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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1568	Press
155-156	Mis.
Dated 12-6-1871.	

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
12th June 1871.*

No. 155. 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 Simla, 20th May 1871, No. 882-R. :—

I AM directed to acknowledge the receipt of your letter, No. 959, of the 31st March 1871, submitting the accounts of the Carnatic Railway for the half-year ending 31st December 1870, with a preliminary note by the Deputy Consulting Engineer on the revenue portion of the accounts.

2. The capital portion of the accounts has been left out, and revenue statements Nos. XIII. and XVII. of the new forms are also wanting, while statement No. XII. does not exhibit any vehicles as having been under repairs, though the Revenue Account, Abstract C., shows that Rupees 130-4-10 were expended on this account. I am to invite attention to these omissions.

3. The Net Profit Statement shows a loss of Rupees 7,266, which result appears to be due to the high charges for London Direction and to the apparently excessive train service.

4. Both the passenger and the goods traffic fell off very considerably; but the causes of the decrease are not explained or referred to in the Deputy Consulting Engineer's note, and the train service does not appear to have been modified accordingly. The statements received with the present account show that to a train mileage of 13,984 miles there were 76,563 vehicle miles, or an average of $5\frac{1}{2}$ vehicles per train, the goods waggons carrying on an average a load of 1.7 tons. The actual power of the locomotives in use is not known, but these figures indicate that the train service is much in excess of real requirements; and I am to request that, if the Government of Madras upon inquiry concur in this view, immediate measures may be taken to place the train service on a scale more suited to the traffic of the line, as suggested on previous occasions.

5. The revenue portion (Rupees 11,061-7-4) of the Home Direction charges is altogether out of proportion to the character of the open line, and the gross charge on this account seems high. It is at the rate of about £2,500 a year.

6. The Secretary of State has been addressed regarding the adjustment of the loss. A copy of the despatch is enclosed for information.

No. 156. ORDER THEREON, 12th June 1871, No. 1,563.

RAILWAY, No. 18.

COMMUNICATED to the Consulting Engineer for Railways, with reference to G. O., No. 958, dated 31st March 1871.

2. The attention of Major Prendergast will be directed to the omissions pointed out by the Government of India, and, with reference to paragraph 4, that Officer will be requested to expedite the submission of the report called for in G. O. of the 12th January 1871, No. 87, regarding the proposal for reducing the train service of the Carnatic Railway to a scale proportionate to the traffic receipts of the line.

*Proceedings of the Madras Government, Public Works Department,
12th June 1871.*

3. The question of the adjustment of the loss* sustained by the operations of the half-year under notice has, it will be observed, been referred to the Secretary of State.

* Rupees 7,266.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

No. 49 RAILWAY.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY.

TO HIS GRACE

THE RIGHT HON'BLE THE DUKE OF ARGYLL, K.T.,

Secretary of State for India.

SIMLA, MAY 20, 1871.

MY LORD DUKE,

THE revenue account of the Carnatic Railway for the half-year ending 31st December 1870, which has, it is presumed, been forwarded to your Grace by the Government of Madras, shows that the line was worked during that period at a loss of Rs. 7,266, due chiefly to a large increase under Home Charges as the cost of direction, and partly to the system of apportionment of general charges at present in force, by which an undue portion of the cost of Home Direction and Indian Agency is charged to Revenue, but under which Revenue will be relieved also unduly so soon as construction operations are commenced, and large expenditure incurred on capital account. The question of apportioning such charges on a more equitable basis is now under our consideration.

2. Under the circumstances of the case, we see no special reason to recommend that the loss should be deducted from the guaranteed interest payable to the Company, and we request your Grace's instructions as to its adjustment.

We have the honor to be,

MY LORD DUKE,

Your Grace's most obedient, humble Servants,

MAYO.

NAPIER OF MAGDALA.

JOHN STRACHEY.

R. TEMPLE.

J. F. STEPHEN.

B. H. ELLIS.

H. W. NORMAN.

No. 49 Railway.

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All communications
should be addressed to
the Secretary.

No. 882 R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY.

To

THE SECRETARY TO THE GOVERNMENT OF MADRAS
IN THE PUBLIC WORKS DEPT. (RAILWAY).

SIMLA, MAY 20, 1871.

SIR,

I AM directed to acknowledge the receipt of your letter No. 959 of the 31st March 1871, submitting the accounts of the Carnatic Railway for the half-year ending 31st December 1870, with a preliminary note by the Deputy Consulting Engineer on the Revenue portion of the accounts.

2. The Capital portion of the accounts has been left out, and Revenue statements Nos. XIII. and XVII. of the new forms are also wanting, while Statement No. XII. does not exhibit any vehicles as having been under repairs, though the Revenue Account, Abstract C., shows that Rs. 130-4-10 were expended on this account. I am to invite attention to these omissions.

3. The net profit statement shows a loss of Rs. 7,266, which result appears to be due to the high charges for London Direction and to the apparently excessive train service.

4. Both the passenger and the goods traffic fell off very considerably; but the causes of the decrease are not explained or referred to in the Deputy Consulting Engineer's note, and the train service does not appear to have been modified accordingly. The statements received with the present account show that to a train mileage of 13,984 miles there were 76,563 vehicle miles, or an average of $5\frac{1}{2}$ vehicles per train, the goods wagons carrying on an average a load of 1.7 tons. The actual power of the locomotives in use is not known, but these figures indicate that the train service is much in excess of real requirements; and I am to request that, if the Government of Madras upon enquiry concur in this view, immediate measures may be taken to place the train service on a scale more suited to the traffic of the line, as suggested on previous occasions.

L. J. C. of Govt.

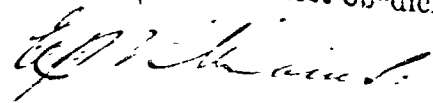
5. The revenue portion (Rs. 11,061-7-4) of the Home Direction charges is altogether out of proportion to the character of the open line, and the gross charge on this account seems high. It is at the rate of about £2,500 a year.

6. The Secretary of State has been addressed regarding the adjustment of the loss. A copy of the despatch is enclosed for information.

I have the honor to be,

SIR,

Your most obedient Servant,



Major, R.E.,

Deputy Secretary.

No. 882 R.

Dated Simla, 20th May 1871.

Received 21st May 1871.

Enc: 1. ✓



CARNATIC RAILWAY.
Observations on the Revenue Account for the
second half of 1870.

No 1563 - 12th June 1871.

officers will be requested
to expedite the submis-
sion of the report
called for mly. O. of the
12th January 1871, No 87,
regarding the proposal
for reducing the train
service of the Carnatic
Railway to a scale
proportionate to the
traffic receipts of the
line.

The question of the
adjustment of the loco-
sustained by the opera-
tions of the half year
under notice has, it
will be observed, been
referred to the Secy:
of State.

x No 7266

Desp 13/6/71
The Ag. Comdg: Engr: for
Railways
of the Indian Railway

3 June

Further Pro No 2063 of 15 August 71

6061 of 1871 Madras.

PUBLIC WORKS.

To the *Ag. Consulting Eng.*
for Railways

Dated

Recd.

Loc. /

G. O. 12th June 1871, No. 1563.

Nos. 154/56