here enter No. 1337 R., dated 6th September 1890.)

(True Extract.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Endorsement—dated 6th September 1890, No. 1337 R., Public Works.

Forwarded.

(By Order.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Read also the following paper:—

From the Officiating Under-Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 8th October 1890, No. 921 R.C.

I am directed to acknowledge the receipt of your No. 1337 R., dated 6th September 1890, and in reply to convey the approval of the Government of India, under the circumstances explained, to the sanction accorded by the Government of Madras to the extension of certain platforms and through sidings on the Madras Railway, which in some cases, where the ruling gradient is flatter than 1 in 100, infringe existing standard dimensions.

Order—dated 24th October 1890, No. 1615 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to his endorsement No. 574 C., dated 27th August 1890.

(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. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated October, 24th.

Read. *Encl.*

G.O., 24th Oct. 1890, No. 1615 R.

OCTOBER.

Platforms and Through Sidings, Madras Railway

Approval of the Government of India to the extension of certain — sanctioned by this Government, communicated to the Consulting Engineer for Railways.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Consulting Engineer for Railways, dated Madras, 4th April 1889, No. 180.

Letter from the Agent and Manager, Madras Railway, dated 28th February 1889, No. 6122-239/247.

ENCLOSURES.

From L. S. MOSS, Esq., Traffic Manager, to the Agent and Manager, Madras Railway, dated Madras, 15th March 1889, No. C. 2097 A. & M./12925.

Your endorsement of the 14th March upon letter No. 228, dated 12th idem, from the Consulting Engineer for Railways.

2. I beg to send you copy of a letter addressed by the late Traffic Manager on the 23rd July 1885 to this Company's Chief Engineer.

3. Kanykod being situated between Uttakali and Perpenangadi, provision has been made for a siding 1,450 feet long.

4. At the present time we are not able on the Western Coast to load up the large engines in all cases to their full carrying capacity owing to the very limited lengths of some of the through sidings.

5. I gather from the late Traffic Manager's letter of the 23rd July 1885 that he wished provision made for lengthening all through sidings at once, but in submitting the budget estimates for 1888-89 and 1889-90, I have applied for the extension of twelve through sidings yearly at stations where we have suffered inconvenience.

From H. E. CHURCH, Esq., Traffic Manager, to the Chief Engineer, Madras Railway, dated Madras, 23rd July 1885, No. T. 78925.

[*Through sidings on the single line.*]

Some of the through sidings are not long enough to hold a goods train worked by a large engine, and the result is detention at crossing stations, which more particularly affects the mail train.

2. No through siding should be less than 1,250 feet in length clear of the crossing at both ends, but on some parts of the line no less than 1,650 feet will be required.

3. Below you have the minimum length of through siding required at stations on the South-west and North-west lines :—

	FEET.
Between Sholinghur and Vániyambádi (both inclusive)	1,650
Between Tirupatúr and Shevaroy hills, between Uttakali and Perpenangadi at Kuppam, Marmandur and Kodur, and between Kamalápuram and Guntakal junction (inclusive)	1,450
Between Tirutani and Tirupati, between Nancherla and Raichur, and between Guntakal and Bellary	1,350
Between McDonald's Choultry and Perundurai, between Kámasamudram and Bangalore city, between Coimbatore and Mettupálaiyam, and between Urampad and Vontimitta	1,250

4. The alterations will probably involve a large outlay, but I am of opinion that the cost ought to be ascertained and budgeted for.

Letter from the Agent and Manager, Madras Railway, dated 16th March 1889 No. 6122-239/316, with enclosures.

Note by the Consulting Engineer for Railways.

The Agent and Manager, Madras Railway, submits an estimate (with plan) for the extension of the through siding at Kanykod amounting to Rs. 3,207, chargeable in the proportion of Rs. 3,174 to Capital and Rs. 33 to Revenue.

2. The late Traffic Manager drew up a scheme for lengthening through sidings where necessary on a scale suitable for different sections of the line, and the statement herewith submitted represents the revised proposal of the present Traffic Manager, who desires to extend 12 sidings annually until they are all completed to the standard represented in the statement.

3. The through siding at Kanykod is only 844 feet long, which is not long enough to load goods trains worked by large engines without causing detentions and thereby affecting the mail trains. The estimate submitted provides for extending the through siding to a length of 1,450 feet and is recommended for sanction.

4. The estimate, amounting to Rs. 3,207, is within my competence to sanction, but I submit it to Government with a view to obtain a recorded approval of the "statement" which will in future rule all proposals for extensions of platforms and sidings.

MADRAS,
3rd April 1889.

(Signed) C. J. SMITH, Col., R.E.,
Consulting Engineer for Railways.

MADRAS RAILWAY.

STATEMENT showing the length of platforms (exclusive of ramps) and effective length of through sidings.

Stations.	Platforms. Present length.	Platforms. Proposed length.	Through sidings. Present length.	Through sidings. Proposed length.	Number of vehicles in load.	Ruling gradient.	Remarks.	Date of Platforms in progress or completed	Date of through siding in progress or completed
South-West Line.	FT. IN.	FT. IN.	FT. IN.	FT. IN.					
Central station .. Up platform ..	667 0	600 feet. *Vide* A. M.'s No. 1300, dated 26th November 1888.	Double line.	Double line. *Vide* A. M.'s No. 316, dated 16th March 1889.	60	1 in 226			
Central station .. Centre platform ..	667 0								
Central station .. Down do. ..	667 0								
Ráyapuram .. South do. ..	402 0								
Ráyapuram .. North do. ..	614 0								
Perambúr .. South do. ..	523 6								
Perambúr .. North do. ..	508 6								
Connur .. South do. ..	* 600 0						* In progress.		Completed.
Ambatúr .. South do. ..	309 6								
Ambatúr .. North do. ..	358 6								
Avadi .. South do. ..	470 0								
Avadi .. North do. ..	376 0								
Tinnanur .. North do. ..	382 0								
Tinnanur .. Low do. ..	*87 0								
Tinnanur .. South do. ..	362 0								
Sevapet .. North do. ..	† 600 0						† In progress.		Completed.
Sevapet .. South do. ..	† 600 0								
Tiruvallúr .. North do. ..	653 0								
Tiruvallúr .. Low do. ..	84 0								
Tiruvallúr .. South do. ..	765 0								
Tiruvallúr .. New moon do. ..	957 0								
Kadambatúr .. North do. ..	401 0								
Kadambatúr .. South do. ..	472 0								
Chinnamapet .. North platform end of station house.	134 0								
Chinnamapet .. North low platform in front of station house.	74 0								Completed.
Chinnamapet .. North platform west of station house.	100 0								
Chinnamapet .. South platform ..	328 0								
Arkónam, South-West line. North do. ..	600 0								
Arkónam, South-West line. South do. ..	570 0								

Statement showing the length of platforms (exclusive of ramps) and effective length, &c.—*cont.*

Stations.	Platforms. Present length.	Platforms. Proposed length.	Through sidings. Present length.	Through sidings. Proposed length.	Number of vehicles in load.	Ruling gradient.	Remarks.	Date of Platforms in progress or completed	Date of through siding in progress or completed
South-West Line—cont.	FT. IN.	FT. IN.	FT. IN.	FT. IN.					
Mannal .. North platform ..	600 0	600 feet. *Vide* A. M.'s No. 1300, 26th Nov. 1888.	1,650 0	1,650 feet.	45	1 in 159			
Sholinghur .. North do. ..	330 0		1,057 0						Completed.
Sholinghur .. South do. ..	563 0		..						
Arcot .. North do. ..	420 0		1,480 0						
Arcot .. South do. ..	600 0		..						
Tiruvallum	* 500 0		1,135 0				* In progress.	Completed.	Completed.
Vellore	600 0		2,000 0				Platform siding.		
Katpadi			756 0				Main line south siding.		
Virinjipuram	600 0		711 0				Second line or main line north siding.		
Gudiyátam	558 0		2,000 0						
			1,153 0				Platform siding north of main line.		Completed.
Ulli	† 500 0		1,036 0				Main line south siding.		
Mailpati	560 0		*Nil.*				Trial station.	Completed.	
Ambúr	600 0		1,650 0				† In progress.		
Vániyambádi	600 0		1,650 0						
Ketandapati	418 0		1,084 0					Completed.	Completed.
Jalárpet (Main line)	‡ 600 0		*Nil.*				‡ Completed.		
Tirupatúr	900 0		2,640 0						
Kagankarai	419 0		1,188 0						Completed.
Sámalpati	600 0		*Nil.*						
Kallavi	600 0		1,279 0				Trial station.		
Morappur	500 0		*Nil.*						
Buddireddipatti	506 0		1,200 0						
Mallapuram	500 0		*Nil.*						
Kadiampatti	538 0		1,155 0						
Thinnampatti	205 3		*Nil.*						
Salem	300 0		1,250 0					Completed.	
Attúr									
McDonald's Choultry	600 0		1,635 0					Completed.	
Sankaridrug	450 0		1,350 0						
Cauvery	600 0		1,250 0						
Erode	301 0		*Nil.*						
Perundurai	447 0		1,326 0				Trial station.		
Viziamangalam	450 0		1,350 0						
Uttukuli	* 600 0		*Nil.*				* In progress.	Completed.	Completed.
Tirupúr	460 0		820 0						
Mangalam	600 0		860 0						
Somanur	600 0		*Nil.*						
Sulúr	460 0		844 0				Trial station.		
Singanallur	500 0		1,450 0						
Pódanúr (Main Line)	200 0		*Nil.*				Do.	Completed.	
Madukara	445 0		830 9				Do.		
Walayar	500 0		1,421 0						
Kanyikod	* 500 0		1,450 0				* In progress.	Completed.	
Olavakode	462 0		844 0						
Pálghat	* 600 0		1,647 0				* In progress.	Completed.	Completed.
Parli	350 0		1,050 0						
Lukkidi	400 0		1,110 0						
Ottapalam	400 0		924 0						
Shoranur	400 0		850 0					Completed.	Completed.
Pattambi	* 600 0		1,043 6						
Pullipuram	348 6		781 9				* In progress.	Completed.	
Edakkolam									
Kuttipuram	* 600 0		*Nil.*						
Tirúr	396 0		670 9				* Completed.	Completed.	Completed.
Tánur	500 8		1,450 0						
Parpanangádi	400 0		779 0						
Kadalundi									
Ferok	401 6		821 0						
Kallai	600 0		1,150 0						
Calicut	600 0		1,600 0						
			1,000 0						
Bangalore Branch.									
Jalárpet	401 0		779 0						
Patchur	* 400 0		1,250 0						
Mulanur	* 400 0		1,450 0				* In progress.	Completed.	
Kuppam	600 0		1,292 0				* Do.	— do. —	
Kámasamudram	500 0		1,250 0						
Kolar road	* 500 0		1,250 0				* Completed.		
Tyakal	* 500 0		*Nil.*				* Do.		
Venkatandi									
Malur	397 0		962 0						Completed.
Kadgodi	502 0		838 0						
Krishnarajapuram	500 0		1,064 0						
Bangalore Cantonment	* 460 6		1,631 0				* In progress.	Completed.	
Bangalore City	555 0		1,260 0						

Statement showing the length of platforms (exclusive of ramps) and effective length, &c.—*cont.*

Stations.	Platforms. Present length.	Platforms. Proposed length.	Through sidings. Present length.	Through sidings. Proposed length.	Number of vehicles in load.	Ruling gradient.	Remarks.	Extra platforms in progress or completed.	Extra through siding in progress or completed.
South-West Line—cont.									
Nilgiri Branch.									
Pódanúr (Branch line)	FT. IN. 428 0	FT. IN.	FT. IN. 450 0	FT. IN.					
Coimbatore	500 0		815 0						
Tudiyalúr	201 10	500 feet.	725 0	1,250 feet.	30	1 in 80		Completed	Completed
Gúdalúr	500 0		*Nil*						
Karaimadai	407 0		720 0						
Mettupaláiyam	400 0		960 0						
North-West Line.									
Arkónam (Main line)	600 0		800 0						
Tirutani	496 3		1,270 0						
Nagari	500 0		1,350 0		35	1 in 95		Completed	Completed
Puttur	600 0	600 feet.	1,350 0	1,350 feet.					
Púdi	498 6		1,350 0		30	1 in 80			
Rénigunta	950 0		2,835 6						
Mámandúr	250 0		900 0	1,450	35	1 in 106		Completed	
Peddapád	200 0		750 0						
Kódúr	442 0		1,450 0		32	1 in 60		Completed	Completed
Urampad	300 0		1,250 0						
Reddipalle	383 0		1,250 0						
Rajampett	385 0	400 feet.	1,250 0	1,250 feet.	30	1 in 90			
Nandalúr	460 0		1,250 0						
Vontimitta	387 0		1,250 0						
Station at 155th mile (Gidlúrnattam)	* 300 0		* 1,250 0				* In progress.	Completed	
Cuddapah	* 600 0	500 feet.	900 0				* Do.	—do—	
Krishnapuram	500 0		1,600 0				* Do.		
Kamalápuram	400 0		*Nil.*						
Yerraguntla	600 0		980 0				Trial Stn.	Completed	Completed
Muddanúr	500 0		1,250 0						
Mungapatnam	600 0		1,600 0						
Kondápuram	150 0		*Nil.*				Trial station.		
Vanganur	403 0		1,105 0						
Tadpatri	199 6		*Nil.*				—Do.—	Completed	Completed
Pennér	* 500 0		1,269 0	1,450 feet.	40	1 in 122	* Completed.		
Rayalcheruvu	150 0		1,250 0						Completed
Jakkulcheruvu	397 6		986 0						—do—
Gooty	* 200 0		*Nil.*				Trial station.	Completed	
Patakottacheruvu	* 600 0		2,385 0				* Completed.		
Timmancherla	500 0		1,600 0						
Guntakal junction	401 0		600 0						
Nancherla	1,000 0	500 feet.	1,400 0						
Aspari	500 0		1,250 0				Trial Stn.		
Nagasur	402 0		* 1,350 0				* In progress.	Completed	
Adóni	200 0		*Nil.*						
Kúpgal	602 0		1,497 0						
Kósgi	200 0		950 0						
Tungabhadra	398 0		946 0						
Matmari	500 0		1,071 0	1,350 feet.	35	1 in 104			
Raichur .. Madras Railway Company.	401 0		940 0						
Raichur .. Great Indian Peninsula Railway Company covered 2nd line.	* 650 0		...				* In progress.	Completed	
Raichur .. Great Indian Peninsula Railway Company through siding.	* 451 0		876 0						
	..	..	1,245 0						

Submitted for the sanction of Government.

ORDER—dated 5th June 1889, No. 639 R., Public Works.

The statement showing the proposed lengths for platforms and through sidings on the Madras Railway, to be worked up to gradually as traffic requirements justify the outlay, is approved.

(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 estimate and plan.
„ Examiner, Guaranteed Railway Accounts.

Exd. J. Henricus.

Spare Copies

RAILWAY.

Govt. of {1889} Madras.

PUBLIC WORKS.

Pw Encl 8506/90.

Dated June, 5th.

Read. *Encl.*

G.O., 5th June 1889, No. 639 R.

JUNE.

Platforms and through sidings on the Madras Railway

Statement showing the proposed lengths for — to be worked up to gradually, approved.

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 27th August 1890.

Proceedings of the Madras Government

No. 639 R. dated 5th June 1889

No. 574 C

~~Government.~~

SUBMITTED. *for the further orders of Government.*

2. *In the G.O. above quoted approval was given to the proposed lengths for platforms and through sidings on the Madras Railway.*

3. *In the standard dimensions laid down by the Government of India it is stated that*

The minimum length of platform is to be 600 ft.

— " — " — " — Siding — 1600 —

unless the ruling gradient is ~~steeper~~ *heavier than 1 in 100.*

Shall it be laid down? 4/5 3/1/5/90

See pages 4 + 5 of ~~Standard~~ *Maximum & Minimum dimensions to be "strictly observed"* 4 1/9/90

3. *The lengths of platforms and sidings sanctioned for the Madras Railway appear to me Suitable*

suitable but in many sections where the puling gradient is flatter than 1 in 100 they infringe upon the minimum dimensions ordered by the Government of India and should therefore I think be referred to that Government for sanction.-

Yours Lieut Col. R.E.
Offg. Consulting Engineer for Railways

B Form No. 3. No. 1336 R. 6th Sept 1890.

H.S. 2/9/90

Ordered to be for-
warded for the sanction of
the Government of India.-

H.E. No 1337 R. 6 ~~Sept~~ 1890

Forwarded

Y
6/9: R

Info despts to India
with copy of G.O.
639 R. 5th June 89.
6/9/90.

No. 588 R. 22.5.89
604 R. 18-6-89.

P.W.C. No. 850 C.

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras,

No. 574 C.

Dated 27 } August 1890.
Received 9-9-90

No. of Enclosures. 1

Subject.

Submitting for the sanction
of the Government of India cases
in which the extension of plat-
forms & through sidings on the
Madras Railway infringe the
Standard dimensions laid down
by the Government of India.-

B
No. 1336- 37 R. 6th Sept 1890.

All communications should be addressed to the Secretary.

No. 921 R. 6.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction.

To

The Joint Secretary to the Government of
Madras, (Railway Branch)
Public Works Department.

Simla, the 8th October 1890.

Sir,

I am directed to acknowledge the receipt
of your No. 1337 R. dated 6th September 1890,
and in reply to convey the approval of the
Government of India, under the circumstances
explained, to the sanction accorded by the
Government of Madras to the Extension
of certain platforms and through sidings
on the Madras Railway, which in some
cases, where the ruling gradient is flatter
than 1 in 100, infringe existing Standard
Dimensions

P.W Cdn. 9833 v

Dimensions.

I have the honour to be,

Sir,

Your most obedient Servant.

F. S. Webbert

Offg: Under Secretary.

Rd 16-10-90

Documents accompanying

Nil

to Consulting Engineer

G.O. 684 Rd 18.6.89
" 588 R 4/12-5-89
" 1336-37 Rd 6-9-90

A. No. 1615 R

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 24th Oct 90.

READ again the following

Progs: of the Madras Govt. P.W. Deptt: — } M.E. No. 1336-37 Rd 6th Sept 90

Read also the following

Letter from the Govt. of India P.W. Deptt. } M.E. No. 921 R.C. 7 8th Oct 90

M.E. 23/10/90 Communicated to the Consulting Engineer for Railways with reference to his endorsement No: 574C dated 27th August 1890.

To the Consulting Engr for Rys
" Exr Gr Ryes:

A

No 1615 R 24-Oct-90-

Hus 17.x.90

9883.

Govt. of [18] Madras.

PUBLIC WORKS.

Dated 2/11

Read. Encl.

G.O., 24th Oct. 1890, No. 1615R.

Platforms & Through
Sidings. Mr Rys:--

Approval of the
Govt to the extension
of certain — Sanctd
by this Govt. Cumb
& the Govt Rys:--

70
3

Sec 24/10