

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 158. R

DATED 23rd January

[Despatch Abstract.]

Madras Railway - Telegram to the Govt of India to say that the Capital transactions —, for the half year ending 31st December 1892, are estimated to result in a net credit which is chiefly due to large issues of stores to revenue and to sales of old materials.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	44-5	R	12-1-93				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Madras Railway.

Bridges. The new bridge of 15 spans of 140 feet over the Papaghnee river at mile 175 North West line was opened for traffic on 1st July 1892. The rapid and economical construction of this large work is worthy of note.

Owing to the increased weight of the engines now in use and the heavier loads authorized by the New Standard Dimensions for both engines and goods stock, it has been found necessary to strengthen certain weak bridges. The scheme sanctioned embraces five bridges of which two: the Metagapalli and Rothernka bridges, North West line have been completed and opened for traffic and a third the Thos-
tha bridge South West line will be ready shortly.

Permanent Way. Out of a total of 809 1/4 miles originally laid with iron rails 287 miles have been renewed ^{upto 30 September 1892} with the new 75 lbs steel rails connected with the old type of iron fish plates. As, however the latter are found to be not sufficiently rigid, it is proposed to substitute the new pattern of steel fish plates with four 1" bolts throughout the above length and also to use the new type of fish plates in all future renewals of iron by steel rails.

Ballast. The experimental covering of the sand ballast with a layer of broken stone having proved highly successful in keeping down the dust and preventing the dispersion of the ballast, the work is being continued throughout the line as funds become available.

Trial

8

Trial stations. Four trial stations were opened during the year viz:—

Kulipalayam at $\frac{270}{10.11}$ mile S.W.L.
 Poupadi - $\frac{54}{14.16}$ - A.W.L.
 Lattari - $\frac{86}{4}$ - -
 Kalamala - $\frac{190}{11}$ - -

The scheme for ^{the} extension of platforms and through sidings of a large number of stations approved in June 1889 was completed during the year.

Rates and Fares. On 1st January a terminal charge was introduced of 4 pies per maund at each end on all goods except those handled by owners.

Block system. In order to obtain a later departure of the South West line mail train from Madras and also to facilitate traffic, the block system was

introduced

is introduced on the double line
of between Madras and Arkonam
on 1st February.

by General. A portion of the Mad
ras Railway Company's land at
Rajapuram was leased to Messrs
Crest and Company for the erec-
tion of reservoirs for kerosene
oil. The carriage of the oil in
bulk by sea to Madras and up-
country in suitable tank wagons
is expected to lead to a consider-
able increase in the consumption
of this article.

B The Construction by the Mysore
Government of a branch railway
from Kolar Road station to the Kolar
gold mines a distance of 10 1/2 miles
has been sanctioned. This branch
will, as a tentative measure, be
worked by the Madras Railway
Company for the same percent-
age of gross receipts as obtains

on the Company's general system
plus an additional charge of 5%
for the use of the rolling stock.

Sanction was given for a
portion of the Madras Railway
Company's passenger stock being
provided with Automatic Vacuum
Brake Connections and the neces-
sary gear and piping is being
indented for.

At Mettupalayam, the junc-
tion arrangements with the Nilgiri
Railway have been agreed to send
an estimate for the work to be
carried out by the Madras Rail-
way has been sanctioned.

Plans of the necessary alterations
and improvements in the arrangement
of platforms, buildings and sidings
at Bangalore City station have been
prepared but the approval of the Board
of Directors, Southern Mahratta Railway
has not yet been received to them.

Some land has however been acquired
for subordinates' honours.

Owing to the abnormally heavy
rainfall on the 13th August, two breaches
occurred on the Bangalore Branch, one
of 150 yards length, the other of 100 yards.
The line was restored on the 19th August.

The scarcity of rain in the dis-
tricts traversed by the Railway caused
a falling off in the goods traffic
and ^{also} ~~consequently~~ affected the pas-
senger traffic, ~~particularly~~ during the
early part of the year.

S.D.
15/5/92

South Indian Railway (purchased line)

The extensive alterations at
Mayavaram and Tiruvallur stations
in connection with the Mayavaram
Mutpet Railway are in progress, and
estimates are awaiting the sanction
of the Government of India.

Up to 30th November 1892, 370.93 miles
have been renewed with 50 lb steel rails
of which 18.71 miles were laid in 1892.

Sanction has been accorded to
additional rolling stock for the South
Indian Railway to the extent of 32
engines, 151 coaching vehicles, and 272
goods vehicles, and also to fitting with
Automatic Vacuum brake gear 20 engines
and 100 bogie coaching vehicles. Du-
plicate parts sufficient for 5 engines
and 15 carriages will also be provi-
ded.

The extension of platforms and
through

So through sidings is being procured with
for and has been completed at 2 1/2
out of the 110 stations sanctioned.

Arrangements are being made to
obtain water at Trichinopoly Junction
of from the Municipal supply project.
In which, it is expected will be com-
pleted in 1893-94. At Egmore it
is proposed to provide an independent
supply from the river Coom, on
account of the ^{high} Municipal and Working
charges incurred for water from the Red
Hills tank under the existing system.

An estimate has been submitted
for a laterite siding at Tanjore, 4
miles in length, for the supply of
ballast to the Mayavaram-Madurai
Railway, the South Indian Railway
main line and the public.

The extensions and improvements
to the Loco-Workshops at Nagapatam
and extra accommodation required for
the employees were completed during the
year. 25/5/93

Lines under survey or construction.

Villupuram Guntakal State Railway

The section from Pakala to Vayalpad
27 miles in length, was opened for
public traffic on 1st January, the
section from Vayalpad to Dharmavaram,
90 miles in length, was opened for
goods traffic only on 1st March, and
for passenger traffic on 20th March.
The remaining portion from Dharmavaram
to Guntakal was opened for
goods traffic on 1st March, and for
passenger traffic on 1st June, thus com-
pleting through communication between
Villupuram and Guntakal.

The Penner bridge, 11 spans of 150
feet, and the Pannamairu bridge, 14 spans
of 64 feet, were opened for traffic
on 1st June.

It has been decided that the
Dharmavaram - Guntakal section
of

of the Villupuram - Guntakal
State Railway shall be made
over to the Southern Mahratta
Railway on 1st January 1893 and
arrangements for the transfer are
in progress. The whole of the
length from Bangalore to Guntakal
will be worked by the same
agency.

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Railways under construction.

East Coast Railway. The length
of the East Coast Railway has
been increased to 516 miles owing
to realignments and the work
is rapidly approaching completion.
The southern section from Bezwada
to the south bank of the Godavari
river 90 miles in length is expected
to be ready for opening by the end of
February 1893. The delay is owing
to damage caused by the recent heavy
rainfall. This section will be worked
for the present by the Nizam's
Guaranteed State Railway Company
upon the same terms as the com-
pany at present works the Bez-
wada Extension State Railway. -
The Godavari river will be crossed
by a ferry worked by the District
Board. The rest of the line will
be worked by the state as it has
been

of ready for traffic.

Sta Kistna Bridge. The bridge of 12
over spans of 300 feet over the Kistna
River at Bezvada is practically
completed and will be opened
for traffic on 1st April 1893.

in
The Godavari bridge. A commence-
ment has been made in the
acquisition of land and in the
construction of the approaches
and service works, and staff
quarters. A small quantity
of stone has been collected
and quarries investigated but
funds for more extensive operations
are at present not available.

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Dharmavaram. Hindupur State Railway

The length of 46 miles from
Dharmavaram to Hindupur on the
Mysore frontier is approaching com-
-pletion, and is expected to be
ready for traffic on 1st April
1893.

This length will form a portion
of the Bangalore - Guntakal line
and will be worked by the
Southern Mahratta Railway.

3

Mayavaram - Mutupet Railway

The length of the line of railway from Mayavaram to Mutupet, now under construction by the South Indian Railway is 5 1/4 miles, and will probably be ready for traffic on 1st April 1894.

Surveys and estimates for the proposed extension, from Mutupet to Adirampattam, a distance of 9 1/2 miles were prepared and submitted but construction is deferred for the present, owing to financial exigencies.

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157/93

Nilgiri Railway A portion of the original alignment was resurveyed and the final location has been fixed between Mettupalayam and Coonoor, the length being 16.5 miles. ^{About} ~~more~~ than half of the Earthwork is finished, and at the Coonoor end the formation is practically completed for 3 or 4 miles. In spite of precautions two serious accidents have occurred through landslips.

It is hoped that the line will be ready for traffic on 1st August 1923.

The proposal of the Nilgiri Railway Company to carry out the survey of the extension to Ootacamund is under consideration by the Government of India.

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Lines Surveyed &c.

Madras - Vizagada Railway. The Government of India is of opinion that no urgent reasons exist for the immediate construction of this line and the project is therefore in abeyance.

Palghat - Kurapatnam Survey. The survey for a branch line from Palghat through Trichur to Kurapatnam at the head of the Cochin backwater a distance of $60\frac{3}{4}$ miles was completed in December 1891. Two alignments being examined in the ghats portion.

The estimate, for a standard gauge line, by one route amounts to Rs 110,23,812 or Rs 1,81,491 per mile including the cost of a tunnel of $2\frac{1}{2}$ miles long, and by the alternative route to Rs 90,16,338, or Rs 1,48,441 per mile including the cost of a tunnel $\frac{2}{3}$ mile long.

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The Government considers, however, that the cost of the line is prohibitive and that though a connection with Cochin would form a profitable extension of the Madras Railway system, it should start from Pattambi or Shoranur. No further funds will however, be available at present for prosecuting fresh surveys.

An application by the Madras Railway Company is now before Government for permission to undertake a short survey from Shoranur station on the South West line to the point on the Trichoor road where the Pattambi-Trichur survey of 1879 commenced. The length of this survey will be about 20 miles and its estimated cost is Rs. — 2500.

Cuddalore, Pondicherry and Peralam.

Karikal Surveys.

Surveys have been completed of two lines for the French Government one from Cuddalore New Town station

station to Pondicherry, 16 miles, and the other Peralam, on the Nagavaram Mutapet Railway to Karikal, $14\frac{1}{2}$ miles of which 5 miles are in British Territory.

Timerville Quilon Railway.

Negotiations are proceeding for the construction of a line from Timerville via Shencottah to Quilon by a company to be formed in London. The length of the line is 106 miles, of which 59 miles are in Travancore, and 47 miles in British Territory. The cost is estimated at about 100 lakhs.

West Coast Railways.

The desirability of connecting the West Coast with the interior by a line joining the Mysore State Railway or Southern-Mahratta Railway has been considered, and a reconnaissance of several routes has been recommended.

Madras.
9-1-93.

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 9th ~~December~~ 1892.

Statement showing statistics required
for the Annual and District Progress
Report of India for 1892 with notes by
the Consulting Engineer.

No. 5

SUBMITTED.

to

Government

transmission to the Govern-
ment of India with reference
to its No. 495 L. St. dated
7th November 1892, embodied
in the Proceedings of Govern-
ment, No. 2835 L. dated 2nd
idem.

R. F. Tomlin
Lieut.
Col. of the Army
Genl. Secy. Comd. Eng. Dept.

P.O. 159/525

P. W. CURRENT No.

Form No. 3.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras,

No. 5

Dated 9th

Received

January 1893

No. of ENCLOSURES.

Subject.

Submitting four statements
showing statistics required
for the moral and material
progress report of India
for 1892 with notes by the Cons.
Engineer.

No 2035 R 24-11-92.

By the Cons. Eng. for Rlys
12-1-93.

Info despatched to Simla
with 5 Encl.
12-1-93.

B
No 44 R 2 12 Jan 1893

Ordered that the
Statements of Statistics
notes by the Cons.
Eng. for Rlys be forwarded
to the Govt. of India with
reference to its letter No.
495 R. Stat. dated 7th Nov
1892.

M¹⁰
OR

No. 45 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Simla

12th January 1893.

SIR,

With reference to
your letter No. 495 R. Stat.
dated 7th November 1892, I
am directed to forward
herewith four statements
showing statistics required
for the moral and material
progress report of India for
1892, with notes thereon by
the Consulting Engineer for
Railways, Madras.

By M¹⁰
12/1/93

OR

Form

From

B
to L.L. 45 R 2/12 Aug 193.

17/2/19/1

L.C. 21/11

Code
Class

INDIAN

TELEGRAPHS.

09821
Number

To
(Office)

Madras

From

Simla

Words
45/28

Day
20

Hour
16

Minute
42

Official
Instructions

Defd

To
(Person)

Madras Works

From

Simla

24. R. Sta. App. Landing
45. R. W. Madras to Cal
capital atlay including
expense to Madras
Rupia 11,97,25,500
against Rupia 11,97,94,338
from statement from
and six of capital
account. A. P.ologist please
replace decrease x

84 Word Form

- (1) your letter received dated 20.8.193.
- (2) 12.8.193.
- (3) 18.8.193.
- (4) Madras Railway
- (5) For the balance under 30-2-193.

Recd. from

LN.

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At

By

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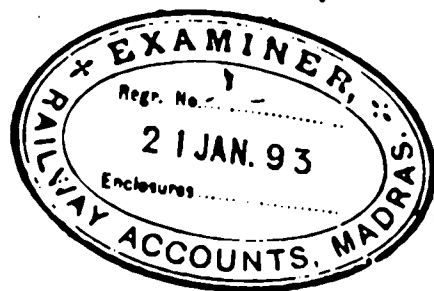
Telegraph Master

Calculation Sheet No. 1-12-193

20-1-93

her last) are also

P. W. CURRENT No. 542



To
C. R.

For favor of recd.

6

Ops. R.

To
R.

The Capital transactions during the 2nd half of 1892 are estimated to result in a net credit which is chiefly due to large issues of stores to Revenue and to Sales of old materials.

J. R. M. S. P.

23.1.93

b.h. 193

1.53 6.11.93

LC. 21/1

No. 158 R 23 Jan 1893.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT:

Read the following

Telegram from the } H.E. No. 27 Dated 23 Jan 93
Ent. of Govt. P.W.D. }

Ordered that the following telegram be despatched to the Govt. of India, Simla. -

B 36 x Apple (Your telegram numbers & dates as follows, 27 R. Stat. Anomite (20th instant) Capital trans. actions instructions (Madras Railway) Apology (for the half year ending 31st December last) are estimated to result in a net credit which is chiefly due to large issues of stores to Revenue

No 2835R 4/24-11-92
- 44-SR - 12-1-93

Dr
She
for
for
for
for

17/1 R 19/1

Revenue and to sales
of old material...

F. B. Walker
W. R.

Telegram despd 23-1-93

W. R.
25/Jan

158 R 25 Jan 1893.

To Mr. Comptroller & Auditor
27/1/93

Enclosure to Government of India, Public Works Department, letter No. 495 R. Stat., dated the 7th November 1892.
Statement showing statistics required for the compilation of a report called for by the Secretary of State for incorporation in the Moral and material progress report of India for the year 1892.

Railway company.	Capital expended to the 31st December 1892.	Net revenue for the year ended the 31st December 1892.	Guaranteed interest for the year ended the 31st December 1892.	Interest in excess of revenue.	Net revenue in excess of interest.	SURPLUS PROFITS EARNED BY COMPANY DURING HALF-YEARS.		REMARKS.
						Ended the 30th June 1893.	Ended the 31st December 1892.	
Madras —	1,097,483	368,683	53,122	162,543	—	—	—	

N. B.—The information in this statement is only required for the Great Indian Peninsula, the Bombay, Baroda and Central India, and the Madras railways.
Note.—Rupees to be converted into sterling at current rates of exchange.

G. C. Press, Simla.—No. 1307 P. W. D.—9-11-92.—500

Madras.
17th Decm. 1892.

(A) J. Cramp.
Chief Auditor.

(A) Louis S. Moore.
Agent and Manager.

Enclosure to Government of India, Public Works Department, letter No 495 R. Stat., dated the 7th November 1892.

Statement showing statistics required for the compilation of a report called for by the Secretary of State for incorporation in the Moral and material progress report of India for the year 1892.

RAILWAY.	Length sanctioned to the 31st December 1891.	LENGTH OPENED DURING 1892.			Length of line open for traffic on the 31st December 1892.	Total capital outlay on open line to the 31st December 1892, including the amount advanced for the purchase of land and the amount expended on the construction of the line.	Total number of passengers carried during the year 1892.	Total weight of goods carried, including live stock, during the year 1892.	Gross earnings, including steam-boat service, during the year 1892.	Working expenses, including steam-boat service, and contribution to the fund for the year 1892.	Net earnings, including steam-boat service, during the year 1892.	REMARKS.
		From	To	Miles.								
Bengal Extension Railway	Miles. 21.47				Miles. 21.47	Ra. 1620376	12504	63689	24090	1161	22919	
Madras - - - - -	939.94				939.94	19725500	119000	116000	116000	116000	116000	* Estimated figures in-cluded where available.
South Indian Railway including Mysore and Guntoor State Railway	1005.19				1005.19	75611000	116000	116000	116000	116000	116000	* Estimated figures in-cluded where available.
Sharnavaram Hindupur State Railway	56.45											Do - - - Do.
Wanganur - Muttupet Ry.	53.99											Do - - - Do.

* To include the equivalents of season tickets. Where the actual number of journeys performed is not known season tickets should be converted at 40 journeys a month.

No. 495 R. Stat.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

To

THE SECRETARIES TO THE GOVERNMENTS OF MADRAS, BOMBAY AND BENGAL.
THE CHIEF COMMISSIONERS OF BURMA AND ASSAM.
THE RESIDENTS, HYDERABAD AND MYSORE.
THE AGENTS TO THE GOVERNOR GENERAL, RAJPUTANA, AND CENTRAL INDIA.
THE DIRECTOR GENERAL OF RAILWAYS.
THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS,
CALCUTTA, ASSAM, CENTRAL DIVISION, AND LUCKNOW.

Simla, the 7th November 1892.

SIR,

I am directed to forward herewith a blank statement which, it is requested, should be filled up with the particulars required regarding the railways under your control, and returned so as to reach this office *at Simla* by the 15th January 1893.

2. The information should, as far as practicable, be given separately for each railway.

3. In the case of branch lines, the "Total number of passengers carried," and the "Total weight of goods carried including live stock" may be included with the main line where they cannot be separated, but the information for the remaining columns of the statement should be given separately for each branch line. The gross earnings to be shown for leased lines should be the amount received as rent, the working expenses being the expenditure, if any, incurred by the State.

4. It is to be understood that contributions to the Provident Fund are in all cases to be included with working expenses.

5. In the case of lines under construction, the information to be supplied for the purposes of this requisition will be limited to particulars regarding the mileage sanctioned.

6. I am also directed to request that, in returning the statement with the required information, the Government of India may be furnished with a note giving, in the very briefest form, the principal events that have occurred during the year 1892 in the administration and working of the railways under your control.

7. As the information is urgently required by the Secretary of State, and has to be forwarded to the India office by the first mail in February, it is essential that it should reach this office *at Simla* by the date specified. It will prevent delay if approximate figures can be given in all cases where audited figures are not readily available.

8. In conclusion, I am to request that it may be specially noted that the information asked for should be despatched to this office *at Simla* and not to Calcutta, as the receipt of replies in Calcutta leads to serious delay in the compilation of the general report for the Secretary of State.

I have the honour to be,

SIR,

Your most obedient servant,

H. B. HEBBERT, *M. Inst., C.E.*,
Under Secretary.

Document accompanying.

Statement referred to

G. C. Press, Simla.—No. 1307 P. D. W.—9-11-92.—500.

Order known dated 24 Nov/92

N^o 2835 12

Communicated to the Council
 Augr: for ^{very} early
 compliance.

/ True Extract /

Ed. W. B. Ingham

Mayer R. C.

5/17: lower deep to foot P. and
the branch

The Engrs: Engr for Rps