MRO 1—77,006—8-6-37.

(1) Number of pages 98

(2) Date of repair 8.6.46

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2083-84 Press / Mis.
144-46
Dated 15-8- 1871.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 15th August 1871.

No. 144. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 15th July 1871, No. 314 —

With reference to G. O, No. 1,563, of the 12th June 1871, I have the honour to forward letter No. 117, of the 11th instant, in which the Agent of the Carnatic Railway proposes a reduction of Rupees 94-10-0 in his monthly expenditure, but considers that any further reduction in the permanent way maintenance establishment cannot at present be effected. He deprecates any alteration, with a view to secure a reduction in the vehicle mileage, and is still unwilling to discontinue running one of the two daily trains each way, as suggested by the Government of India.

2. As regards the permanent-way staff and vehicle mileage, I am of opinion that, for the reasons given by the Agent, the existing arrangements may be allowed to stand; but I would recommend that a trial should be given to an altered train service of one train each way daily.

The question as to economical results will then be practically tested, and I would suggest that the experiment should have effect for a period of, say, three months.

3. With reference to paragraph 2 of letter from the Government of India, dated 20th May 1871, No. 882, explanation has already been given that the capital portion of accounts is necessarily incomplete, until the Boards of Directors supply the information to their Agents in this country.

The Agent explains in his letter of the 13th instant, No. 118, (enclosed) that statement No. 12 was left blank, as the cost of labour and small stores exhibited in Abstract C. had not previously been apportioned to each vehicle.

From the Agent and Manager of the Carnatic Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 11th July 1871, No. 117.

I have the honour to acknowledge receipt of your letter No. 155, dated 26th ultimo, enclosing G O, No. 1,563, of the 12th idem, and, in reply, beg to state that, being most anxious to meet the wishes of the Government as respects the reduction of the working expenses of the open portion of the line to the lowest sum possible, I have arranged to make several alterations experimentally with that object, the result of which will effect a saving of Rupees 94-11-0, as follows, namely —

	Rs	A	P
6 Mile-watchmen dispensed with at Rs. 5 each	30	0	0
1 spare Fireman do. do	9	11	0
1 Porter from Arconum do. do.	5	0	0
1 Station Master, Conjeveram, do replaced by Station Master, Arconum, saving	10	0	0
1 Station Master, Arconum, replaced by Clerk from this office, saving	5	0	0
1 Clerk from this office replaced by volunteer, saving ...	10	0	0
Staff at intermediate stations, Pulloor and Chengulroy Choultry, dispensed with, saving. (The accounts of these two stations being dealt with by the Station Masters at the Terminal Stations)...	25	0	0
Total saving per month ..	94	11	0

2. With reference to the proposition contained in paragraph 3 of your letter, I am unwilling to discontinue running one train daily, until I have had the opportunity of satisfying myself more thoroughly that such a step would produce an economical result

69. 11.

3. For the reasons stated in my letter No 6, dated 24th January 1871, I am at present decidedly of opinion that there would be a much larger reduction in the receipts than in the expenditure, and that the net result of such a proceeding would be less favourable than at present, while the accommodation to the district would be greatly impaired, I purpose, however, to discontinue one of the trains on Sundays.

4 With reference to still further reducing the number of permanent-way men, I must request more time to consider whether or not a reduction in this department is possible with safety; in the meantime I may remark I fear that it scarcely will be, for the following reasons —

If the maintenance of the line is placed in charge of two gangs, there would be a distance of 9½ miles to be covered by each gang, which would occasion more time to be occupied in passing from place to place than in actual work, and when the very light character of the line is considered as compared with the weight of the engine passing over it, there would be a great risk of the road getting into dangerous condition, especially upon the curves Moreover, there are on the line a considerable number of Jehore sleepers which are in bad condition, the removal of which has been deferred from time to time pending the alteration of the gauge, which has been under consideration, these require constantly to be watched and attended to. During the last half year 232 have been replaced, and I fear that a smaller staff than that now employed particularly during the coming monsoon weather would not be sufficient to ensure the safety of the line

5 As respects the vehicle mileage, this is a subject which is constantly watched with a view to unnecessary expenditure being avoided The complement of our daily train is two third-class carriages, one first and second-class composite, and one brake van, but if there are third-class passengers in excess of sixty, an additional third class is added, thirty passengers being considered a sufficient load for our third-class carriages As there are by every train some second-class passengers to be carried if not first, I can see no object in removing this carriage and so driving the passengers into the third class, as the difference in the fare received will in my judgment more than cover the mileage expense of running this vehicle, while at the same time the railway is in a position to supply the district with the requisite accommodation of every class by every train

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From the same officer, dated Madras, 13th July 1871, No. 118

With reference to your letter No 161, dated 29th ultimo, I have the honour to inform you that I have written to the Board for the necessary information to enable me to furnish statements Nos 1 to 7 and 17 therein referred to

2. As regards statement No 12 showing no vehicles repaired, I have to explain that the sum of Rupees 130-4-10 entered in Form C. represents the cost of labour and material, the material being small stores, such as soap, oil, paints, varnish, etc, for lifting and painting a portion of the stock during the half year Hitherto it has not been customary with this Company to keep a particular account of the vehicles to which these repairs have been effected, but that shall be done in future in order to supply the return required.

3 I enclose herein Form No 13 which, in consequence of not having been submitted during previous half years, was omitted for the period ending 31st December 1871.

CARNATIC RAILWAY.
FORM No XIII

Mileage Statement for half-year ending 31st December 1870.

					Ms	Chs.
Lines owned by Company,			sanctioned not commenced	.. ...	115	0
Do.	do.		under construction	... ...	...	
Do.	do		constructed and not worked	. . ..		
Do	do.	do.	and worked by Company	.. . ..		
Do	do.	do	do	..		
				Total	115	0

								Ms	Chs
Lines worked by Company	.	..	...	.	...			. ..	
Its own	...	...	..	.	...	..		18	65
Foreign		...	.	.				. ...	
						Total ..		18	65
Foreign lines worked over	...	...	...		...	...	..		

(Signed) J T. FISHER,
Agent and Manager

No. 145. ORDER THEREON, 15th August 1871, No. 2,083.

RAILWAY, No. 19.

G O, No 87, dated 12th Jan 1871
,, ,, 1,563, ,, 12th June ,,

THE Government of India, after a review of the operations of the Carnatic Railway as exhibited in the Revenue Accounts of the Company for the half years ending 30th June and 31st December of 1870, were of opinion that the working expenses of the open portion of the line were susceptible of reduction, and they suggested, for the consideration of the Government of Madras, the inexpediency of maintaining so much as two trains daily in each direction.

2. The Agent of the Company, in the papers now submitted, proposes what appear to be the only feasible reductions in the staff arrangements of the line, involving a saving of Rupees 94-11-0 monthly, but he deprecates any radical change at present in the train service, which he believes is maintained as low as is consistent with economy and the convenience of the public, he is willing, however, to discontinue the running of one train on Sundays.

3. With a view to afford a trial to the measure frequently pressed by the Government of India of running only one train daily in each direction, Major Prendergast proposes to give effect to the arrangement for a limited period, and His Excellency the Governor in Council sanctions the proposal being carried out, after sufficient notice of the alteration has been given to the public, for a term of three months, at the expiration of which time a full report of the trial should be submitted, exhibiting the results as compared with the corresponding period of last year, as well as with the periods immediately following and preceding the altered arrangements.

4. The proposed modifications in the staff are approved.

5. A copy of these Proceedings will now be forwarded to the Government of India.

(Here enter No 2,084, dated 15th August 1871.)
(True Extract.)

Captain, R.E,
Under-Secretary to Government.

To the Acting Consulting Engineer for Railways

Exd E. C Shunker

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 15*th August* 1871.

No. 146.

No. 2,084.

To

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

RAILWAY, No. 20.

SIR,—With reference to your letters of the 3rd December 1870 and 20th May 1871, Nos. 1,927-R., and 882-R., respectively, reviewing the half-yearly Revenue Accounts of the Carnatic Railway for the periods ending 30th June and 31st December 1870, and suggesting reductions in the working expenses of the open line, I am directed to transmit a copy of the Proceedings of this Government under date the 15th August 1871, No. 2,083.

2. It will be observed that arrangements likely to result in a permanent saving of Rupees 94-11-0 monthly in the staff of the Company have been sanctioned, and that the discontinuance of one train daily in each direction has been ordered as a tentative measure, the result of which will be communicated in due course.

3. Adverting to paragraph 2 of the second of your letters above quoted, I am to draw attention to the explanations afforded in paragraph 3 of the Acting Consulting Engineer's letter and those given in paragraph 3 of the Agent's letter,* both of which will be found printed with the Proceedings now forwarded.

* No. 118, dated 13th July 1871

I have the honour to be,
Sir,
Your most obedient servant,

Captain, R.E.,
Under-Secretary to Government.

Exd. E. C. Shunker.

CARNATIC RAILWAY CO, (LIMITED)

AGENT AND MANAGER'S OFFICE,

MADRAS, 11 July 1871.

No. 117

FROM

J. J. Fisher. Esqre

AGENT AND MANAGER, CARNATIC RAILWAY CO,

Madras.

To

Major H. L. Pendergast R.E.

Ag CONSULTING ENGINEER FOR RAILWAYS,

Madras.

SIR,

I have the honor to acknowledge receipt of your letter No 155. dated 26 Ultimo enclosing G.O No 1563. of the 12th idem and in reply beg to state that being most anxious to meet the wishes of the Govt as respects the reduction of the working expences of the open portion of the line to the lowest sum possible I have arranged to make several alterations experimentally with that object; the result of which will effect a saving of Rs 94. 11. " as follows Viz

6 Mile watchmen dispensed with @ 5/ea	30.	"
1 spare fireman do	9.	11.
1 Porter from Arconum do	5	"
1 Station Master Conjeveram do replaced by Station Master Arconum saving	10.	"
1 Station Master Arconum replaced by Clerk from this office saving	5.	"
1 Clerk from this office replaced by Volunteer. saving	10.	"
	69.	11.

69. 11. "

Staff at intermediate stations

Pullore & Chengalroy Chouldy

dispenced with paving 25. " " "

The accounts of these two stations

being dealt with by the station

Masters at the terminal stations

tatal paving per month Rs 94. 11. "

2. With reference to the proposition contained in para 3 of your letter I am unwilling to discontinue running one train daily until I have had the opportunity of satisfying myself more thoroughly that such a step would produce an economical result.

3. For the reasons stated in my letter No 6 dated 24th Inst I am at present decidedly of opinion that there would be a much larger reduction in the receipts than in the expenditure and that the net result of such a proceeding would be less favorable than at present while the accommodation to the district would be greatly impaired. I purpose however to discontinue one of the trains on Sundays.

4. With reference to still further reducing the number of permanent waymen, I must request more time to consider whether or not a reduction in this department is possible with safety; in the meantime I may remark I fear that it scarcely will be for the following reasons

If the maintenance of the line is placed in charge of two gangs there would be a distance of 9½ miles to be covered by each gang, which would occasion more time to be occupied in passing from place to place than in actual work, and when the very light character of the line is considered as compared with the weight of the Engine passing over it there would be a great risk of the road getting into dangerous conditions especially upon the Curves. Moreover there are on the line a considerable number of Jehore Sleepers which are in bad condition the removal of which has been deferred from time to time pending the alteration of the gauge which has been under consideration, these require constantly to be watched and attended to. During the last half year 232. have been replaced and I fear that a smaller staff than that now employed particularly during the coming monsoon weather would not be sufficient to ensure the safety of the line.

5. As respects the vehicle mileage this is a subject which is constantly watched with a view to unnecessary expenditure being avoided. The Complement of our daily train is 2. third class carriages, 1 first & 2 class composite, and

From

The Agent and Manager,
CARNATIC RAILWAY COMPANY,
(LIMITED,)
MADRAS.

To

The Consulting Engineer
for Railways.

DATED 8th July 1891

RECD.

No. 117.

On the subject of
Reductions on the staff of
the Ashore Line &c

1 Breake Van but if there are 3d Class passengers in excess of 60 an additional 3d Class is added, 30 passengers being considered a sufficient load for our 3d Class Carriages. As there are by every train some 2d Class passengers to be carried if not first I can see no object in removing this carriage and so driving the passengers into the 3d Class, as the difference in the fare received will in my judgement more than cover the mileage expence of running these vehicles, while at the same time the Railway is in a position to supply the district with the requisite accommodation of every Class by every train.

I have the honor to be,

Sir,

Your Obed. Servant,

J.E. J. Fisher

Agent & Manager.

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P.R. 3429/71

Received 12th July 1871

CARNATIC RAILWAY CO, (LIMITED)
AGENT AND MANAGER'S OFFICE,
MADRAS, 13 July 1871.

No. 118

FROM

J. J. Fisher Esqre
AGENT AND MANAGER, CARNATIC RAILWAY CO,
Madras.

TO

Major H. L. Prendergast. R. E
Ag. CONSULTING ENGINEER FOR RAILWAYS,
Madras.

SIR,

With reference to your letter No 161 dated 29th ultto I have the honor to inform you that I have written to the Board for the necessary information to enable me to furnish statement No 1 to 7 and 17 therein referred to.

2 As regards statement No 12. showing no Vehicles repaired, I have to explain that the sum of Rs 130. 4: 10 entered in Form C, represents the Cost of labor & material, the material being small stores such as soap, oil paints Varnish &c. for lifting and painting a portion of the Stock during the half year. Hitherto it has not been customary with the Co to keep a particular account of the Vehicles to which these repairs have been effected, but that shall be done in future in order to supply the return required.

3 I enclose herein Form No 13 which in Consequence of not having been submitted during

during previous half years was omitted for the period ending 31st December 1871.

I have the honor to be,
Sir,
Your most Obedt. Servt.

Jos. T. Fisher
Agent & Manager.

From

The Agent and Manager,
CARNATIC RAILWAY COMPANY,
(LIMITED.)
MADRAS.

To

The Consulting Engineer
for Railways.

DATED 13th July 1871
RECD. 15- "

No. 118.

Returns for the quarter ending 31st Dec 1871

Plans &c to the 9th Inst.

Carnatic Railway

Form No. XIII.

Mileage Statement for half year ending 31st Decr: 1870.

	Miles	Chains
Lines owned by Company, Sanctioned not commenced	115	
" " " under construction	"	
" " " Constructed & not worked	"	
" " " do & worked by Coy	"	
" " " do and do	"	
Total	115.	"

Lines worked by Company

Its own	18.	65
Foreign	"	
Total	18.	65

Foreign Lines worked over " "

Jos. T. Fisher
Agent & Manager

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 814

From

Major R. L. Prendergast R.E.

Consulting Engineer for Railways,

To

Colonel J. Carpendale R.E.

Secretary to Government,

Public Works Department,

Fort Saint George.

Sir,

With reference to G.O.
No. 1048 of the 12th June 1871, I
have the honour to forward Rolle
No. 117 of the 11th instant, in
which the Agent of the Carnatic
Railways proposes a reduction
of Rs. 9 a-day in the monthly
establishment; but considering
that any further reduction in
the permanent way maintenance
establishment cannot at present
be

be effected. We deprecate any alteration with a view to secure a reduction in the vehicle mileage, and is still unwilling to dis- continue, pending the trial of the two daily trains each way, as sug- gested by the Government of India.

2. As regards the permanent way staff, and vehicle knowledge, and of opinion that, for the reasons given by the Agent, the existing arrangements may be allowed to remain, but would recommend that a trial should be given to an alternate train instead of one train each way daily.

The question as to economical results

2

results will then be practically tested; and I would suggest that the experiment should have effect, for a period of, say 3 months.

With reference to para 2 of letter from the Government of India, dated 20th May 1871, No. 882, explanation has already been given, that the capital portion of accounts is necessarily incomplete, until the Boards of Directors supply the information to their Agents in this country.

The Agent explains in his letter of the 13th instant, No. 118 (enclosed) that statement No. 12 was left blank as the cost of labor and materials

are included

No 2083.

Proceedings of the Madras Government
Under date the 15th July 1871.
Read the following
Report from the Consulting Engineer
for Railways, dated 8th instant
Forwarding Letter
from the Agent
Great Southern of India Railway Co
dated 5th instant
Submitting for the
sanction of Government
the Agreement
entered into between
the Agent and the Revd
Canon Kaulen
for the Purchase
of the Land
required for the
Railway Station
at Tuticorin

Ordered that the Agreement
be approved and
that the Collector
of Tinnevelly
be requested
to take
possession
of the land
on behalf
of Government

(Sd) H. Maltby
Chief Secretary

Pro 12th June 1871 No 155-15

12th 1871 Dept
Pro of Govt of Fort St George
No 3429

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P W Department,
Fort St George.

Dated 15th July 1871.
Received 18th July 1871.
No 3814

Forwarding letters
No 117 and 118 from the
Agent Great Southern
of India Railway Co
dated 5th instant
submitting for sanction
and registration
the Agreement entered
into between the Agent
and the Revd Canon
Kaulen for the
purchase of land
required for the
Railway Station
at Tuticorin.

I have the honor to
request that the
Agreement may be
submitted to
Government for
their sanction
and that they
will be pleased
to direct the
Collector of
Tinnevelly
to take
possession
of the land
on behalf
of Government
for the Railway
purposes.

(Sd) H. Maltby
Consulting Engineer

No 2083-2084-15-July

of the Government of Madras the inexpediency of maintaining so much as two trains daily in each direction.

The Agent of the Company, in the papers now submitted, proposes what appear to be the only feasible reductions in the staff arrangements of the line, involving a saving of Rupees 7[illegible]-11-0 monthly, but he deprecates any radical change at present in the train service, which he believes is maintained as low as is consistent with the working and the convenience of the public, he is willing however to discontinue the running of one train on Sundays.

With a view to afford a trial to the measure frequently pressed by the Govt of India of running only one train daily in each direction, Major Prendergast proposes to give effect to the above recommendation for a limited period, and with His Excellency the Governor in Council's sanction the proposal being carried into effect after sufficient notice of the alteration has been given to the public, for a term of three months, at the expiration of which time a full report of the trial should

should be submitted, exhibiting the results as compared with the corresponding period of last year, as well as with the periods immediately following and preceding the altered arrangements.

The proposed modifications in the staff are approved.

A copy of these Proceedings with those of the Govt of India

No. 2085 of 15 Augt

To The Secty to the Govt of India

Sir With reference to your letters of the 3rd Decem-

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To The Dy: Consulg Engr: for Railways!

Desp: 16/8/71.

-ber 1870 and 27th May 1871. Nos: 1927-R. and 882-R. respectively, reviewing the half-yearly Revenue accounts of the Carnatic Railway for the periods ending 30th June and 31st December 1870, and suggesting reductions in the working expenses of the open line, I am directed to transmit a copy of the Proceedings of this Govt under date the 15th August 71 No. 2083.

It will be observed that arrangements likely to result in a permanent saving of Rs 94-11-0 monthly in the staff of the Company have been sanctioned, and that the discontinuance of one train daily in each direction

direction has been ordered as a tentative measure the result of which will be communicated in due course.

Adverting to paragraph 2 of the second of your letters above quoted I am to direct attention to the explanations afforded in para 3 of the Ag: Consulting Engineers letter and those given in para 3. of the Agents letter* both of which will be found printed with the Resolution forwarded.

* No 118 of 15th July 1871

24th July

Desp: 16/8/71 with Copies of Govt: 2083 of 1871.

Calcutta 1st Sept 1871

Cp 3429

Govt of 1871 Madras.

PUBLIC WORKS.

To The Acting Committee
Engrs for Railways

Dated

Read Fm

G O 15th Augt, No 2083-2084

Order

Nos. 1141-1145 & 1146

Carnatic Railway Papers

Orders in the letter from the
Engrs for Railways submitting
with remarks correspon-
dence on the subject
of the reduction of
train service on
Carnatic Ry:—