

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 180 81	Press Mis.
260-63	
Dated 20 / 11 / 1963	

Not to be folded or roughly handled

7

*Proceedings of the Madras Government, Public Works Department,
20th January 1869.*

Read the following papers —

No 360 From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 18th December 1868, No. 453.

1. In compliance with the instructions conveyed in the 2nd paragraph of G O, dated the 1st instant, No 3,748, I have the honor to state that in my opinion it would be impolitic and unadvisable to reduce, at present, the number of trains which run each way daily, between Arconum and Conjeeveram, and that it is not possible, with a due regard to efficiency, to make any reduction in the expenditure now incurred in India by the Tramway Company upon salaries and wages

2. A letter from the Secretaries and Agents, enclosing the opinion of the Resident Engineer and Traffic Manager, No 262, 15th December 1868 is enclosed for the consideration of Government, and I beg to express my entire concurrence in the validity of the arguments brought forward by Mr. Holloway.

3. I entertain no doubt that the saving which would be effected by running one train only in each direction would be far more than counterbalanced by the loss of traffic which would be the inevitable result; and I attach considerable weight to the fear expressed by Mr Holloway, that such a measure would in all probability bring carts again on to the road in competition with the Company.

4 As regards the salaries and wages now paid by the Company, I am satisfied that the management in this country is conducted in the most economical manner, and that its efficiency would be impaired by reductions in any direction.

5. The only item of the Tramway Company's expenditure, in which I advocate an immediate reduction, is under the head of Home Expenses, and to this subject I have already called the attention of Government.

From the Secretaries and Agents of the Indian Tramway Company (Limited), to the Consulting Engineer for Railways, dated Madras, 15th December 1868, No 262.

With reference to our letter of the 11th instant, we annex extract from a letter from the Resident Engineer and Traffic Manager, Arconum, in reply to our reference to him on the subject of your letter to us, No 538 of the 4th instant

“ Extract

“In answer to paragraph 2, with regard to the expenditure on salaries and wages, I have to inform you, that this has had my most careful attention every day since the line has been opened, and I see no possibility of making any reduction, the Consulting Engineer only a few weeks ago augmented the number of the Line Watchmen

“It is imperatively necessary that we should run two trains each way daily, as the average number of passengers by the 9-15 A M and 5 P M are about the same, they meet the three trains that come to Arconum junction twice a day at these hours, if any alteration is made in this, although the goods carried would probably be the same, still the loss of one-half the passengers would probably reduce our earnings one-third, whereby the saving effected would not amount to 5 Rupees a day, I see many other objections also, it would very likely be the means of bringing carts again on the road to compete with us If the proportion of the three departments is too high compared to the earnings of the line, the Government have the remedy in their own hands when the line is lengthened the earnings will be greater, and consequently the proportion of each department less compared with it ”

*Proceedings of the Madras Government, Public Works Department,
20th January 1869.*

No. 361. Endorsement of the Consulting Engineer for Railways, dated Madras, 21st December 1868, No 459.

From the Examiner of Railway Accounts, to the Consulting Engineer for Railways, dated Madras, 19th December 1868, No 38

1. With reference to Proceedings of Government, No. 3,748, dated 1st instant, which were forwarded to me for remark, I have the honor to state that I visited Arconum on the 4th instant, and saw Mr. Holloway, the Traffic Manager of the Tramway Company.

2. Mr. Holloway very strongly deprecates diminishing the number of trains daily, as, he states, the average number of passengers travelling between Arconum and Conjeeveram is about the same morning and evening and that if any of the trains were discontinued, the Company would lose some Rupees 15 a day, while the saving would be about Rupees 3-8-0

3. Mr. Holloway also states that discontinuing any of the trains would afford an opening for country bandies to compete successfully with the Company, as passengers at Arconum would have recourse to bandies to convey them to Conjeeveram or other stations on the line, rather than wait for a train.

4. With reference to paragraph 4 of the above-mentioned Government Order, I went into the matter of salaries and wages, and beg to enclose a statement showing all the details, from an examination of which I think it will be conceded that reduction is impossible. On the contrary, it would seem that efficiency is scarcely secured by having only one Pointsman at one of the stations.

5. Mr. Holloway also informed me that, now that he has so many additional returns to submit to Government, he feels himself very shorthanded in his office, and fears it will be necessary to increase his office establishment.

INDIAN TRAMWAY COMPANY (LIMITED)
Resident Engineer's Establishment as per Pay Sheet for October 1868

	No	Rate	Amount	Locomotive	Traffic	Permanent way
<i>Supervision and Office</i>		RS A P	RS A P	RS A P	RS A P	RS A P.
Resident Engineer and Traffic Manager.	1	638 7 3 ^p month	638 7 3			
Superintendent	1	230 0 0 ..	230 0 0			
Clerks	2		160 0 0			
Engineering Pupil	1	45 0 0 ..	45 0 0			
Peons	2	6 0 0 ..	12 0 0			
Store Watchman	1	0 3 0 ^p day	5 13 0			
Waterwoman	1	0 1 3 ..	2 6 9			
<i>Locomotive.</i>						
Drivers	2	35 0 0 ^p month	70 0 0			
Firemen	2	0 5 0 ^p day	19 6 0			
Cleaners	4	0 3 0 .. each	23 4 0			
Water Coolies	2	0 3 0 ..	11 10 0			
<i>Traffic</i>						
Guard	1	10 0 0 ^p month	10 0 0			
<i>Arconum Station</i>						
Station Master	1	15 0 0 ..	15 0 0		10 0 0	
Peon	1	6 0 0 ..	6 0 0			
Pointsmen	2	6 0 0 ..	12 0 0			
Porters	2	5 0 0 ..	10 0 0			
Signal Man	1	5 0 0 ..	5 0 0			
				327 14 4	437 14 4	327 14 4
				124 4 0		
					48 0 0	

*Proceedings of the Madras Government, Public Works Department,
20th January 1869.*

INDIAN TRAMWAY COMPANY (LIMITED) — (Concluded)
Resident Engineer's Establishment as per Pay Sheet for October — (Concluded)

	No	Rate	Amount	Locomotive	Traffic	Permanent way
		RS A P	RS A P	RS A P	RS A P	RS A P
<i>Pulloor Station</i>						
Station Master	1	10 0 0 ^p month	10 0 0			
Peon	1	6 0 0 ..	6 0 0			
Pointsman	1	6 0 0 ..	6 0 0		22 0 0	
<i>Chengulroyen's Choultry Station</i>						
Station Master	1	10 0 0 ..	10 0 0			
Pointsman	1	6 0 0 ..	6 0 0		16 0 0	
<i>Conjeeveram Station</i>						
Station Master	1	25 0 0 ..	25 0 0			
Pointsman and Grease-man	1	7 0 0 ..	7 0 0			
Pointsman	1	6 0 0 ..	6 0 0			
Scavenger	1	6 0 0 ..	6 0 0			
Signalman	1	5 0 0 ..	5 0 0		49 0 0	
<i>Permanent Way</i>						
Section Maistry	1	20 0 0 ..	20 0 0			
Maistry	1	15 0 0 ..	15 0 0			
Do	3	10 0 0 ..	30 0 0			
Do	1	0 4 0 ^p day	6 12 0			
Gang Coolies	37	0 3 0 .. each	187 5 0			
Mile Watchmen	10	5 0 0 .. month	50 0 0			
Gateman	1	5 0 0 ..	5 0 0			314 1 0
<i>Workshop.</i>						
Painter	1	2 0 0 ^p day	54 0 0			
Mechanic	1	1 4 0 ..	32 8 0			
Temporary Carpenter	1	0 10 0 ..	16 14 0			
Do Painter	1	0 8 0 ..	13 8 0			
Do do	1	0 6 0 ..	10 2 0			
Do Bricklayers and Coolies	23		53 12 0	132 0 0		48 12 0
			1857 12 0	534 2 4	582 14 4	690 11 4

(Signed) B M HOLLOWAY,
Resident Engineer and Traffic Manager

SUBMITTED to Government in continuation of this Office letter, No. 453, dated 18th December 1868.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Consulting Engineer for Railways

No. 362. ORDER THEREON, 20th January 1869, No. 180.

RAILWAY, No. 27.

1. Under the circumstances brought to notice in these letters, the Government concur with the Consulting Engineer for Railways in considering it inadvisable to reduce, at present, the number of trains which run each way daily between Arconum and Conjeeveram, and that the outlay in this country on salaries and wages now paid by the Company is not susceptible of any immediate reduction

*Proceedings of the Madras Government, Public Works Department,
20th January 1869.*

2. The Secretary of State has been addressed regarding the great cost of the Indian Tramway Company's Home Management.

(True Extract)

(Signed) CHARLES A. ORR, Colonel, R E.,
Secretary to Government

No 363 (Docket No 181, dated 20th January 1869)

Copy of the above forwarded to the Government of India with reference to their letter of the 11th November 1868, No 1,346 R.

(True Extract)

Colonel, R E.,
Secretary to Government.

Exd S T Augustin.

*Indian Tramway Company Ltd
Madras 18th December 1868*

No 262

*The Consulting Engineer for Railways
Madras*

Sir

*With reference to our letter of the 11th instant
inc annex extract from a letter from the
President Engineer & Traffic Manager Arcotum
in reply to our reference to him on the
subject of your letter to us of 5th of the
11th instant*

*We have the honor to be
Sir*

*Your most obedient servants
Arthur Murdalo*

Secretaries & Agents

*Extract,
In answer to para 2 with regard
to the expenditure on salaries & wages I have
to inform you, that this has had my most
careful attention every day since the line has
been opened, and been no possibility of making
any reduction, the Consulting Engineer only a
few weeks ago augmented the number of
the line watchmen*

*It is imperatively necessary that we
should run two trains each way daily as
the average number of passengers by the 9.15
AM and 5 PM are about the same, they meet
the three trains that come to Arcotum Junction
twice a day at these hours, if any alteration*

is made in this, altho' the Goods carried
would probably be the same, still the loss
of one half the Passengers would probably re-
duce our earnings one third, whereby the saving
effected would not amount to \$5 a day.

See many other objections also, it would very
likely be the means of bringing carts again on
the road to compete with us. If the proportion
of the 3 dept is too high compared to the
earnings of the line, the Cart have the remedy
in their own hands, when the line is lengthened
the earnings will be greater and consequently
the proportion of each Dept less compared
with it.

3

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No 453-

From

Major J. M. Mc Shaw Stewart M.E.
Consulting Engineer for Railways,

To

Colonel C. A. Orr M.E.

Secretary to Government,
Public Works Department,
Fort Saint George

Sir,

In compliance with the instruction conveyed in the second paragraph of Lj 6 dated the 1st instant, N^o 3748, I have the honour to state that in my opinion it would be imprudent and undesirable to reduce at present the number of trains which run each way daily, between Arconum and Bangalore, and that it is not possible with a due regard to efficiency, to make any reduction in the expenditure now incurred in India by the Tramway Company upon salaries

143

Decisions of the
Indian Engineering Corps
(Sanctioned)
Mudrao

To the Consulting Engineer
for Railways.

Dated 13th Dec 1885
Rd. W. Mc Shaw

W. Mc Shaw

1885/1944/682

Consent given by the
Chief Engineer of the
Railways Department
on 13th Dec 1885
No 338 of 1885

salaries and wages.

2 A letter from the Secretaries and Agents, enclosing the opinion of the Resident Engineer, and Traffic Manager, is enclosed for the consideration of Government, and I beg to express my entire concurrence in the validity of the arguments brought forward by Mr. Holloway.

3 I entertain no doubt that the saving which would be effected by running one train only in each direction would be far more than counterbalanced by the loss of traffic which would be the inevitable result; and I attach considerable weight to the fears expressed by Mr. Holloway that such a measure would in all probability bring carts again on to the road in competition with the Company.

4 As regards the salaries and wages

wages now paid by the Company. I am satisfied that the management in this country is conducted in the most economical manner, and that its efficiency would be impaired by reductions in any direction.

5 The only item of the Company's expenditure in which I advocate an immediate reduction is under the head of home expenses, and to this subject I have already called the attention of Government.

In letter No 410
of 18th Nov 68
G.O. 3774 of the
3rd Dec 68.

Madras
18th Decemr
1868

I have the honour to be
Sir
Your Most Obedient Servant
Messrs. Messrs. Messrs. Messrs.
Secy. Engrs. for Railways

Oct 21 1898

№ 31. Ресурсный отдел в

[illegible]

No. 108

1901
The Consulting Engineer
for Railways,
To
The Secretary to Government,
Public Works Department,
Fort Saint George

Dated 15th }
 Received 17th } December 1868

No. 4579

1878-1879
1879-1880
1880-1881
1881-1882
1882-1883
1883-1884
1884-1885
1885-1886
1886-1887
1887-1888
1888-1889
1889-1890
1890-1891
1891-1892
1892-1893
1893-1894
1894-1895
1895-1896
1896-1897
1897-1898
1898-1899
1899-1900
1900-1901
1901-1902
1902-1903
1903-1904
1904-1905
1905-1906
1906-1907
1907-1908
1908-1909
1909-1910
1910-1911
1911-1912
1912-1913
1913-1914
1914-1915
1915-1916
1916-1917
1917-1918
1918-1919
1919-1920
1920-1921
1921-1922
1922-1923
1923-1924
1924-1925
1925-1926
1926-1927
1927-1928
1928-1929
1929-1930
1930-1931
1931-1932
1932-1933
1933-1934
1934-1935
1935-1936
1936-1937
1937-1938
1938-1939
1939-1940
1940-1941
1941-1942
1942-1943
1943-1944
1944-1945
1945-1946
1946-1947
1947-1948
1948-1949
1949-1950
1950-1951
1951-1952
1952-1953
1953-1954
1954-1955
1955-1956
1956-1957
1957-1958
1958-1959
1959-1960
1960-1961
1961-1962
1962-1963
1963-1964
1964-1965
1965-1966
1966-1967
1967-1968
1968-1969
1969-1970
1970-1971
1971-1972
1972-1973
1973-1974
1974-1975
1975-1976
1976-1977
1977-1978
1978-1979
1979-1980
1980-1981
1981-1982
1982-1983
1983-1984
1984-1985
1985-1986
1986-1987
1987-1988
1988-1989
1989-1990
1990-1991
1991-1992
1992-1993
1993-1994
1994-1995
1995-1996
1996-1997
1997-1998
1998-1999
1999-2000
2000-2001
2001-2002
2002-2003
2003-2004
2004-2005
2005-2006
2006-2007
2007-2008
2008-2009
2009-2010
2010-2011
2011-2012
2012-2013
2013-2014
2014-2015
2015-2016
2016-2017
2017-2018
2018-2019
2019-2020
2020-2021
2021-2022
2022-2023
2023-2024
2024-2025
2025-2026
2026-2027
2027-2028
2028-2029
2029-2030
2030-2031
2031-2032
2032-2033
2033-2034
2034-2035
2035-2036
2036-2037
2037-2038
2038-2039
2039-2040
2040-2041
2041-2042
2042-2043
2043-2044
2044-2045
2045-2046
2046-2047
2047-2048
2048-2049
2049-2050
2050-2051
2051-2052
2052-2053
2053-2054
2054-2055
2055-2056
2056-2057
2057-2058
2058-2059
2059-2060
2060-2061
2061-2062
2062-2063
2063-2064
2064-2065
2065-2066
2066-2067
2067-2068
2068-2069
2069-2070
2070-2071
2071-2072
2072-2073
2073-2074
2074-2075
2075-2076
2076-2077
2077-2078
2078-2079
2079-2080
2080-2081
2081-2082
2082-2083
2083-2084
2084-2085
2085-2086
2086-2087
2087-2088
2088-2089
2089-2090
2090-2091
2091-2092
2092-2093
2093-2094
2094-2095
2095-2096
2096-2097
2097-2098
2098-2099
2099-2100
2100-2101
2101-2102
2102-2103
2103-2104
2104-2105
2105-2106
2106-2107
2107-2108
2108-2109
2109-2110
2110-2111
2111-2112
2112-2113
2113-2114
2114-2115
2115-2116
2116-2117
2117-2118
2118-2119
2119-2120
2120-2121
2121-2122
2122-2123
2123-2124
2124-2125
2125-2126
2126-2127
2127-2128
2128-2129
2129-2130
2130-2131
2131-2132
2132-2133
2133-2134
2134-2135
2135-2136
2136-2137
2137-2138
2138-2139
2139-2140
2140-2141
2141-2142
2142-2143
2143-2144
2144-2145
2145-2146
2146-2147
2147-2148
2148-2149
2149-2150
2150-2151
2151-2152
2152-2153
2153-2154
2154-2155
2155-2156
2156-2157
2157-2158
2158-2159
2159-2160
2160-2161
2161-2162
2162-2163
2163-2164
2164-2165
2165-2166
2166-2167
2167-2168
2168-2169
2169-2170
2170-2171
2171-2172
2172-2173
2173-2174
2174-2175
2175-2176
2176-2177
2177-2178
2178-2179
2179-2180
2180-2181
2181-2182
2182-2183
2183-2184
2184-2185
2185-2186
2186-2187
2187-2188
2188-2189
2189-2190
2190-2191
2191-2192
2192-2193
2193-2194
2194-2195
2195-2196
2196-2197
2197-2198
2198-2199
2199-2200
2200-2201
2201-2202
2202-2203
2203-2204
2204-2205
2205-2206
2206-2207
2207-2208
2208-2209
2209-2210
2210-2211
2211-2212
2212-2213
2213-2214
2214-2215
2215-2216
2216-2217
2217-2218
2218-2219
2219-2220
2220-2221
2221-2222
2222-2223
2223-2224
2224-2225
2225-2226
2226-2227
2227-2228
2228-2229
2229-2230
2230-2231
2231-2232
2232-2233
2233-2234
2234-2235
2235-2236
2236-2237
2237-2238
2238-2239
2239-2240
2240-2241
2241-2242
2242-2243
2243-2244
2244-2245
2245-2246
2246-2247
2247-2248
2248-2249
2249-2250
22

from the de! & expects
Traumay Coupl', on the
subject of reducing the
number of trains which
run each way daily
between Strommen and
Copenhagen

not discernible

No 459.

Submitted to Government
in continuation of this Office
letter No 453 d/18 December 1868.

For Engineer's Office
Madras 21 Dec^r
1868

Submitted
Major M &
for Engineer's Office No 45

To The Secretary to Government
Public Works Department
Fort Saint George

by the Company as
not acceptable of

1868. 4994/68

Between the Government and
the Company

1868. 4994/68

From : *No 2994*
The Cong, Engineer for Railways,
To
The Secretary to Government,
P. W. Dept.

No. 459.
Enclosures, No. 2.

Submitting a letter from the Examiner of Railway Accounts relative to the diminishing the number of trains run daily -

Ms 150 V 187-205 Jan 1569

No 36,

PROCEEDINGS of the MADRAS GOVERNMENT:

Read the following

From the London & North Western Railway - (H.S. No. 453 of 18th Dec 18th)
do (Here enter No. 459, dated 21st Dec 18th)

(Here enter No. 459, dated

Under the circum-
stances brought to notice
in these letters the Govern-
ment is in agreement with the
Consulting Engineer for
Railways in considering
it inadvisable to reduce
at present the number
of trains which pass in
each way daily between
Alconham and Conington
and that the outlay in
the country on salaries
and wages now paid
by the Company is
not excessive of

1004

Handwritten signature

between offensive and
Confession

any immediate reduction.

The Secy of State
has been addressed

regarding the great cost
of the Indian Railway

Company's Report &c.

and suggested that it

might be sold in

whole or in part

to the Government

of India

with reference to their letter

of the 11th Novr 1868

No 10

of the 11th Novr 1868

No 10

of the 11th Novr 1868

No 10

of the 11th Novr 1868

No 10

of the 11th Novr 1868

To the Secy of State
for India
Dec 21/69

Dec 21/69

[Signature]

Confidential

Cert. of 1869 Andras.

PUBLIC WORKS.

To the Consulting Engineer
for Railways

Dated

Recd

Page 3

G O 20 Jan 1870, No 180 + 187

Nos. 360 @ 362 & 363

Trains (By) Copying orders on
papers relative to the reduction
of the number of trains of the
Indian Railway Co. which
run each way daily between
Arconum and Kongseeram.

Trains (By) Copy of P.O. relative
to the reduction of the number of
trains of the Indian Railway
Co. which run each way daily
between Arconum & Kongseeram.
For the 27th Dec 1869.