M.R.O. 1—77,006—8-6-37.

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(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 450 Press ~~Mis.~~

144-45

Dated 9 2 1870.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
9th February 1870.

No. 144. Read the following letter from the Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 31st December 1869, No. 1,973-R:—

I AM directed to acknowledge the receipt of your letter, No. 3,379, of the 20th October 1869, submitting a list of the staff employed on the Conjeeveram Tramway, and explaining generally that no great reduction is possible in the establishments, but that some saving in expenditure might be effected by limiting the regular running of trains to four days in the week.

2. The Government of Madras may give effect to this suggestion for reducing the train mileage if satisfied of its economical advantages; but having regard to the small traffic of the line—about Rupees 100 per diem—the Governor-General in Council cannot but think that an establishment costing Rupees 1,800 a month, or Rupees 10,800 a half year, is really not needed, and that a radical reform is required to put the line on a proper footing.

3. The Governor-General in Council has no desire to indicate the details of the reduction which seems feasible; but he leaves it to the Government of Madras to determine whether a Resident Engineer, a Superintendent and four Clerks, four Station Masters and three Engine Drivers are not very much in excess of requirements, and to carry out such reductions in establishment and alterations in the system of working, as seem to them to be, on further consideration, possible and proper.

4. I am to add that the Nulhattee to Azimgunge line of the Indian Branch Railway Company, twenty-eight miles in length, though situated at a distance from the chief undertaking of the Company, is satisfactorily managed by a native on Rupees 300 a month, one Engine Driver and one Locomotive Foreman, who also drives when wanted, and one Native Assistant Engineer. This economy of establishment has enabled the line to pay a fair rate of interest on the capital expended in its construction.

No. 145. ORDER THEREON, 9th February 1870, No. 450.

RAILWAY, No. 12.

COMMUNICATED to the Consulting Engineer for Railways who will, in communication with the Secretaries and Agents of the Indian Tramway Company, take into consideration the observations of the Government of India in paragraphs 2 to 4, and submit his opinion on the manner in which the establishment at present employed on the Company's line between Arconum and Conjeeveram can be remodelled with a view to its being placed on a scale more consistent with the extent of traffic on the line than that on which the establishment is now maintained.

2. If the reduction suggested by the Government of India can be found practicable, His Excellency the Governor in Council considers that it should be effected in preference to making the experiment of running the present number of trains on four days only in the week.

(True Extract.)

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

To the Consulting Engineer for Railways.
Exd. J. Wright.

All communications should be addressed to the Secretary.

No. 1773 R

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway

To

The Secretary to the Government

of Madras

P. W. Department (Railway)

Fort William the 31st December 1869

Sir

I am directed to acknowledge the receipt of your letter No. 3379 of the 20th October 1869 submitting a list of the staff employed on the Conjeveram Tramway and explaining generally that no great reduction is possible in the Establishments but that some saving on Expenditure might be effected by limiting the regular running of trains to 4 days in the week.

2 The Government of Madras may give effect to this suggestion for reducing the train mileage if satisfied of its economical advantages, but having regard to the small traffic of the line, about Rs 100/ per diem

the

the Governor General in Council cannot but think that an Establishment costing Rs. 1800/ a month or Rs. 10,800/ a half a year is really not needed, and that a radical reform is required to put the line on a proper footing.—

3. The Governor General in Council has no desire to indicate the details of the reduction which seems feasible, but he leaves it to the Government of Madras to determine whether a Resident Engineer, a Superintendent and 4 Clerks, 4 Station Masters and 3 Engine Drivers are not very much in excess of requirements, and to carry out such reductions in Establishment and alterations in the system of working, as seem to them to be, on further consideration, possible and proper.—

4. I am to add that the Nalhattee to Azimgunge line of the Loop Railway Co. 28 miles in length, though situated at a distance from the Chief undertaking of the Company, is satisfactorily managed by a native on Rupees 300/ a month — 1 Engine Driver and 1 Locomotive Foreman, who also drives when wanted, and 1 native Apprentice Engineer — This economy of Establishment has enabled the line to pay a fair

5.

fair rate of interest on the Capital expended in its Construction.—

I have the honor to be
Sir
Your most Obt. Servt.

Lt. Colonel
Major R. E.
Deputy Secretary

Public Works Department
No. 450
Proceedings of Mr. Marshall Sammons
Under date the 9th July 1870
Read the following
Resolution

From the Secretary to the Govt. of India / No. 973 dated the 8th / 21st June 1870

Communicating for the information of Government the Railways Department with Communication with the Secretary and Agents of the Indian Tramways Company, the enclosed Copy of Correspondence with the Government of India on the subject of the Tramways

Read the Letter from the Govt. of India No. 973 dated 21st June 1870

Ordered
That the Secretary and Agents of the Indian Tramways Company be informed that His Excellency in Council sees no objection to the proposed reduction in the Establishment at present employed on the Conjeveram Tramway.

No 450 - 9 July 1870.

Govt. of India.
No 1440 Dated
Rec'd from Govt. of India February
No 1/9.

Govt. of India.
No 31 Dec. 69.
Rec'd 5 January 70.
No 973 R.

Intimating
that further reductions might be made in the working expenses of the Conjeveram Tramway.

No 144
dated 15 January 1870 R 22 July

can be remodelled with a view to its being placed on a scale more consistent with the extent of traffic on the line than that on which the Establishment is now maintained.

If the reductions suggested by the Govt. of India can be found practicable, His Excellency the Governor in Council considers that it should be effected in preference to making the experiment of running the present number of trains on four days only in the week.

28/2

16 To the Chief Engr. for Railways

Desp. 11/2/70.

Rec'd 79.

Govt. of [1870] Madras.

PUBLIC WORKS.

To The Consulting Engr. for Railways

Dated

Read.

G. O., 9. Dec. 1870, No. 1150

Nos. 1144-1145

Horan Tannery Co. Letter from the Govt of India stating that questions connected with the Horan Tannery Co. and the proposed works in connection