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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2644-45	Press
81-83.	~~Mis~~
Dated 4. 11.	1870.

Not to be folded or roughly handled

No. 81. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 1st October 1870, No. 386:—

REFERRING to G. O., No. 1,332 of the 24th May last, I have the honour to submit letters, with enclosures, received from the Agent of the Great Southern of India Railway, relating to the several points noticed by the Government of India in their letter No. 852, dated 14th May 1870.

2. The Consulting Engineer in his letter of the 7th April last, No. 151, entered very fully into the subject of the reductions in the expenses of the several Railways in this Presidency, but that letter could hardly have reached the Government of India at the date of their communication. .

3. Major Shaw Stewart, in speaking of the Great Southern of India Railway, considered the Agent's establishment to be at its minimum strength, but suggested the practicability of a reduction in the Permanent Way establishment. Since then there has been an increase of Rupees 196 per mensem to the Agent's staff, and a net reduction of Rupees 3,212-5-0 in the establishment of the Resident Engineer on Permanent Way.

4. I am of opinion that the present standard of the several departments is the lowest possible consistent with efficiency.

5. There are two "up" and two "down" trains running daily between Erode and Negapatam, supplemented by a few special trains, to meet the wants of the traffic. The Agent is still of opinion, and in this I concur, that any further reduction would result in loss to the Company.

6. The stores, with which stations were worked in previous half-years, referred to in paragraph 5 of the letter from the Government of India, were those used on the first equipment of the line.

7. A copy of the mileage statement, for the half-year ended the 30th June 1869, is submitted.

* From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, Madras, dated Negapatam, 12th January 1870, No. 3,281.

UPON receipt of your letter No. 428, of the 20th ultimo, I called upon the Head of each Revenue Department to explain the differences in working expenses particularized in your statement, and I now attach copy of the replies received.

2. The saving under the heading of Fuel is caused by the cheaper supply of coal issued to the Locomotive Department, freights having fallen.

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3. Under the heading of General Charges the minor items are—

- I.—Home Direction, etc.
- II.—Fire Insurance Fund.
- III.—Rent of Erode Station.
- IV.—Telegraph Expenses.
- V.—Rates and Taxes.
- VI.—Miscellaneous Charges.
- VII.—Mileage and Demurrage.

4. The variation in expenditure under the above items is thus explained :—

- I.—As capital expenditure decreases this charge increases.
- II.—Subscription increased in December 1868 half-year by sanction of Government, the Company's operations having increased since the opening of the line to Erode.
- III.—Caused by additions to works. Rent is fixed by a per-centage on cost of construction.
- IV.—Telegraph expenses. Explained in Assistant Traffic Manager's report.
- V.—Some of the Municipalities had not sent in their demands for the last named period.
- VI.—This is a fluctuating item, the variations of which cannot well be explained ; it is made up of so many small items.
- VII.—In consequence of some disputed items, a portion of the mileage and demurrage accounts for the first half-year were not brought to account until June 1869.

From the Resident Engineer, to the Agent of the Great Southern of India Railway, dated Trichinopoly, 6th January 1870, No. 9,081.

YOUR No. 5,942 of 24th ultimo.

With reference to the heavy expenditure on account of Revenue, during the half-year ending 30th June 1869, in comparison to those of the two previous half-years, I have to forward herewith a statement showing the principal heads under which the increase in labour and material have been incurred. Irrespective of this the expenditure in maintaining that portion of the line between Caroor and Trichinopoly (48 miles,) became a charge against Revenue during the half-year under review, which was a charge against Capital during the previous half-years. The expenditure in repairing banks and making up side walks has been very heavy during the first half of the past year, but it will be so much less in the following years, as I do not contemplate having occasion to incur any further expenditure under this head for some time yet.

From the Assistant Traffic Manager, to the Agent of the Great Southern of India Railway, dated Trichinopoly, 7th January 1870, No. 10,055.

YOUR No. 5,940 of 24th ultimo.

The increased expenditure in working in the half-year ending December 1868 and June 1869 over that of June 1868, is generally on account of extra duty performed in all departments consequent on our junction with the Madras Railway, and called for more elaborate working.

Taking each heading separately:—

Salaries and Wages.—The increase of the December over June half-year of 1868 is caused by the opening of Passoor Station in February 1868, and the appointment of the present Clerk in charge to Trichinopoly station on an increased salary, the necessity for which was urgent. In consequence of the petty robberies which took place a larger staff of watchmen was engaged. This with trifling advances in salaries constitute the increase of December half-year 1868 over that of June.

The increase of half-year ending June 1869 over December 1868 is attributable partly to my own salary, the opening of four new telegraph offices, increase in the pay of pointsmen with a

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view to retaining the services of efficient men. The institution of the office of ticket collector at some of the most important stations, and increase in the number of guards according to the implied wish of the Consulting Engineer in his letter No. 124, enclosed in my No. 2,723—2,101 of 21st April 1869.

General Stores.—The opening of Passoor and the new Telegraph stations tend to increase the expenditure on account of stores, and in addition to this, it must be remembered that up to the opening with the Madras Railway, the stations were working with stores supplied on Capital account at the commencement, and the economy which worked the line up to 1868 tends to a now apparently large expenditure, inasmuch as many articles of furniture on the eastern section had to be renewed as the old ones wore out.

The largest items are in tarpaulins, signal-lamps, oil for semaphores (the system of semaphores not being complete until half-year ending December 1868), and furniture.

Clothing.—The expenditure under this head was caused entirely by the complaint of the Consulting Engineer on his tour of inspection.

Printing and Stationery.—The increase in half-year ending December 1868 is mainly owing to the opening of the new Telegraph offices, and the additional station of Passoor.

Greasing Rolling Stock.—I refrain from reporting on this, as the Locomotive Superintendent is in a better position to do so than myself.

Special Expenditure.—This expenditure will, in future, vary according to the number of feasts and cheap passengers, as the charge is for converting covered goods for passenger traffic when the number of passengers expected exceed the quantity we can carry in the carriages.

Miscellaneous Expenses.—This was caused in each half-year by a sudden influx of traffic at Negapatam, Tanjore, and Trichinopoly, which obliged me to engage coolies to assist in loading and unloading.

From the Locomotive and Carriage Superintendent, to the Agent of the Great Southern of India Railway, dated Negapatam, 8th January 1870, No. 14.

YOUR No. 5,941.

The Consulting Engineer's figures are incorrect in the item Salaries, etc. The sum Rupees 425 should be "minus" not "plus" as he has them. The item of oil is easily accounted for by extra miles or a few engines running hot. The larger item of repairs should more properly be styled renewals, as, if it were not for renewals, the actual working expenses would be very low indeed. Three engines have been entirely new tubed during the half-year, having run seven years with their tubes; each engine tubing costs 1,584 Rupees in tubes alone. Our expenses in repairs and renewals must be expected to increase in proportion as the stock gets older.

From the Agent of the Great Southern of India Railway, to the Acting Consulting Engineer for Railways, dated Negapatam, 9th July 1870, No. 3,635.

I HAVE to acknowledge receipt of your letter No. 261 of the 6th ultimo.

In the Government paper sent therewith, I notice that the Deputy Secretary refers to "the absence of any explanation" as to the increase of the Traffic establishments. An explanation of the cause of the increase was sent to your office with my letter No. 3,281, of the 12th January last; I beg to suggest the sending, to the Government of India, of a copy of that communication.

2. The present strength and cost of the Revenue staff has been so recently reviewed and reported upon that I trust no further assurance of mine is needed than that the working expenses shall be kept as low as safety will permit.

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3. The Engineering Department was the only department the strength of which I considered to be in excess of the requirements of the service, and the cost of the staff on the western section of the line would have been reduced much earlier if I had been able to carry out my views. That staff has now been considerably reduced.

4. Major Shaw Stewart in his letter (No. 15) of the 7th April last says:—"On the Great Southern of India Railway the working staff and office establishments are, as a rule, on the lowest possible scale; in fact I have on more than one occasion suggested to the Agent that he has reduced the working staff too low."

5. I attach a statement showing the present cost of the Revenue staff employed in the Locomotive, Maintenance, and Traffic Departments.

6. The question of train mileage is also dealt with in the papers which accompanied Major Shaw Stewart's letter above quoted. The loading of vehicles continues to receive close attention. Had Government papers Nos. 123-124 of May reached the Government of India before letter No. 852R was written, I feel sure this further reference would not have been made.

7. In reply to the second paragraph of your letter, I have to state that the stores referred were those used on the first equipment of the line.

8. I regret that my office copies of the statements referred to in the third paragraph of your letter have been mislaid, will you please have a copy made of the originals which are in your office.

GREAT SOUTHERN OF INDIA RAILWAY.

LOCOMOTIVE DEPARTMENT.

Proportion of Locomotive Superintendent's staff chargeable to Revenue Account for the month of May 1870.

Designation.	No.	Rate.	Amount.	Total.
		RS. A. P.	RS. A. P.	RS. A. P.
Locomotive Superintendent ... ..	...	.....	265 14 9	
Do. (supplementary) ... ..	...	.....	116 9 3	
Batta ... ..	...	.....	49 8 0	
				432 0 0
Foremen ... ..	...	.....	366 10 3	
				366 10 3
Clerks, Office Establishment ... ..	...	.....	365 5 9	
				365 5 9
Fitter	1	45 0 0	45 0 0	
Do.	1	40 0 0	40 0 0	
Do.	1	35 0 0	35 0 0	
Do.	1	26 0 0	26 0 0	
Do.	1	9 12 0	9 12 0	
Do.	1	8 2 0	8 2 0	
Do.	1	8 0 0	8 0 0	
Do.	...		252 3 2	
Overtime	...		25 4 6	
Batta	...		0 8 0	
				449 13 8

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LOCOMOTIVE DEPARTMENT.—(Continued.)

Proportion of Locomotive Superintendent's staff chargeable to Revenue Account for the month of May 1870.—(Continued.)

Designation.	No.	Rate.	Amount.	Total.
		RS. A. P.	RS. A. P.	RS. A. P.
Drivers	5	218 3 0	1,090 15 0	
Do.	1	196 6 0	196 6 0	
Do.	1	174 9 0	174 9 0	
Do.	1	150 0 0	150 0 0	
Firemen	6	65 0 0	390 0 0	
Do.	1	60 0 0	60 0 0	
Do.	4	40 0 0	160 0 0	
Do.	1	35 0 0	35 0 0	
Do.	1	30 0 0	30 0 0	
Native Firemen	1	30 0 0	30 0 0	
Do.	1	25 0 0	25 0 0	
Do.	2	20 0 0	40 0 0	
Do.	3	18 0 0	54 0 0	
Do.	1	15 0 0	15 0 0	
Do.	6	12 0 0	72 0 0	
Do.	1	11 0 0	11 0 0	
Do.	2	10 0 0	20 0 0	
Do.	1	9 0 0	9 0 0	
Do.	2	7 0 0	14 0 0	
Batta ... ..	...	.....	8 4 0	
Allowances ... ..	...	.....	130 8 0	
Overtime ... ..	...	.....	309 14 0	
				3,025 8 0
Cleaner	1	9 0 0	9 0 0	
Do.	1	8 0 0	8 0 0	
Do.	2	7 0 0	14 0 0	
Do.	4	6 0 0	24 0 0	
Do.	3	3 8 0	10 8 0	
Do.	3	3 0 0	9 0 0	
Coal coolies	6	9 0 0	54 0 0	
Do.	4	6 0 0	24 0 0	
Less amount deducted for adjustment of Greaser's pay ... ..	...	.....	152 8 0	
			27 15 0	
Overtime ... ..	...	.....	124 9 0	
			2 0 0	
				126 9 0
Watermen	5	7 0 0	35 0 0	
Do.	2	6 0 0	12 0 0	
Do.	16	5 0 0	80 0 0	
				127 0 0
				4,892 14 8

(Signed) W. S. BETTS,
Agent.

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GREAT SOUTHERN OF INDIA RAILWAY.

RESIDENT ENGINEER'S DEPARTMENT.

Proportion of the Resident Engineer's staff chargeable to Revenue for the month of May 1870.

No.	Amount.
	RS. A. P.
Resident Engineer	322 7 8
Clerks	96 8 8
Draughtsmen	14 8 10
Peons, etc.	33 15 0
Inspector	49 8 0
Maisteries	12 9 7
Apothecaries	45 0 0
Office rent	24 0 0
Inspector	345 15 0
Do.	165 0 0
Do.	251 6 0
Clerk	50 0 0
Clerks, at Rs. 40 each for 15 days	38 12 0
Do. „ 45 „ for 15 days	21 12 0
Do. „ 20 „ for 16 days	30 15 0
Do. „ 20 „ for 15 days	9 11 0
Do. „ 12 „ for 15 days	5 13 0
Maisteries „ 15	45 0 0
Do.	12 0 0
Do. „ 35 each for 15 days	33 14 0
Do.	15 8 0
Do. „ 13 for 15 days	6 5 0
Do. „ 15 for 16 days	7 12 0
Do. „ 10 for 15 days	4 14 0
Do. „ 15 for 15 days	7 4 0
Sub-Inspectors at Rs. 35 each for 15 days	54 3 0
Ballast Guard „ 20 for 15 days...	9 11 0
Painter „ 10 for 16 days...	5 2 0
Peons, Trolly coolies, etc.	118 2 0
Bellows boys, at Rs. 5 each for 16 days	5 2 0
Do. „ 4-2-0 do.	2 2 0
Platelayers, etc.	2,537 10 5
Mile Watchmen, etc.	463 3 0
Gatekeepers	226 0 0
Total...	5,676 10 2

NEGAPATAM,
9th July 1870.

(Signed) C. BISHOP,
for Resident Engineer.

(Signed) W. S. BETTS,
Agent.

GREAT SOUTHERN OF INDIA RAILWAY.

Statement showing Traffic Establishment on 31st May 1870.

Names.	Descriptions.	Salaries.
		RS.
Alfred Stanton	Assistant Traffic Manager	500
One Clerk...	Clerk	50
One do. ...	Do.	30
Peons	Peons	19
Four Chief Guards	Chief Guards at Rupees 50 each	200
Nine Under Guards	Guards at Rupees 30 each	270

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Statement showing Traffic Establishment, etc.—(Continued.)

Names.	Descriptions.	Salaries.
		RS.
<i>Negapatam Station.</i>		
One Clerk in charge	Clerk in charge	60
Two Clerks	Clerks at Rupees 20 each	40
Four do.	Do. at Rupees 10 each...	40
One Chief Signaller	Signaller	30
One Signaller	Do.	25
Two paid Probationers	Probationers at Rupees 5 each	10
One Ticket Collector	Ticket Collector	10
One Inspector	Inspector	40
One Checking Clerk	Checking Clerk	7
One Foreman Porter	Foreman Porter	15
One Porter	Porter	9
Seven do.	Do. at Rupees 7 each...	49
Eleven do.	Do. at „ 6 „	66
Three do.	Do. at „ 5 „	15
Two Sweepers	Sweepers at 5 and 4 Rupees	9
<i>Sickle.</i>		
One Clerk in charge	Clerk in charge	20
One Signaller	Signaller	15
Two Porters	Porters at Rupees 7 each	14
One Porter	Porter	6
<i>Keevalore.</i>		
One Clerk in charge	Clerk in charge	20
Three Porters	Porters at Rupees 7 each	21
One Porter	Porter	5
One Sweeper	Sweeper	4
<i>Trivalore.</i>		
One Clerk in charge	Clerk in charge	30
One paid Probationer	Paid Probationer	5
One Ticket Collector	Ticket Collector	10
Four Porters	Porters at Rupees 7 each	28
Four do.	Do. at „ 6 „	24
<i>Kulikerry.</i>		
One Clerk in charge	Clerk in charge	20
One Signaller	Signaller	15
One Porter	Porter	7
Five Porters	Porters at 6 Rupees each	30
One Sweeper	Sweeper	4
<i>Kordachary.</i>		
One Clerk in charge	Clerk in charge	20
One Signaller	Signaller	15
Five Porters	Porters at Rupees 7 each	35
Two do.	Do. at „ 6 „	12
One Sweeper	Sweeper	4
<i>Needamungalum.</i>		
One Clerk in charge	Clerk in charge	50
One Clerk...	Clerk	15
One Signaller	Signaller	15
One Ticket Collector	Ticket Collector	10
One Porter	Porter	8
Two Porters	Porters at Rupees 7 each	14
Five do.	Do. at „ 6 „	30
One Sweeper	Sweeper	6

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Statement showing Traffic Establishment, etc.—(Continued.)

Names.	Descriptions.	Salaries.
<i>Ammapettah.</i>		
One Clerk in charge	Clerk in charge	20
One Signaller	Signaller	15
Two Porters	Porters at Rupees 7 each	14
Two do.	Do. at " 6 "	12
<i>Saliamungalum.</i>		
One Clerk in charge	Clerk in charge	25
One Signaller	Signaller	15
Four Porters	Porters at Rupees 7 each	28
Three do.	Do. at " 6 "	18
One Sweeper	Sweeper	4
<i>Tanjore.</i>		
One Clerk in charge	Clerk in charge	40
Two Clerks	Clerks at Rupees 20 each	40
One Clerk	Clerk	10
One do.	Do.	15
One do.	Do.	20
One Ticket Collector	Ticket Collector	10
One Porter	Porter	10
Five do.	Do. at Rupees 7 each	35
Nine do.	Do. at " 6 "	54
One do.	Do.	4
<i>Boodalore.</i>		
One Clerk in charge	Clerk in charge	20
One Signaller	Signaller	10
Two Porters	Porters at Rupees 7 each	14
Two do.	Do. at " 6 "	12
One Sweeper	Sweeper	5
<i>Teroovembore.</i>		
One Clerk in charge	Clerk in charge	20
One Signaller	Signaller	10
One Porter	Porter	7
Three do.	Do. at Rupees 6 each...	18
<i>Trichinopoly.</i>		
One Clerk in charge	Clerk in charge	80
Two Clerks	Clerks at Rupees 25 each	50
One do.	Do.	20
Three do.	Do. at Rupees 15 each	45
One do.	Do.	10
One Checker	Checker	7
One do.	Do.	6
One Chief Signaller	Chief Signaller	25
One Signaller	Signaller	20
One do.	Do.	15
One do.	Do.	10
Two paid Probationers	Paid Probationers at Rupees 5	10
One Bill Collector	Bill Collector	25
One Foreman Porter	Foreman Porter	20
One Ticket Collector	Ticket Collector	10
One Porter	Porter	9
Five do.	Do. at Rupees 8 each...	40
Twelve do.	Do. at " 7 "	84
One Porter	Do.	6
Ten do.	Do. at Rupees 5 each	50
Two Sweepers	Sweepers at Rupees 6 each	12

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Statement showing Traffic Establishment, etc.—(Continued.)

Names.	Descriptions.	Salaries.
<i>Ellamanoore.</i>		
One Clerk in charge	Clerk in charge	25
One Signaller	Signaller	10
Three Porters	Porters at Rupees 7 each	21
Two Porters	Do. at " 6 "	12
One Sweeper	Sweeper	5
<i>Kulithalan.</i>		
One Clerk in charge	Clerk in charge	25
One Signaller	Signaller	15
One Ticket Collector	Ticket Collector	10
Five Porters	Porters at Rupees 7 and 6 each	32
<i>Lalapettah.</i>		
One Clerk in charge	Clerk in charge	20
One Signaller	Signaller	15
Four Porters	Porters at Rupees 7 each	28
Two do.	Do. at " 6 "	12
<i>Cuttala.</i>		
One Clerk in charge	Clerk in charge	25
One Signaller	Signaller	15
Three Porters	Porters at Rupees 7 each	21
One do.	Do.	6
Two do.	Do. at Rupees 5 each	10
<i>Caroor.</i>		
One Clerk in charge	Clerk in charge	25
Two Clerks	Clerks at Rupees 15 each	30
One Signaller	Signaller	20
One Ticket Collector	Ticket Collector	10
Five Porters	Porters at Rupees 7 each	35
Four do.	Do. at " 6 "	24
<i>Poogalore.</i>		
One Clerk in charge	Clerk in charge	20
One Signaller	Signaller	15
Two Porters	Porters at Rupees 7 each	14
Three do.	Do. at " 6 "	18
<i>Cudumudy.</i>		
One Clerk in charge	Clerk in charge	25
One Signaller	Signaller	15
One Porter	Porter	8
Three do.	Do. at Rupees 7 each	21
Three do.	Do. at " 6 "	18
<i>Passoor.</i>		
One Clerk in charge	Clerk in charge	20
Three Porters	Porters at Rupees 7 and 6 each...	20
One Sweeper	Sweeper	4
Total		3,714

NEGAPATAM,
9th July 1870.

(Signed) W. S. BETTS,
Agent and Traffic Manager.

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4th November 1870.

GREAT SOUTHERN OF INDIA RAILWAY.

Mileage of Vehicles for the half-year ending 30th June 1869.

Vehicles.	Passengers.	Goods.	Empties.	Total.
Composite Carriages	1,14,180	.....	.....	1,14,180
Second Class do.	1,046	.....	.....	1,046
Third do. do.	6,75,098	.....	.....	6,75,098
Goods Waggon	14,489	3,54,476	88,919	4,57,884
High Sided Open Goods... ..	.....	18	.....	18
Guard's Van	1,23,911	.....	.....	1,23,911
Horse Boxes	5,404	.....	5,891	11,295
Carriage Trucks	1,902	.....	233	2,135
Open do. ... ..	.....	1,42,613	1,01,438	2,44,081
Total...	9,36,030	4,97,137	1,96,481	16,29,648

NEGAPATAM,
23rd August 1869.

(Signed) D. LOGAN,
Acting Agent.

(Signed) C. J. SMITH, Captain, R E.,
Ag. Dy. Consq. Engr. for Railways.

GREAT SOUTHERN OF INDIA RAILWAY.

Mileage of Madras Railway Vehicles run on Great Southern of India Railway for the
half-year ending 30th June 1869.

Vehicles.	Passengers.	Goods.	Empties.	Total.
Third Class Carriages	336	.....	.....	336
High Sided Open Goods ... ..	.....	1,54,498	1,10,676	2,65,174
Open Sided Goods ... ..	.....	1,020	844	1,864
Covered Goods ... ..	.....	86	86	172
Cattle Waggon ... ..	.....	1,503	1,897	3,400
Horse Boxes	6,430	.....	3,723	10,153
Carriage Trucks	2,638	.....	1,153	3,793
Timber Trucks ... ..	.....	1,384	1,556	2,940
Powder Van ... ..	.....	172	172	344
Coke Waggon ... ..	.....	5,626	3,750	9,376
Total...	9,404	1,64,289	1,23,859	2,97,552

NEGAPATAM,
27th July 1869.

(Signed) D. LOGAN,
Acting Agent.

(Signed) C. J. SMITH, Captain, R.E.,
Ag. Dy. Consq. Engr. for Railways.

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4th November 1870.

GREAT SOUTHERN OF INDIA RAILWAY.

RESIDENT ENGINEER'S DEPARTMENT.

Comparative Statement of expenditure on account of Revenue Maintenance.

Particulars.	Quantity.	Amount.	Particulars.	Quantity.	Amount.	Increase.	Decrease.
		RS. A. P.			RS. A. P.	RS. A. P.	RS. A. P.
Half-year ending December 1868.			Half-year ending June 1869.				
Ballasting	4,160	1,401 2 0	Ballasting	3,927	1,375 9 9		
Earthwork in repairing banks	7,231	678 0 9	Earthwork in repairing banks	93,981	7,987 15 2		
Teak baulks (Transoms), etc. ... ..	.....	810 7 4	Teak, etc. ... ..	.....	1,090 0 0		
			Earthwork in side walks	3,520	73 5 4		
			Keys and Cushions ... ..	.....	1,104 4 3		
			Engine hire ... ..	.....	177 7 9		
			Earthwork in metalling roads, etc.	1,499	1,062 10 0		
			Leading materials ... ..	.....	721 7 0		
			Wooden fence for bridge ... ..	.....	1,149 5 7		
			Side chains fixed to ballast waggon in part ... ..	.....	2,776 0 0		
			Lamps (signal) ... ..	.....	422 0 0		
			Buffer ends ... ..	.....	1,075 14 9		
			Trolley ... ..	.....	589 0 0		
Total...	.....	2,889 10 1	Total...	.....	19,604 15 7	16,715 5 6	

TRICHINOPOLY,
6th January 1870.

(Signed) B. C. ST. JOHN,
Resident Engineer.

(True Copy.)

(Signed) W. S. BETTS,
Agent.

GREAT SOUTHERN OF

Statement showing Mileage of Passengers and Goods

	COACHING.													
	Ordinary Passengers.			Excess Passengers.			Return Passengers.			Parcels.	Luggage.	Horses.	Carriages.	Dogs.
	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.					
Negapatam...	89	679	35,115	3	7	45	...	...	8,679	63,880	31,408	30	9	29
Sickle ...	5	21	6,416	...	2	50	...	...	2,232	2,679	40	...	...	...
Keevalore ...	2	36	10,150	1	9	38	...	...	1,593	677	162	...	...	...
Trivalore ...	20	207	31,054	...	12	101	...	...	806	5,012	6,033	1	...	4
Kulikerry ...	3	17	5,183	...	...	10	...	...	102	579	118	...	...	...
Kordachary ...	8	41	13,937	1	2	74	...	...	851	1,656	2,279	...	...	...
Needamungalum ...	28	139	26,424	4	23	108	...	...	2,505	33,514	3,906	...	1	4
Ammappettah ...	3	57	6,552	...	2	39	...	...	279	2,051	243	...	...	1
Saliangungalum ...	3	84	6,739	...	...	43	...	...	482	1,837	688	...	...	...
Tanjore ...	98	592	51,098	2	24	99	...	...	1,657	1,14,558	16,436	15	7	27
Bodalore ...	6	37	6,006	1	1	10	...	...	246	227	262	...	...	...
Teroovembore ...	9	19	2,712	...	2	29	...	...	68	9,770	171	...	...	...
Trichinopoly ...	212	831	66,342	11	21	182	...	...	2,305	93,910	56,417	62	27	39
Ellamanoore ...	22	39	12,261	2	13	22	...	...	109	905	1,546	...	...	1
Kulithalay ...	27	55	19,775	2	10	91	...	...	252	2,836	1,822	...	...	3
Lalpettah ...	2	16	7,875	...	1	21	...	...	187	1,610	302	...	1	...
Cuttala ...	4	2	8,901	...	4	27	...	...	162	1,976	...	...	...	2
Caroor ...	24	130	20,263	1	10	56	...	...	263	19,777	9,490	10	2	...
Poogalore ...	1	30	6,230	...	5	21	...	...	38	332	616	...	...	...
Cndumudy ...	3	74	6,787	2	8	18	...	...	54	1,750	2,294	60	245	...
Passoor ...	...	82	3,210	...	2	159	...	...	13	4,015	265	...	...	...
Erode ...	140	585	26,930	4	7	20	...	...	204	92,687	85,696	131	39	86
Total...	709	3,723	3,79,960	34	165	1,263	...	...	23,087	4,67,265	2,20,304	309	331	207

INDIA RAILWAY.

Traffic for half-year ending 30th June 1869.

MILEAGE.														
Ordinary Passengers.			Excess Passengers.			Return Passengers.			Parcels.	Luggage.	Horses.	Carriages.	Dogs.	
1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.						
5,109	35,604	12,20,519	147	555	2,180	...	...	1,56,102	41,32,246	22,89,647	2,566	520	2,319	
15	72	1,19,451	...	6	541	...	...	28,523	1,48,151	880	...	...	...	
14	287	1,38,055	75	63	309	...	...	13,811	25,960	22,642	...	...	...	
321	6,255	6,64,035	...	381	2,110	...	...	28,210	2,72,806	2,89,866	154	...	56	
67	333	1,00,392	...	...	201	...	...	3,000	28,242	2,124	...	...	...	
171	938	2,87,465	25	30	827	...	...	10,570	54,398	60,373	...	...	...	
1,565	5,805	7,15,345	314	733	2,265	...	...	43,923	26,10,390	2,62,967	...	19	84	
39	673	1,17,331	...	72	376	...	...	5,139	65,179	8,472	...	...	13	
59	1,701	1,43,165	...	...	550	...	...	11,705	1,15,263	24,926	...	...	...	
4,196	26,417	17,12,636	82	782	3,453	...	...	57,995	84,14,616	11,27,218	1,100	279	1,480	
60	685	1,32,733	10	10	260	...	...	10,160	10,917	2,620	...	...	...	
106	261	80,848	...	33	409	...	...	2,850	2,45,245	2,907	...	...	...	
13,185	51,158	28,49,977	494	1,199	11,185	...	...	96,575	56,51,328	41,65,608	4,812	1,873	3,226	
504	1,031	1,93,002	154	215	332	...	...	5,803	28,016	68,937	...	...	42	
452	1,369	4,25,562	24	217	1,448	...	...	16,968	89,750	46,132	...	...	63	
54	378	1,85,009	...	27	408	...	...	14,230	76,339	17,818	...	59	...	
76	104	1,97,133	...	115	607	...	...	12,814	76,483	...	...	...	45	
968	5,106	6,24,534	45	454	1,565	...	...	24,299	7,85,401	3,78,354	482	82	455	
32	321	1,13,856	...	99	263	...	...	3,306	18,536	26,638	...	...	...	
60	1,886	1,61,909	119	111	372	...	...	5,130	57,448	86,250	1,440	5,880	...	
...	493	59,678	...	24	1,908	...	...	1,496	1,55,972	3,180	...	...	...	
14,598	54,305	19,33,770	851	654	1,859	...	...	27,776	95,96,085	80,43,596	14,017	3,294	7,574	
41,651	1,95,212	1,21,76,505	1,840	5,780	33,428	...	...	5,80,475	3,26,68,771	1,69,31,155	24,571	12,006	15,357	

*Proceedings of the Madras Government, Public Works Department,
4th November 1870.*

Statement showing Mileage of Passengers and Goods Traffic for half-year, etc.—(Concluded.)

	Goods.					MILEAGE.		
	Merchandise.		Railway Materials.		Live Stock.	Merchandise.	Railway Materials.	Live Stock.
	Maunds.	Seers.	Maunds.	Seers.				
Negapatam	1,54,124	22½	27,220	3½	11	1,13,76,188	11,80,157	819
Sickle	135	31½	16	27	...	6,957	316	...
Keevalore	1,676	40	16,438	35	...	16,322	1,77,676	...
Trivalore	69,689	3	399	8	6	11,10,526	7,982	84
Kulikerry	40,346	16½	83	24	...	9,49,901	2,529	...
Kordachary	40,224	6	193	8	5	11,62,433	4,126	155
Needamungalum	51,732	38½	5,432	19½	8	21,02,016	1,10,021	193
Ammappettah	2,021	6	667	3½	6	82,519	21,597	186
Saliamungalum	9,906	3½	2	10½	...	8,91,440	78	...
Tanjore	92,470	19½	2,063	9	24	51,06,395	60,815	917
Bodalore	553	21	540	25	1	50,816	5,935	69
Teeroovembore	5,556	13½	145	19	2	4,05,262	4,410	70
Trichinopoly	94,275	20½	10,467	½	51	61,17,594	8,86,413	3,932
Elamanoore	145	36	25	24½	...	10,540	625	...
Kulithalay	663	27½	...	...	2	37,805	...	75
Lallapettah	1,958	14	807	31	2	94,621	23,279	84
Cuttala	2,075	18½	544	8½	3	94,483	25,379	93
Caroor	21,768	20½	4,352	12	3	18,31,976	2,33,455	99
Poogalore	10,645	7	194	38	1	1,88,395	2,184	33
Cudumudy	1,129	15	1,310	8½	1	29,386	33,073	24
Passoor	69	21	...	...	1	5,106	...	29
Erode	1,31,608	½	2,216	11	46	1,29,60,165	3,44,186	4,170
Total...	7,36,076	83½	73,141	23½	173	4,47,36,381	26,34,636	10,892

NEGAPATAM,
27th October 1869.

(Signed) W. S. BETTS,
Agent and Traffic Manager.

(True Copy.)

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

*Proceedings of the Madras Government, Public Works Department,
4th November 1870.*

No. 82.

ORDER THEREON, 4th November 1870, No. 2,644.

RAILWAY, No. 16.

ORDERED that these papers be forwarded to the Government of India.

(Here enter No. 2,645, dated 4th November 1870.)

(True Extract.)

Colonel R.E.,

Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. S. T. Augustia.

Govt. of {1870} Madras.

PUBLIC WORKS.

To

THE ACTING CONSULTING ENGINEER
FOR RAILWAYS.

Dated November, 4th.

Recd.

Encl.

G. O., 4th November 1870, No. 2,611.

NOVEMBER.

Nos. 81-82

Revenue Account.—Passing orders on the letter from the Acting Consulting Engineer for Railways, submitting certain information in connection with the Revenue Account of the Great Southern of India Railway for the half year ending 30th June 1869.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE 4th November 1870.

No. 83.

No. 2,645.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 17.

SIR,—With reference to Deputy Secretary Major Williams' letter of the 14th May 1870, No. 852R., communicat-

ing the observations of the Government of India on the Review of the Revenue Account of the Great Southern of India Railway for the half-year ending 30th June 1869, I am directed to forward for the consideration of the Right Honourable the Governor-General in Council the accompanying letter, with its enclosures, from the Acting Deputy Consulting Engineer for Railways.

2. In his letter of the 7th April last, No. 151, which probably did not reach the Government of India before the despatch of the communication under reply, Major Shaw Stewart, after a personal examination of the several departments, reviewed at length the requirements on account of establishments on this Railway, and he expressed himself decidedly of opinion that the staff was maintained at the lowest possible scale in all departments save that of the Resident Engineer on

Permanent Way, which, the Government of India are now aware,* has been reduced by Rupees 3,212 per mensem.

* *Vide* Endorsement No. 1,964, dated 17th August 1870.

3. Major Shaw Stewart was also clearly of opinion, and in this view he is borne out by the present Acting Deputy Consulting Engineer, that no possible reduction could be made in the number of trains running without loss of revenue to the Company.

4. With reference to the enquiry contained in paragraph 5, Captain Smith explains that the stores referred to were those used on the first equipment of the line.

5. A copy of the mileage statements called for in paragraph 6 is enclosed.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel R.E.,

Secretary to Government.

Exd. S. T. Augustin.

15

Q-1

1009 / True Copy /
O. Smith
Ct. 14th Dec.
J. H. B. Esq.
J. H. B. Esq.
J. H. B. Esq.

109gmol/William D. Bate
Agent and Traffic Manager

10892	2634636	44726331	2592	173	73141	3378	736076	13357	12006	24571	1692153	3365371	550475	0	0	33428	1840	5760	1276505	41657	19522	209	331	309	210304	467268	22057	0	0	1263	165	34	37960	3725	709																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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Great Southern of India Railway

Locomotive Department.

Proportion of Loco. Superintendents Staff chargeable
Revenue Account for the month of May 1870.

Designation	No	Rate	Amount	Total
Locomotive Superintendent			26549	✓
do (supplimentary)			11693	✓
Battal			498	43200 ✓
Fireman			36603	36603 ✓
Clarks, Office Establishment			36559	36559 ✓
Attendant	7	45.00	45.00	✓
do	1	40.00	40.00	✓
do	4	35.00	35.00	✓
do	1	26.00	26.00	✓
do	1	912.00	912.00	✓
do	1	82.00	82.00	✓
do	1	8.00	8.00	✓
do			25232	✓
Overtimes			2546	✓
Battal			28	449138 ✓
Drivers	5	2183.00	10915.00	✓
do	1	1966.00	1966.00	✓
do	1	1749.00	1749.00	✓
do	1	150.00	150.00	✓
Firemen	6	65.00	390.00	✓
do	1	60.00	60.00	✓
do	4	40.00	160.00	✓
do	1	35.00	35.00	✓
do	1	31.00	31.00	✓
Native fireman	1	30.00	30.00	✓
do	1	25.00	25.00	✓
do	2	20.00	40.00	✓
do	3	18.00	54.00	✓
do	1	15.00	15.00	✓
do	6	12.00	72.00	✓

Over

352246138

Mr 390870
Pres. 1st Nov 70 L 181

Designation	Per	Rate	Amount	Total
Over				
Native fireman	1	11.00	11.00	
do	2	10.00	20.00	
do	1	9.00	9.00	
Battal	2	7.00	14.00	
Allowances			84.00	
Overtime			130.80	
			309.40	3025.80
Cleaners				
do	1	9.00	9.00	
do	1	8.00	8.00	
do	2	7.00	14.00	
do	4	6.00	24.00	
do	3	3.00	9.00	
do	3	3.00	9.00	
Coal Coolies	6	9.00	54.00	
do	4	6.00	24.00	
			102.00	
Less amount deducted for adjustment of greases paid			27.15	
Overtime			124.90	
			2.00	126.90
Watermen				
do	5	7.00	35.00	
do	2	6.00	12.00	
	16	5.00	80.00	127.00

Rupces 18924.80

11/8/83

18
Great Southern of India Railway
Revenue Engineer's Report

Proportion of the Revenue Engineer's staff chargeable to Revenue for the month of May 1870.

	Amount
Revenue Engineer	222.78
Clerks	96.88
Broughtment	14.80
Peons	33.15
Suspectors	49.80
Maistries	12.90
Apothecaries	45.00
Office rent	24.00
Inspector	345.15
do	165.00
do	257.50
Clerks	50.00
Clerks @ Rs 40 ea for 15 days	38.40
do @ Rs 45 for 15 days	21.25
do @ Rs 20 for 16 days	32.00
do @ Rs 20 for 15 days	9.11
do @ Rs 12 for 15 days	5.00
Maistries @ Rs 15	45.00
do	12.00
do @ Rs 35 ea for 15 days	33.75
do	15.80
do @ Rs 13 for 15 days	6.50
do @ Rs 15 for 16 days	7.25
do @ Rs 10 for 15 days	4.00
do @ Rs 15 for 15 days	7.50
Sub Inspector @ Rs 35 ea for 15 days	54.50
Battal Guard @ Rs 20 ea for 15 days	9.11
Carried over	1744.44

16

No				
	Brought over	1714	49	
1	Painter \$10 for 16 days	52	2	
	Peas, 200 lbs, 200 lbs @ 1/2	118	2	
2	Reddow boys \$10 for 16 days	52	2	
1	" " \$4.25 for 16 days	22	2	
	Platibayer \$10	253	105	
	Indiv. at house \$10	468	8	
	gatekeeper	226		
	Total keeper	507	612	

Keypers and
9 July 1873

W. W. Nichol
for the same business
9.7.73

William B. B. B.
agent

70

Great Southern of India Railway

Statement showing Staffing Establishment
on 31st May 1870

Name	Description	Salaries
<u>Trichinopoly</u>		
Officer in Charge	Apt. E. Inamdar	500 " "
Mr. Clerk	Clerk	50 " "
Mr. Clerk	do	30 " "
Mr. Clerk	do	19 " "
Mr. Clerk	do	200 " "
Mr. Clerk	do	270 " "
<u>Chennai</u>		
Mr. Clerk in Charge	Clerk	60 " "
Mr. Clerk	Clerk @ Rs. 20 each	40 " "
Mr. Clerk	do @ Rs. 10	40 " "
Mr. Chief Signaller	Signaller	30 " "
Mr. Signaller	do	25 " "
Mr. Chief Stationer	Stationer @ Rs. 10 each	10 " "
Mr. Ticket Collector	Ticket Collector	10 " "
Mr. Inspector	Inspector	40 " "
Mr. Checking Clerk	C. Clerk	7 " "
Mr. Foreman Porter	7 Porter	15 " "
Mr. Porter	Porter	9 " "
Mr. Clerk	do @ Rs. 7 each	49 " "
Mr. Clerk	do @ Rs. 6	66 " "
Mr. Clerk	do @ Rs. 5	15 " "
Mr. Inspector	Inspector @ Rs. 4. 0	9 " "
<u>Ticket</u>		
Mr. Clerk in Charge	Clerk	20 " "
Mr. Signaller	Signaller	15 " "
Mr. Porter	Porter @ Rs. 7 each	14 " "
Mr. Porter	Porter	6 " "
		1549 " "

No 390871

Freevalne

one Clerk in Charge	Clerk in Charge	20
Four Porters	Porters @ No. 7 each	28
one Porter	Porter	5
one Sweeper	Sweeper	4

Trivalue

one Clerk in Charge	Clerk in Charge	20
one Port Protection	Port Protection	5
one Ticket Collector	Ticket Collector	10
Four Porters	Porters @ No. 7 each	28
Four do	do @ No. 6	24

Free Valley

one Clerk in Charge	Clerk in Charge	20
one Signaller	Signaller	15
one Porter	Porter	5
Four Porters	Porters @ No. 6 each	30
one Sweeper	Sweeper	4

Free Valley

one Clerk in Charge	Clerk in Charge	20
one Signaller	Signaller	15
Four Porters	Porters @ No. 7 each	28
Four do	do @ No. 6	24
one Sweeper	Sweeper	4

Free Valley

one Clerk in Charge	Clerk in Charge	20
one Clerk	Clerk	15
one Signaller	Signaller	15
one Ticket Collector	Ticket Collector	10
one Porter	Porter	5
Four Porters	Porters @ No. 7 each	28
Four do	do @ No. 6	24
one Sweeper	Sweeper	4

21

18

Free Valley

one Clerk in Charge	Clerk in Charge	20
one Signaller	Signaller	15
Four Porters	Porters @ No. 7 each	28
Four do	do @ No. 6	24

Free Valley

one Clerk in Charge	Clerk in Charge	20
one Signaller	Signaller	15
Four Porters	Porters @ No. 7 each	28
Four do	do @ No. 6	24
one Sweeper	Sweeper	4

Free Valley

one Clerk in Charge	Clerk in Charge	20
Four Clerks	Clerks @ No. 20 each	80
one Clerk	Clerk	10
one do	do	15
one do	do	20
one Ticket Collector	Ticket Collector	10
one Porter	Porter	10
Four do	do @ No. 7 each	28
Four do	do @ No. 6	24
one Porter	Porter	5

Free Valley

one Clerk in Charge	Clerk in Charge	20
one Signaller	Signaller	15
Four Porters	Porters @ No. 7 each	28
Four do	do @ No. 6	24
one Sweeper	Sweeper	4

Free Valley

one Clerk in Charge	Clerk in Charge	20
one Signaller	Signaller	15
one Porter	Porter	5
Four do	do @ No. 6 each	24

Trichinopoly

		2511	"	"
one Clerk in Charge	Clerk in Charge	80	"	"
Two Clerks	Clerks @ Rs 25 each	50	"	"
one do	do	20	"	"
Three do	do @ Rs 15 each	45	"	"
one do	do	10	"	"
one checker	Checker	7	"	"
one do	do	6	"	"
one Chief Signaller	Chief Signaller	25	"	"
one Signaller	do	20	"	"
one do	do	15	"	"
one do	do	10	"	"
Two Paid Portainers	Portainers @ Rs 5 each	10	"	"
one Bill Collector	Bill Collector	25	"	"
one Foreman Porter	7 Porter	20	"	"
one Ticket Collector	Ticket Collector	10	"	"
one Porter	Porter	9	"	"
Five do	do @ Rs 8 each	40	"	"
Four do	do @ Rs 7 each	28	"	"
one Porter	do	6	"	"
Three do	do @ Rs 5 each	15	"	"
Two Sweepers	Sweepers @ Rs 6 each	12	"	"

Ellumankudi

one Clerk in Charge	Clerk in Charge	25	"	"
one Signaller	Signaller	10	"	"
Three Porters	Porters @ Rs 7 each	21	"	"
Two Porters	do @ Rs 6 each	12	"	"
one Sweeper	Sweeper	5	"	"

Kulithalay

one Clerk in Charge	Clerk in Charge	25	"	"
one Signaller	Signaller	15	"	"
one Ticket Collector	Ticket Collector	10	"	"
Two Porters	Porters @ Rs 7 each	14	"	"

Palapattab.

one Clerk in Charge	Clerk in Charge	20	"	"
one Signaller	Signaller	15	"	"
Three Porters	Porters @ Rs 7 each	21	"	"
Two do	do @ Rs 6 each	12	"	"

Chittur

one Clerk in Charge	Clerk in Charge	25	"	"
one Signaller	Signaller	15	"	"
Three Porters	Porters @ Rs 7 each	21	"	"
one do	do	6	"	"
Two do	do @ Rs 5 each	10	"	"

Caroor

one Clerk in Charge	Clerk in Charge	25	"	"
Two Clerks	Clerks @ Rs 15 each	30	"	"
one Signaller	Signaller	20	"	"
one Ticket Collector	Ticket Collector	10	"	"
Five Porters	Porters @ Rs 7 each	35	"	"
Four do	do @ Rs 6 each	24	"	"

Trogaloor

one Clerk in Charge	Clerk in Charge	20	"	"
one Signaller	Signaller	15	"	"
Two Porters	Porters @ Rs 7 each	14	"	"
Three do	do @ Rs 6 each	18	"	"

Budumacher

one Clerk in Charge	Clerk in Charge	25	"	"
one Signaller	Signaller	15	"	"
Two Porters	Porters	8	"	"
Three do	do @ Rs 7 each	21	"	"
Three do	do @ Rs 6 each	18	"	"

Papoor

one Clerk in Charge	Clerk in Charge	20	"	"
Three Porters	Porters @ Rs 7 each	21	"	"

3220

3710

1003908

Agent & F. Manager Office
Mysore
9th July 1870

William Blith
Agent & F. Manager

Receipt

Total Rupees 3714

Great Southern of India Railway
Mileage of Madras Railway Vehicles run on Great Southern of India Railway
for the half year ending 30th June 1869

Vehicles

	Passengers	Goods	Empty	Total
Third class carriages	336	"	"	336
High sided open goods	"	154498	110676	265174
Open sided goods	"	1020	844	1864
Covered goods	"	86	86	172
Battle wagons	"	1503	1897	3400
Goods covered	6430	"	3723	10153
Carriage trucks	2638	"	1155	3793
Timber trucks	"	1384	1556	2940
Powder vans	"	172	172	344
Coke wagons	"	5626	3350	9376
	9404	164289	123859	297552

Agent & Traffic Manager's Office
Mysore 27th July 1869

W. Blith

Capt. R.C.

By 24 Com. Engr. for Pys

Sign. D. A. D. R.
Agent

25

Vehicles

	Passengers	Goods	Empties	Total
Composite Carriages:	11,4180	"	"	114,180
2 nd Class	1,046	"	"	10,460
3 rd do do	67,5098	"	"	675,098
Goods wagons	14,489	35,4476	88,919	457,884
N. S. A. Goods	"	18	"	18
Quart Vans	123,911	"	"	123,911
Horse Boxes	5,404	"	5,891	11,295
Carriage Trucks	1,902	"	233	2,135
Open do	"	1,42,643	1,01,438	2,44,081

Agents and Traffic Managers' Office
 Megapalam 23 August 1869

C. J. Smith

Capt R. C. (Signed) D. Logan
 Secy Coms Engrs for Railways

Great Southern of India Railway Mileage of Vehicles for the half year ending 30th June 1869

28

Comptroller of the Treasury
Department of the Treasury
Washington, D.C.

Amount

Receipts

For the month of January 1908
The following amounts were received from
the various sources mentioned in the
accompanying schedule, to wit:
From the sale of land \$100.00
From the sale of stock \$200.00
From the sale of bonds \$300.00
From the sale of real estate \$400.00
From the sale of personal property \$500.00
From the sale of other assets \$600.00
From the sale of investments \$700.00
From the sale of other property \$800.00
From the sale of other assets \$900.00
From the sale of other property \$1,000.00

Total \$1,000.00

W. R. 3908/70
Jan 28 1908

W. R. 3908/70
Jan 28 1908

Great Southern India Railway
Resident Engineer Department
Comparative Statement of Expenditure on account Revenue Maintenance

25

Particulars	Quantity	Amount	Particulars	Quantity	Amount	Surplus	Deficit
<u>Half year ending December 1868</u>			<u>Half year ending June 1869</u>				
Ballasting Cysds. 4160	1401	2	Ballasting Cysds. 3927	1375	9	9	1
Earthwork in repairing banks 7231	678	9	Earthwork in repairing banks 98981	7987	8	2	1
Leak banks Transoms etc. 810	7	4	Leak etc. 3828	1090	.	.	1
			Earthwork in side walks 1184	79	8	4	1
			Keys and Packings 177	4	3	1	
			Lugins 177	7	9	1	
			Earthwork in installing roads etc. 1499	1062	10	.	1
			Loading Materials 721	7	.	.	1
			Wooden posts for Bridges 1149	5	7	1	
			Side chains fixed to Ballast waggons in park 2776	.	.	.	1
			Lamps signal 422	.	.	.	1
			Buffer lugs 1075	14	9	1	
			Trolly 539	.	.	.	1
<u>Total Rupees 2389</u>	10	11	<u>Total Rupees 19604</u>	15	7	16	5

Trichinopoly
Resident Engineer Office
6th January 1870

P.H.

See copy
William B. St. John
Agent

Wm B. St. John
Resident Engineer

Railway Department Consulting Engineers Office
No 386. 24

From,

Captain W. L. Prendergast R.E.
Acting Cons Engr for Railways.

To,

Colonel C. A. Orr R.E.
Secretary to Government
Public Works Department
Fort St George

Sir,

Referring to G.O. No 1332
of the 24th May last, I have the
honour to submit letters with
enclosures, received from the Agent
of the Great Southern of India
Railway, relating to the several
points noticed by the Government
of

No 328173635
of 12th January
and 9th July
1870.

of India in their letter No 852,
dated 14 May 1870.

2. The Consulting Engineer
in his letter of the 7 April last
No 151, entered very fully into the
subject of the reductions in the
expenses of the several railways
in this Presidency, but that
letter could hardly have reached
the Government of India at the
date of their communication.

3. Major Shaw Stewart
in speaking of the Great Southern
of India Railway, considered the
Agent's establishment to be at its
minimum strength, but suggested
the practicability of a reduction
in the Permanent way establishment.

Since

G.O. No 1963
dated 7 August
1870.

G.O. No 1208
dated 7 May 1870

para 5

2
25
Since then there has been an
increase of Rs 196 per mensem
to the Agent's staff, and a
net reduction of Rs 3,212.5 in
the establishment of the Resident
Engineer on Permanent way.

4. I am of opinion
that the present standard of
the several departments is the
lowest possible consistent with
efficiency.

5. There are two "up" and
two "down" trains running daily
between Erode and Negapatam
supplemented by a few special
trains to meet the wants of
the

the traffic. The Agent is still of opinion and in this I concur, that any further reduction would result in loss to the Company-

6. The stores with which stations were worked in previous half-years referred to in paragraph 5 of the letter from the Government of India were those used on the first equipment of the line.

7. A copy of the mileage statement for the half-year ended the 30th June 1869 is submitted.

I have the honour to be,

Yours most obedient servant,

H. Smith

Capt. R.E.

For A. S. Smith

Madras
14th October
1870.

Letter No 852 of 14th
May/70-

(1)
1570. Sent
Mr. of port for Mr. Miller
No 328

From
The Consulting Engineer
for Railways,

To
The Secretary to Govt.
P. W. Dept.

Dated 14th
Received 3 } October 1870.

No. 386.

Submitting
letters from the Agent
of the G. S. of India Railway
relating to the several
points noticed by the
Govt. of India in their
No 2644 & 2645-4210.

No 81

68 Oct/70 D. 18

No. 3281

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE.

NEGAPATAM, - 12th January 1870

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

Upon receipt of your letter No 428 of
the 26th ultimo, I called upon the head of each
Revenue department to explain the difference
in working expenses particularized in your
statement, and I now attach copy of the
reply received.

The saving under the heading of
Fuel is caused by the cheaper supply of
Coal issued to the Locomotive department
freights having fallen.

Under the heading of General Charges
the minor items are

1. Home Direction &
2. Fire Insurance Fund.
3. Rent of Erode Station
4. Telegraph Expenses
5. Rates and Taxes
6. Miscellaneous charges
7. Mileage and Remuneration.

The

- The variation in expenditure under the above items is thus explained
1. As Capital expenditure decreases, this large increases
 2. Subscription increased in Decr/68 half-year by sanction of Government, the Company's operations having increased since the opening of the line to Erodes.
 3. Canceled by additions to works - Rent is fixed by a per centage on cost of construction.
 4. Telegraph expenses - Explained in Assistant Traffic Manager's report.
 5. Some of the Municipalities had not sent in their demands for the last named period.
 6. This is a fluctuating item, the variations of which cannot well be explained. It is made up of so many small items.
 7. In consequence of some disputed items, a portion of the Mileage & Demurrage accounts for the first half-year were not brought to account until June/69.

I have the honor to be
Sir
Your most obedt Servant
William S. Betts Esq
Agent

No 9080 Great Southern of India Railway
Resident Engineers Office
Trichinopoly 6th January 1870.

William S. Betts Esq

My dear Sir

Your No 5942 of 24th ultimo

With reference to the heavy expenditure on account Revenue during the half-year ending 30th June 1869 in comparison to those of the two previous half years. I have to forward herewith a statement showing the principal heads under which the increase in labor and material have been incurred. In respect of this, the expenditure in maintaining that portion of the line between Carror and Trichinopoly (48 miles) became a charge against Revenue during the half year under review which was a charge against Capital during the previous half years. The expenditure in repairing banks and making up side walks has been very heavy during the 1st half of the past year, but it will be so much less in the following years, as I do not contemplate having

14-1-70
W.S.B.
1/1/80
W.S.B.

6
occasion to incur any further expenditure
under this head for sometime yet.

Yours truly
Wm. B. St John
Resident Engineer

True copy /
Wm. B. St John
7.1.70.

W.B.S.J.

William B. St John
Agent

N. 10050
134

7
30
Great Southern of India Railway
Appts. Traffic Managers Office
Trichinopoly 7th January 1870

William Bettelheim
Kegapatan.

My dear Sir:

"Increased Expenditure"

Traffic Department

Your No 5940 of 24th ult.

The increased Expenditure in working
in the half year ending December 1868
and June 69 over that of June '68 is
generally on account of extra duty per-
formed in all departments consequent
on our junction with the Madras Railway
and called for more elaborate working

Taking each heading separately
"Salaries and Wages" — the increase of
the December over June half year
of

Mr 3408/70

Consulting Engineer in his Letter No: 124
enclosed in my No. $\frac{2728}{2101}$ of 21/4/69

General Stores

The opening of Papoor and the
new Telegraph Station tends to increase
the expenditure on account of Stores and
in addition to this it must be remembered
that up to the opening with the Madras
Railway the Stations were working with
Stores supplied on Capital Account
at the commencement, and the economy
which worked the line up to 1868 tends
to a now apparently large expenditure
inasmuch as many articles of furniture
on the Eastern Section had to be renewed
as the old ones wore out.

The largest items are in Tarpaulins,
Signal Lamp, Oil for Semaphores (the
System of Semaphores not being complete
until half year ending December 1868)
& furniture Clothing

at the end of the year 1868

of the year 1868

Expenditure

It has been found that the expenditure under this head is much larger than in the year 1867. This is due to the fact that the new telegraph office has been opened and the additional station of Papoor. The increase in the expenditure is mainly owing to the opening of the new telegraph office and the additional station of Papoor.

The expenditure under this head is much larger than in the year 1867. This is due to the fact that the new telegraph office has been opened and the additional station of Papoor. The increase in the expenditure is mainly owing to the opening of the new telegraph office and the additional station of Papoor.

10
Clothing: The expenditure under this head was caused entirely by the Complaint of the Consulting Engineer on his tour of Inspection.

Printing and Stationary: The increase in half year ending December 1868 is mainly owing to the opening of the new telegraph office and the additional station of Papoor.

Pressing Rolling Stock: I refrain from reporting on this as the Locomotive Superintendent is in a better position to do so than myself.

Special Expenditure: This expenditure will in future vary according to the number of Tracts and Cheap Passengers as the charge is for converting Covered goods for Passenger Traffic when the number of Passengers expected exceed the quantity we

[Faint, mostly illegible handwritten text, possibly bleed-through from the reverse side of the page.]

Mr 390870

Recd 14 Jan 70
with Rs 281 7/12
Jan 70.

12
 345
 14/14 Great Southern of India Railway
 Loco & Carr Dept office
 Mysore 8th January 1870.
 W. L. B. Esq.
 My dear Sir
 Your No 5941
 The Consulting Engineer's figures are incorrect in the item "Salaries &c". The sum Rs 425 should be "minus" not "plus" as he has them. The item of oil is easily accounted for by extra miles or a few engines running but the larger item of repairs should more properly be styled renewals as if it was not for renewals the actual working expenses would be very low indeed. 3 engines have been entirely new tubes during the half year having run 7 years with their tubes. Last engine taking costs 1584/Rs in tubes alone. Our expenses in repairs and renewals must be expected to increase in

13
in proportion as the stock gets
older.

Yours truly
Gyris / Edward L. Sheward
1 True Copy /
William Sheward
Clerk

William L. Beth
Agent & Office
Manager

L.S.

[Faint, mostly illegible handwritten text, likely bleed-through from the reverse side of the page.]

No. 2635.

11
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM,

July 9'

1887

From

THE AGENT,

Great Southern of India Railway,

To

The Acting Consulting Engineer
for Railways
Madras

SIR,

I have to acknowledge receipt of
your letter No. 261 of the 6th ultimo
and the Government paper sent
therewith. I notice that the Deputy
Secretary refers to "the absence of
any explanation" as to the increase
of the Traffic establishments. An
explanation of the cause of the increase
was sent to your Office with my
letter No. 3281 of the 12th January
last; I beg to suggest the sending
to the Government of India, of a
copy of that communication.

The present strength and cost
of the Revenue staff has been so
recently reviewed and reported upon
that I trust no further assurance
of mine is needed than that the
working expenses shall be kept as
low as safety will permit.

The

Mr 3908/70

No.

15
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM,

186
38

From

THE AGENT,

Great Southern of India Railway,

To

The Engineering Department was the only Department, the strength of which I considered to be in excess of the requirements of the service, and the cost of the staff on the western section of the line would have been reduced much earlier if I had been able to carry out my views. That staff has now been considerably reduced.

Major Shaw Stewart in his letter (No. 15) of the 7th April last says:- "on the Great Southern of India Railway the working staff and office establishments are, as a rule, on the lowest possible scale; in fact I have on more than one occasion suggested to the agent that he has reduced the working staff too low."

I attach a statement showing the present cost of the Revenue staff employed in the Locomotive, Maintenance and Traffic Departments

No.

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, _____

186

From

THE AGENT,

Great Southern of India Railway,

To

The question of train mileage is also dealt with in the papers which accompanied Major Shan Stewart's letter above quoted. The loading of Vehicles continues to receive close attention. Had Government papers No. 123-124 of May reached the Government of India before letter No. 852 R. was written I feel sure this further reference would not have been made.

In reply to the second paragraph of your letter I have to state that the stores referred were those used on the first equipment of the line.

I regret that very office copies of the statements referred to in the third paragraph of your letter have been mislaid, will you please have a copy made of the originals which are in your office.

I have the honor to be,

your most obedient servant

William A. Stewart
Agent

Public Works Department
No. 2644 2/4/70
Proceedings of the Madras Government
Under date the 4th Nov 70
Read the following

From The Consulting Engineer
for Railways. } H.E. No. 386 of 1st October 70

Ordered that these
papers be forwarded to
The Acting Comr. Genl. the Govt. of India
for Railways
Depd 7/11/70.

H.E. No. 2645 of 4th Nov 70

No. 2645

The Secy. to the Govt.
of India P. W. D.

Sir
With reference to
Deputy Secretary Major
William's letter of the
14th May 1870 No. 852 P.
communicating the
observations

A.A.

From
Mr. H. B. J. J.
Spur Road Railway
Department
The act. Consulting Eng.
for Railways.
Specimen
No. 2645
Recd 9th Dec 1870
Read 11th Dec 1870
Enclosure No. 2645
Regarding letter of
Revenue Settlement
26/8/88 M. J.

observation of the Govt
of India on the Review
of the Revenue account
of the Great Southern
of India Railway for
the half year ending
30 June 1869. I am di-
rected to forward for
the consideration of the
Right Honorable the
Governor General in
Council the accompa-
nying letter, with its
enclosures, from the
Acting Deputy Consulting
Engineer for Railways.

In his letter of the
7th April last No. 101,
which probably did not
reach the Govt of India
before the despatch of
the

25
the communication was
reply, Major Shaw Stewart,
after a personal exami-
nation of the several
departments reviewed at
length the requirements
on account of establish-
ments on this Railway,
and he expressed him-
self decidedly of opinion
that the staff was
maintained at the
lowest possible scale
in all departments save
that of the Resident
Engineer on Permanent
way, which the Govt

vide endorsement No. 1966 of India are now aware
dated 17. August 1870. has been reduced by
Rs 3212 per annum.

Major Shaw Stewart
was

was also clearly of opinion
and in this view he is
borne out by the pre-
sent Acting Deputy
Chief Engineer, that
no possible reduction
could be made in the
number of trains
running without loss
of revenue to the Company.

With reference to
the enquiry contained
in para 5, Captain
Smith explains that
the stores referred to
were those used on the
first equipment of the line.

A copy of the mileage
statements called for in
para 6 is enclosed.



Recd 7/11/70 with 25/4/70
Copy of Govt 2644 of 1870 -

68 Oct 70 P.D. 1870

103908

Govt. of (1870) Madras.

PUBLIC WORKS.

To the Consulting Engineer
for Railway.

And
To the Secretary to the Govt.
India

Dated

Recd.

12

4 June 1870 2644-264

Nos. 81 & 82 1870

Revenue Account. Vaping orders
in the letter from the Engineer for
the submission of certain information
in connection with the
Revenue Account of the
Railway for the half year
ending 30 June 1870.

Letter forwarding correspondence
for submission of certain information
in connection with the Revenue
Account of the G. S. P. Railway
for the half year ending 30 June 1870.

Further

Pro. of 2 February 1870