

Public Works (190¹⁸⁹⁶) Department.

RAILWAY BRANCH.

G.O., No. 768 R

DATED 11-9-1896

[Despatch Abstract.]

Trains on the
Platform at Ennur Section Requesting the

Sanction of the Government of
India to the adoption of a
length of 1150 feet for the
of the B.M. Railway

BACK PAPERS.

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

FURTHER PAPERS.

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

No. 710 E.C.

GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY CONSTRUCTION.

To

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

Sir, the 18th May 1926.

Sir,

I am directed to acknowledge the receipt of your letter No. 391 R., dated 27th April 1926, requesting sanction to an infringement of station dimensions at Washanapettai and Tondiyarpettai Stations on the Enbar Section of the Beavoda-Madras railway - viz., that the minimum length of the through sidings at these stations should be 500 instead of 1500 feet (item 40).

In reply I am to observe that 500 feet is not a sufficient length for 25 passenger vehicles, 31'-2" long over buffers, a brake-van and an engine. The Government of India would be willing, however, to sanction sidings 100 feet longer than the longest train that is likely to enter them.

I have the honour to be,

Sir,

Your most obedient servant,

E. A. Anderson

Offg. Under-Secretary.

W. H. S.

All communications should be addressed to the Secretary.

Copy to AM for information & guidance & ask him to refer the length of sidings deleted JH 25/5

Documents accompanying:-

Nil.

2/6

2. VI. CURRENT No. 4836

No 1725
5-6-96

100004836

Ans: 27. 5. 96

Remember

1725 7. 3. 96

issued 8/96

Copied forward to
H.M. with reference to his
letter No 5031 of 28. 3. 96
for information & per
report on the length of
trains likely to be run
on the Emu line. C.M. 6

Despatched on 5-6-96

100004836

(A. & M. V. C.)

Enclosures

No. L. 529

3 curren
Madras Railway Company,
AGENT & MANAGER'S OFFICE,
RAJAPPEAM TERMINUS, 23

Madras, 4th July 1893.

From

The Ag. Agent & Manager,
Madras Railway Company.

To

The Offg. Consulting Engineer for Railways,
Madras.

Sir,

With reference to your Indorsement on letter No. 710 B.C., dated Simla, 19th May 1893, from the Public Works Department, Government of India, to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, I have the honour to submit the following reply:-

1. The length of 300 feet (for 30 vehicles) was fixed for the through sidings at Washermanpettah and Tondiyarpettai stations on the Innur Section as it was considered, on grounds of economy, inadvisable to apply for a greater length than was absolutely necessary.

2. The length was arrived at by taking 23 feet stock as given in the Company's Working Time Table, Appendix II, for calculating the capacity of through sidings thus:-

207

30 vehicles @ 23'	...	690.
1 Engine & tender @ 50'	...	50.
2 Brake Vans.	...	60.
		800.

2. Instead of 300 feet, however, 1150 are required according to the Government of India scale to accommodate the train of 30 passenger vehicles asked for by the Company's Traffic Manager, viz:

1 Engine & tender.	...	50.
30 Carriages, 31.6'	...	947 1/2
2 Brake Vans.	...	62 1/2
Additional clearance.	...	100.
		1150

3. If the sidings, therefore, are now to be lengthened to this dimension

it is a matter for consideration whether they should not at once be increased to the standard length of 1500 feet, when it is known that the goods or material trains will consist of 30 wagons.

4. The question, however, turns on cost, and if it be decided to adopt the standard dimension, revised estimates will have to be framed and the amount already sanctioned will require to be nearly doubled. I request, therefore, that you will be so good as to inform me for what length of sidings revised estimates should be prepared and submitted.

I have the honour to be,

Sir,

Your most obedient servant,

ER.

The Port of India and
wanted to know what
length of train these
sidings were intended
to accommodate. which
is according to A.M.

1. 1000 ft. length
2. 1500 ft. length

30 wagons
I do not see the necessity
of increasing the length
as the 60 wagon goods
train will run to
Salt Lake via the
new junction line

CMH/7

Percy Croft

Ag. Agent & Manager.

1000 ft. length
1500 ft. length
30 wagons
I do not see the necessity
of increasing the length
as the 60 wagon goods
train will run to
Salt Lake via the
new junction line

1000 ft. length
1500 ft. length
30 wagons
I do not see the necessity
of increasing the length
as the 60 wagon goods
train will run to
Salt Lake via the
new junction line

1000 ft. length
1500 ft. length
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Salt Lake via the
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1000 ft. length
1500 ft. length
30 wagons
I do not see the necessity
of increasing the length
as the 60 wagon goods
train will run to
Salt Lake via the
new junction line

017/96

51

Form No. 14

Fr..m

*The Consulting Engineer
for Railways,
Madras,*

To

The Agent and Manager,
Messrs R

Dated

Received

1896

No. 1725
1

THE undersigned has the honour to request
the favour of an early reply to his *Endorse*

ment. no. 1725 dated
5th June 1846..

SUBJECT.

Forwarding copy of
letter from the Govt. of India
No: 710 R.C. of 18th May 1896
for information and re-
port. as to the length of
trains likely to be
run on the Emu line.

Deputed on 8-7-36.

Comp. Engr. for Railways.

Railway Department.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 25th July 1896.

To

AM 25

No. 2219 Reply No. 667, dated 31/7

Sir,

Write ref. 2-yr M E. 529
572

of 4" and 2 1/2" 2-point

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sanction the same ^{proposed} ~~of the~~~~the same as the~~

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to the same

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have the same as the same

the same 200 ft. as the same

line. it is proposed the same

to the same as the same

as the same

to the same as the same

587/P

Reminders.

(No. 1.)
No. 6529

8000-15-2-86.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 31st July 1896.

From

A. J.
The Agent and Manager,
Madras Railway Company,

To

H. J.
The Consulting Engineer for Railways.

SIR,

Madras.

With reference to your letter No. 2219 dated 25th July 1896, I have the honor to advise you that the Company's Asst Traffic Manager writes as follows:-

The ordinary length of our passenger trains on the Enner Line is as follows:-

Engine and tender	50 feet
24 Carriages, - 31 ft. 3 in.	750
2 Brake Vans, - 31 ft. 3 in.	62½

Total 862 ½ feet.

At fast times we work trains of 30 passenger coaches which, with Engine and Brake Vans, will give a length of 1050 feet. *std*

When the Madras-Bengaluru Railway is opened, however

D, Letter for the C. J. on instructions

150' per gal. calculating with 700

2nd - the usual length of the train runs on the Enner Line and how much this is likely to increase in exceptional cases (e.g. Great day 1) -

27

Despatched on 25-7-96

7/86

however, goods trains of 60 vehicles will no doubt be worked, and they might of course at any time have to be crossed at these stations. It is pretty certain, therefore, that if the full standard lengths of sidings are not made now, they will have to be increased in future.

2. In these circumstances it would perhaps be expedient to adopt a length of 450 feet for the present, and defer the question of increasing this to the standard length of 1600 until the line has further developed.

I have the honor to be,
 Sir,
 Your most obedient Servant,
A. C. C. Webb
 Atty Agent & Manager.

as per
 JH

2/10/60



Handwritten text in Tamil script, likely a letter or report, covering the left side of the page.

Handwritten text in Tamil script at the bottom left, possibly a signature or additional notes.

Form No. 84.

P. W. D., RAILWAY BRANCH.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAY.

Madras,

189 .

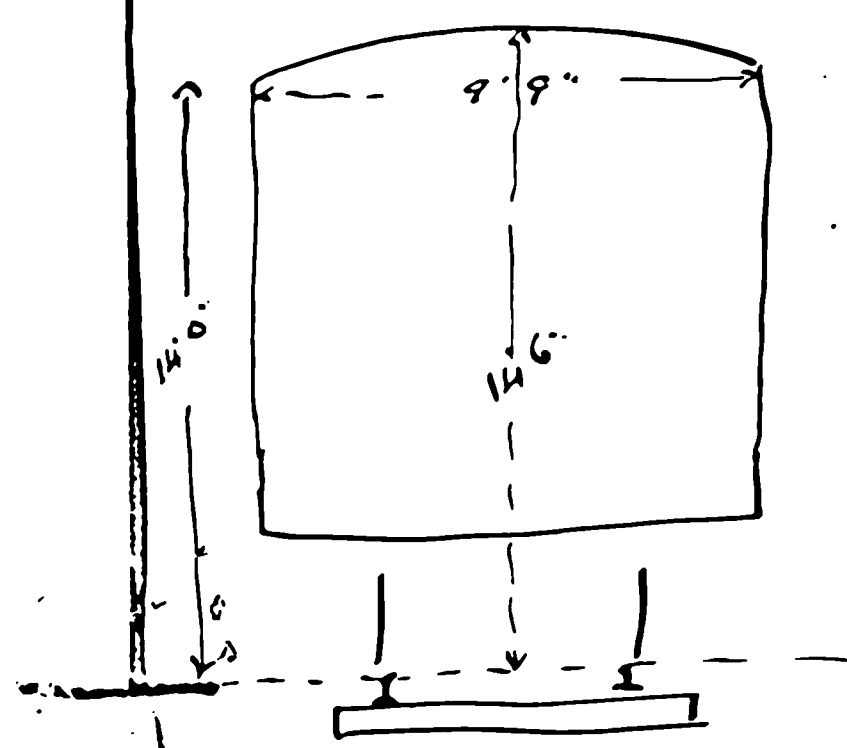
Handwritten signature or initials.

OFFICE NOTE.

From E. R.

To D,

Handwritten notes and signatures in the upper right section, including the word 'File' and some crossed-out text.



At Ranigumtla Station
on 1st August I saw a
wagon No 2005 loaded with
straw from Chinnampet
to Pullur of the distance
which is the margin.

There is no loading
gauge at Ranigumtla &
it will seem that the
wagon is one of
Chinnampet class.

Please tell the master
up or you inspector of the
M. Ry.

Handwritten signature or initials at the bottom right.

Handwritten text at the very bottom right corner.

(No. II.)

No. 8546

689

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 7th August 1896

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From

The Agent and Manager.
Madras Railway

To

The offg. Consulting Engineer for Railways.
Madras

SIR,

In reply to your letter No 2056 of the 3rd instant, I have the honor to inform you that all through sidings between Krishnapuram and Timmanachola inclusive are 1450 feet long instead of 600 feet.

I have the honor to be,
Sir,

Your most obedt. servant.

Edmund

The Agt. Agent and Manager

Sanction improvement
W.M. 8/8

Recd

3413
8/8/96

B. Form No. 12.

No. 768R

Government of Madras. 31

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Siula

Posty, Tuesday 11th September 1896.

SIR,

With reference to
your letter No 710 RC dt
18.5.96 I am directed to
state that the Agents and
Manager Madras Ry report
that the ordinary length of
passenger trains on the
Chennai section of the
Bengal Madras Ry is as follows:-
Engine & tender 50
24 coaches 51'3" each 750
2 brake vans 31'3" each 62 1/2
Total 862 1/2 feet

2. At festival times trains
of 30 instead of 24 coaches
are worked which with engine
and brake vans will give a
length of 1050 feet.

3. Under these circumstances
I am to request the sanction
of the Secy of India to the
acquisition of a length of 1150
feet for the present it being
considered expedient to defer
the question of increasing
them

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

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Dated

Recd.

No.

Sanctd in No 2446 dt 10.8.96.

this to the standard
length of 7600 feet until
the line has further developed.

Ht 50

92.

No 7600 dated 11.9.96

11.9.96

Documents accompanying:-
Nil

Ht 50 05543 14/9