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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 264,265 266	1704-1705	Press Mis.
Dated 16-5-18		

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
16th July 1872.*

No. 264. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 27th June 1872, No. 333 :—

Agent, Madras Railway, No. 394, dated 10th June 1872.
Agent, Great Southern of India Railway letter to Board, dated 28th March 1872.
Agent, Carnatic Railway, No. 464, dated 21st June 1872.

I HAVE the honour to submit the reports* of the Agents of the Madras, the Great Southern of India, and the Carnatic Railways for the official year 1871-72.

2. The working of the lines has been entered into already in the annual Administration Report for the past year, forwarded from this office with letter No. 310, dated 17th June 1872.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 10th June 1872, No. 394.

I HAVE the honour to report as follows for the information of Government, with reference to the operations of this Company during the official year 1871-72.

2. No extensions of line took place during the year.

3. From the 1st of January last passengers and goods have been, with the concurrence of the Great Indian Peninsula Company and the approval of the Government, booked through between Madras and Bombay, and the principal stations on the Madras, Great Indian Peninsula, East Indian, and other Railways in connection therewith.

4. The following officers and servants arrived from England :—

Name.	Grade.	Date of Arrival.
<i>Agent and Manager's Department.</i>		
R. B. Elwin	Agent and Manager ...	Returned from furlough, 15th October 1871.
<i>Engineering Department.</i>		
H. R. P. Carter	1st-class Assistant Engineer...	Returned from sick leave, 18th November 1871.
George Webb	Covenanted Inspector ...	Returned to duty from leave of absence, 22nd November 1871.
<i>Locomotive Department.</i>		
E. C. Boodle	2nd Assistant to Locomotive Superintendent.	6th May 1871.
W. N. Fisher	Foreman Boiler Smith ...	Returned from leave of absence, 5th October 1871.
Oswald Horrocks	Engine Driver	Re-engaged, 19th January 1872.

5. The under-mentioned covenanted officers and servants returned to England, resigned the service, etc.

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Name.	Grade.	Remarks.
<i>Agent and Manager's Department.</i>		
R. B. Elwin	Agent and Manager ...	Proceeded to England on 6 months' furlough, 15th April 1871.
<i>Engineering Department.</i>		
C. D. Roberts	2nd-class Assistant Engineer.	Proceeded to England on 12 months' sick leave, 28th September 1871.
T. H. Going	Deputy-Chief Engineer on Construction.	Proceeded to England on 12 months' sick leave, 17th October 1871.
L. Roberts	2nd-class Assistant Engineer.	Resigned the service and returned to England, 11th December 1871.
Edward Johnston ...	1st-class Assistant Engineer.	Engagement terminated with 3 months' salary and returned to England, 26th January 1872.
George Webb	Covenanted Inspector ...	Proceeded to England on 6 months' leave, 23rd May 1871.
<i>Locomotive Department.</i>		
W. J. Collinson	Deputy-Locomotive Superintendent.	Proceeded to England on one year's sick leave, 5th March 1872.
W. N. Fisher	Foreman Boiler Smith ...	Proceeded to England on 6 months' leave, 1st April 1871.
Thomas Putvam	Engine Driver	Resigned the service and returned to England, 30th April 1871.
Jchn Sumner	Locomotive Foreman ...	Resigned the service, 23rd May 1871.
Peter Watt	Erector and Fitter	Died from Dysentery, 9th July 1871.
Thomas Akehurst ...	Engine Driver	Died from the rupture of a blood vessel, 29th August 1871.
John Fisher	Foreman Boiler Smith ...	Proceeded to England on Medical Certificate, 5th March 1872.
Thomas Clark	Locomotive Foreman ...	Proceeded to England on 12 months' sick leave, 18th March 1872.
<i>Traffic Department.</i>		
R. D. Carter	Assistant Traffic Manager ...	Resigned the service, 20th July 1871.
J. Sandy	Assistant do. do. ...	Returned to England on Sick Certificate, 25th November 1871. Agreement terminated by the Board.
W. F. Hugo	Deputy-Traffic Manager ...	Engagement terminated by the Board, 19th January 1872.
F. J. Chambers	Assistant do. do. ...	Proceeded to England on one year's sick leave, 20th February 1872.

Rates and Fares.

6. The passenger fares and goods rates were altered* to some extent during the year in order to assimilate them with those in force on the railways with which through-booking was introduced on the 1st of January as reported in paragraph 3, and at the same time an increase in the quantity of luggage to be carried free by 1st, 2nd, and 3rd class passengers was allowed, and the charges to be made for reserved 1st and 2nd-class accommodation were revised.

7. The rates for ice, fish, and vegetables, etc., etc., were the same as those in operation in 1870-71.

8. The rates for parcels were slightly altered, as it was determined upon the recommendation of the Traffic Manager to convey small parcels, weighing 2 lbs. and under, at the following rates, irrespective of distances :—

	RS.	A.	P.
For 1 lb. and under	0	6	0
Above 1 lb. and not exceeding 2 lbs.	0	8	0

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9. These rates include delivery within four miles of the station, and came into force on the 1st of January.

10. The under-mentioned special rates were introduced during the year :—

1st May 1871.—Stores purchased in the interior on behalf of the Madras Railway Co-operative Society at 6 Pies per ton per mile.

1st do. Piece goods (country packed) at Rupees 40-12-0 per ton, the 4th-class rate between Madras and Trichinopoly.

1st do. Wheat in consignments of not less than 8 tons, at owner's risk, at Rupees 20 per ton between Bellary and Bangalore.

8th do. Avara seeds, beans (country), cumboo, cholom, and other articles at the following rates :—For distances of 200 and less than 300 miles, 8 Pies per ton per mile; for distances of 300 miles and upwards 6½ Pies per ton per mile.

15th do. Rice and paddy at 8 Pies per ton per mile from Sholinghur to Madras.

9th June 1871.—Wheat at Rupees 1-1-0 per bag (equivalent to 6½ Pies per ton per mile), at owner's risk, and in consignments of not less than 100 bags from Veerapore to Bangalore.

9th do. Wheat at Rupees 1-3-0 per bag (equivalent to 14 Pies per ton per mile instead of the ordinary rate of 18 Pies per ton per mile), at owner's risk, and in consignments of not less than 100 bags from Bangalore to Madras.

16th do. Bottles (empty returned), at owner's risk, at 3 Annas per waggon per mile for distances of 50 miles and upwards, the loading and unloading to be done by the owner.

21st do. 60 horses from Raichore to Bangalore at a lump payment of Rupees 1,000.

21st do. Hay and straw, weighing 10 cwt. and under, at the rates sanctioned for pressed, half pressed, and loose cotton on the Madras and Great Southern of India Railways.

27th do. Revised scale of rates for cotton, namely :—

A. Cotton pressed to 10 lbs. per cubic foot,	28 Pies per ton per mile.
B. Do. 15 do. 22 do.	
C. Do. 19 do. 19 do.	
D. Do. 25 do. 16 do.	
E. Do. 35 do. 14 do.	
Loose cotton	42 do.

17th July 1871.—Stores belonging to the Great Southern Company from Madras to Nega-patam at 1 Anna per ton per mile.

3rd August 1871.—Firewood from Coopum to Bangalore at 7 Pies per ton per mile.

15th do. Sheet iron between Madras and stations on the Great Southern of India Railway at 8 Pies per ton per mile.

16th do. Avara seeds, avaloo bags or gunnies returned, and other articles at 10 Pies per ton per mile, to and from Madras and Arcot, Vellore, Goriattum, Mailputty, Amboor, Vaniembady and Tripatore.

17th do. Short timber, not exceeding 15 feet in length, from Bangalore and Madras to Raichore at 10 Pies per ton per mile.

17th do. Salt between Madras and Conjeveram at 6 Pies per ton per mile, equivalent to a through-rate of 1 Anna and 2 Pies per maund.

17th do. Avara seeds, avaloo, etc., etc., between Madras and Conjeveram, at 8 Pies per ton per mile, equivalent to a through-rate of 1 Anna and 6 Pies per maund.

17th do. Piece goods and Twist between Madras and Conjeveram at 16 Pies per ton per mile, equivalent to a through-rate of 3 Annas per maund.

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- 31st August 1871.—Redwood from stations on the North-West Line to Madras, and bamboos from Amboor and Vaniembady to Madras, at 10 Pies per ton per mile, subject to a minimum charge of 4 tons per waggon.
- 31st do. Gingelly and other seeds from Bellary to Madras at 9 Pies per maund in consignments of not less than 7 tons.
- 31st do. Bark for tanning at 1st class or 12 Pies per ton per mile from stations on the Bangalore Branch; from stations between Vellore and Salem (both inclusive); and from all stations on the North-West Line to Madras, subject to a minimum charge of 4 tons for each waggon.
- 4th September 1871.—Betel-nut in the case of traffic forwarded from all stations on the North-West Line, north of Wontimettah at 2nd class or 14 Pies per ton per mile.
- 7th do. 100 tons Ground-nut oil from Arcot to Beypore at 1st-class rate.
- 7th do. 400 bales of Piece Goods press-packed from Beypore to Arcot at 19 Pies per ton per mile.
- 20th do. Materials for setting up a Cotton Press (the property of Messrs. Dymes & Co.) from Madras to Raichore at Rupees 18 per ton.
- 25th do. Bamboos consigned to Bangalore from any station between Vellore and Morapore at 10 Pies per ton per mile, subject to a minimum charge of 3½ tons for a waggon.
- 16th October 1871.—Sandalwood from stations on the Bangalore Branch in consignments of not less than 6 tons and for distances of not less than 300 miles at 10 Pies per ton per mile.
- 16th do. Sandalwood in billets at 3rd instead of 4th-class rate.
- 16th do. Sandalwood roots, bark, and chips at 2nd instead of 3rd-class rate.
- 25th do. Ammunition and combustibles from Bangalore to Bellary on account of the Ordnance Department at Rupees 64-8-0 per ton and stores at Rupees 30 per ton.
- 3rd November 1871.—Wood-work, the property of Messrs. Gay, Soobrama Shastri, & Co. from Madras and Palghaut to Colar road and Bangalore at 1 Anna per ton per mile in waggon-loads of not less than 6 tons.
- 14th November 1871.—Poultry in hampers and fruit from Arcot to Bangalore at the ice and vegetable instead of at the parcels rates.
- 18th do. Sandalwood to and from all stations in billets at 3rd class, and Sandalwood roots, bark, and chips at 2nd-class rate.
- 27th do. Cloth (country, common) from Yerragoontla, Kondapooram, Tadputri, and Royalchervoo to Bellary, at the 2nd instead of the 3rd-class rate of the Goods' classification.
- 27th do. 900 tons of Redwood (the property of Messrs. Dymes & Co.) from Codoor and Balapully to Madras at 9 Pies per ton per mile.
- 18th December 1871.—Cocoanut-oil and cocoanuts from Tanjore to Raichore at 10 Pies per ton per mile in waggon-loads of not less than 6 tons.
- 21st do. Dye-roots from Negapatam to Poothoor at the 1st-class rate or 12 Pies per ton per mile in waggon-loads of not less than 6 tons.
- 8th January 1872.—Coffee for distances of 300 miles and upwards at the 2nd instead of the third-class rate.
- 25th do. Stone pebbles from Salem to Madras at Rupees 10 per ton in consignments of not less than 5 tons.
- 13th February 1872.—Selected specimens of works of Art intended for the International Exhibition to be held at South Kensington in 1872 at half the ordinary rates.

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- 8th March 1872.—Cocoanut-oil and cocoanuts at 10 Pies per ton per mile for all consignments carried over the Company's line.
- 11th do. Potatoes at 8 and 6½ Pies per ton per mile for distances of 200 and 300 miles respectively.
- 25th do. Sheep between Madras and Bangalore, at 1 Anna and 6 Pies per waggon per mile for waggon-loads of 50 in number.
11. I think we may fairly assume that to the introduction of these reduced charges is due in no small measure the substantial increase which appears in our traffic receipts.
- South-West Line.*
12. The average cost of maintaining the South-West Line and Bangalore Branch, including renewals with pot-sleepers, amounted to Rupees 110-13-3 per mile per mensem as compared with Rupees 110 per mile in 1870-71.
13. The Permanent-way, earth-work, etc., etc., were maintained in a satisfactory condition during the year.
14. Eight chains of embankment at the 291st mile (between Somanoor and Coimbatore) were washed away by a flood owing to the breaching of the bund of a Government tank in close proximity to the line of railway on the night of the 15th November last. Full particulars of this occurrence were furnished to you in my letter No. 714, dated the 27th November 1871.
- Vide G.O. No. 8,151, dated 14th December 1871.*
15. The bridges generally throughout the South-West Line were kept in a substantial state of repair.
16. The provision of hand railings to girder bridges in accordance with the orders of Government was completed during the year.
17. Very great progress was also made towards providing such bridges as require protection with curtain walls and floorings, and the Chief Engineer anticipates that there will be no further need for expenditure under this head after the next monsoon.
18. The fencing was properly upheld throughout the line; stone walling having been substituted for the vegetable fence wherever the latter was found to fail.
19. The station buildings, etc., etc., were maintained in a sound and substantial state of repair.
20. The works at the new Central Station progressed satisfactorily, and are now so far completed that as far as the station itself is concerned it may be used for traffic at once. The questions, however, of lighting the building with gas, the water arrangements, and doubling the line from the Salt Cotaar junction render it necessary that the opening shall be postponed for the present.
- Neilgherry Branch Line.*
21. Great progress was made with the works on this branch, but it is feared that some delay will be occasioned in consequence of the anticipated late arrival of the iron work, which, as we are at present advised, will not be despatched from England until September next.
- North-West Line.*
22. The maintenance of this line cost Rupees 145 per mile per mensem as compared with Rupees 69 per mile in 1870-71. This increase is owing to the large sums expended upon protective works to bridges, and upon the restoration of the Cheyaur bridge; the expenses in connection with the last-mentioned work having been charged to revenue, subject to adjustment hereafter.
23. The Permanent-way, earth-work, station buildings, etc., etc., were all maintained in good working order.
24. The fencing was also well maintained throughout the line.
25. The bridges were kept up in a substantial state of repair.
26. The gap in the Cheyaur bridge was repaired with screw-piles, and with some of the girders which were intended for the Huggry bridge, and were fortunately available, and the bridge as restored was re-opened for traffic on the 15th June last.

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27. It will be seen from the Deputy-Chief Engineer's Report* for the last quarter that the materials for the new bridge† over the Cheyaur are now being collected, and that some of the foundations have been excavated.

* Copy sent with No. 345, dated 23rd May 1872.
† Sanctioned in G. O. No. 63, dated 10th January 1872.

28. The bridge at the Huggry, I learn from the Chief Engineer, cannot be proceeded with until the arrival of the iron cylinders from England.

29. Satisfactory progress was made during the year on this line, as on the south-west, in providing curtain walls and floorings to such bridges as need protection.

30. There was a slight interruption to traffic in June last, arising out of the damage done by flood to a double 30 feet bridge at the 288th mile, Bellary Branch. The Chief Engineer considered it necessary to increase the water-way of this bridge, and an estimate of the cost of the work was submitted by me, and has been sanctioned‡ by the Government.

‡ G. O. No. 519, dated 26th February 1872.

Electric Telegraph.

31. The Telegraph line was worked most satisfactorily during the year, both as regards the small number of interruptions and the low cost of maintenance.

32. The accounts for the official year 1871-72 called for in your letter No. 247, dated the 11th April last, were forwarded to you on the 4th instant with my letter No. 376.

From the Agent of the Great Southern of India Railway, to the Chairman and Directors of the Great Southern of India Railway Company, dated Negapatam, 28th March 1872.

I much regret that in reporting to you upon the operations of the Company in India during the year 1871, I am unable to record the commencement of work upon the southern extension, the construction of which was sanctioned by the Secretary of State for India so far back as the 29th July 1869.

2. In January 1870 the Madras Government sanctioned my putting in hand the working surveys for this line between Madura and Tuticorin, but it was not till the following May that I received official intimation of the route selected for the extension between Madura and the existing line.

3. The last plan and section of this survey was sent to the Madras Government on the 28th December 1870, and on the 1st March following detailed plans and estimates were submitted for a line of the same class as that constructed between Negapatam and Erode. The total cost was entered at £15,70,995.

4. On the 23rd of the same month I attended, as requested, a Meeting of the Government of Madras at which Lord Napier announced the wish of the Government of India that the southern extension should be constructed as a narrow gauge line, and in the following month I received instructions to have the plans and estimates re-cast on the 3 feet 3 inches gauge.

5. Revised plans and estimates were prepared by the Chief Engineer and sent forward by me to the Consulting Engineer for Railways on the 9th July. The estimated cost of the narrow gauge line, inclusive of Rolling Stock, having been placed at the rate of £4,617 per mile, several communications then passed regarding matters of detail included in these revised plans and estimates, and on the 11th October the Consulting Engineer submitted them to the Madras Government with his report. On the 5th December the Madras Government forwarded the papers on to the Government of India; but up to the time of writing, their sanction to commence the work has not been communicated to me.

6. The Government of India has ruled that the Carnatic Railway Company's line must be constructed on the 3 feet 3 inches gauge, and that a line of the same gauge shall be made from Tanjore to join the Carnatic Railway. The laying of a third rail between Tanjore and Trichinopoly has also been advocated; so that an unbroken line of communication may be established between Madras and Tuticorin.

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7. As the adoption of a narrow gauge upon the southern extension will set free a portion of the capital already raised for that work, I requested Government sanction to my having the countries surveyed between Tanjore and the Coleroon river (up to which point it is understood the Carnatic Railway Company will extend their line) with a view to this Company constructing that portion of the route referred to in the preceding paragraph. This sanction was accorded and the working plans and sections have been submitted to Government. The Chief Engineer reports that the proposed line runs through the richest part of the Tanjore District, and he estimates the cost of it would amount to Rupees 32,77,492, or an average of £5,366 per mile.

8. The amount of expenditure capitalized during the period under review was Rupees 2,36,312-5-4, of which about half represents outlay on account of preliminary expenses connected with the southern extension. The cost of establishments amounted to Rs. 99,322-7-11, and of additions to Rolling Stock to Rupees 20,059-0-9.

9. Nine vessels arrived at Negapatam during the year, and their cargoes were safely landed. No tidings having been heard of the "Salamanca" which sailed from England on 22nd October 1870; the insurance effected upon the cargo loaded in that vessel has been paid over to the Company.

10. The following have been the changes in the staff employed in India; The retirement from the service of Assistant Engineer A. G. Fowler and H. T. H. Siccama on the 11th February and 31st December respectively, and of Inspector Collins and Fitter Brown on the 27th and the 11th May respectively. There were three deaths to record namely, Assistant Engineer H. Bain on the 6th September; Locomotive Foreman J. Cox on the 4th September; and Engine Driver J. T. Pooley on the 4th April. A year's leave under the Furlough Regulations was granted to Mr. B. C. St. John, Resident Engineer, on the 1st May, and Mr. W. Griffith has since been conducting the duties of that post.

11. The working of the open line resulted in the realization of a revenue of Rupees 7,78,283-15-4; the working expenses amounted to Rupees 4,29,454-5-7, and the net receipts were therefore Rupees 3,48,829-9-9, an increase of about 13 per cent. over those of the previous year.

12. The result was arrived at principally by an increase in the receipts from passenger traffic to the extent of nearly Rupees 22,000, caused by a larger attendance at the Seringham Festival, and by a decrease in expenditure of Rupees 35,787.

13. The receipts from merchandize traffic were not so favourable as those in 1870; the net falling off having amounted to Rupees 22,803. The grain-trade of that year was exceptionally high, in consequence of the better market-prices then ruling. The following figures exhibit the freight received during the last four years for the carriage of the chief items, forming the goods traffic:—

Description.	1868.	1869.	1870.	1871.
	RS.	RS.	RS.	RS.
Grain	86,465	67,298	1,10,713	79,076
Salt	30,350	35,082	36,843	43,514
Granite stones	9,495	21,514	20,281	32,677
Seeds	16,017	14,066	24,973	25,036
Areca-nuts	11,732	13,238	12,970	8,531
Hides	5,648	12,530	12,649	12,625
Tobacco	9,855	10,929	9,558	9,124
Cloth	8,416	10,751	14,942	10,366
Curry-stuffs	4,413	5,007	10,610	10,139
Oil-cake	4,807	4,923	9,295	13,707
Oil and Ghee	7,603	4,016	13,214	12,095

14. The bulk of the goods traffic travelled from west to east; during the year 51,747 tons were conveyed toward the coast; 19,756 tons were worked up-country; a large amount of empty truck mileage had in consequence to be borne.

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15. The decreased expenditure before referred to was principally in the Maintenance Department; a saving (in comparison with the previous year's account) of Rupees 23,000 having been effected, Rupees 18,000 of which occurred under the heading of Maintenance and Renewals of Permanent Way.

16. In the Locomotive Department 2,176 more train-miles were worked, but the expenditure was reduced by Rupees 8,958, the average cost of fuel was further brought down by Rupees 1-7-0 per ton through purchases of coal in this country at a cheap rate.

17. The repairs of engines and to other rolling stock shows an increased cost of upwards of Rupees 12,000; as the stock gets older expenditure on this account necessarily increases.

18. A saving in the Traffic Department of Rupees 6,270 is caused chiefly by no further addition having been made in the stock of tarpaulins, the expenditure under which head amounted to Rupees 3,683 in the previous year and to a reduced consumption of stationery and miscellaneous stores.

19. General charges were increased, Rupees 1,382 by the higher percentage of Home direction and Indian Agency chargeable to the Revenue account.

The special and miscellaneous expenditure shows a reduced outlay of Rupees 6,465. The Imperial Legislature having reduced the Income-tax Rupees 5,688 were saved under the heading of Rates and Taxes excluding season ticket-holders. The number of passengers conveyed during the year was 813,885, being an increase of 30,130 over the number carried during 1870, and making a total since the opening of the line of 5,415,226.

20. No alteration was made in the scale of passenger fares, but the Government of India has suggested the advisability of reducing the 3rd-class passenger fare from 3 Pies to 2 Pies per mile, and this suggestion is now under consideration.

21. On the 6th November a cyclone swept over the eastern portion of the Tanjore District, and caused great damage. The Company's Workshops at Negapatam had portions of the corrugated sheeting blown from the roofs, and the Timber-shed was levelled to the ground. I estimate the cost of repairing these damages will not, however, exceed Rupees 10,000, as part of the material displaced can be again used.

From the Agent and Manager of the Carnatic Railway Company, to the Consulting Engineer for Railways, dated Madras, 21st June 1872, No. 464.

With reference to your letter No. 150 I have the honour to submit the following report of the operations of this Company for the year 1871-72.

2. *Cuddalore Extension.*—During the period under reference the Capital expenditure amounted to Rupees 1,28,773-2-10, which represents the cost of preparing the working survey and plans of the line from Madras to Cuddalore as directed in G. O. No. 910, dated 10th March 1871. The total expenditure on account of preliminary expenses to the 31st March 1872 having amounted to Rupees 2,40,817-6-1.

3. *Line open for Traffic.*—On the open line between Arconum and Conjeveram there have been expended on account of Capital Rupees 300 for additional plant, namely, tarpaulins.

4. I have the pleasure to report that the Revenue account shows results more satisfactory than formerly, there being a profit on the year of Rupees 13,483-13-3.

5. The following is a statement of the receipts and expenditure, namely:—

Receipts.				RS.	A.	P.
Three months ending June 1871...	...	...	...	12,471	5	4
Do. do. September 1871	...	...	...	8,397	15	7
Do. do. December "	...	...	...	7,422	5	0
Do. do. March 1872	...	...	...	7,334	9	3
				35,626	3	2

being an increase of Rupees 1,267-12-11 over the year 1870-71.

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Expenditure.				RS.	A.	P.
Three months ending June 1871 ...	...	...	...	8,446	9	0
Do. do. September 1871	...	...	...	4,855	1	3
Do. do. December "	...	...	...	4,852	10	6
Do. do. March 1872	...	...	...	3,988	1	2
				22,142	5	11

being a decrease of Rupees 15,686-7-3 as compared with the year 1870-71.

6. The increase in receipts and decrease in expenditure show that the line has been worked in 1871-72 at an advantage over the year 1870-71 of Rupees 16,954-4-2.

7. The following are the proportions in which the goods and coaching traffic have contributed respectively to the receipts, namely:—

Coaching.				RS.	A.	P.
Three months ended June 1871	...	...	...	11,856	11	8
Do. do. September 1871	...	...	...	7,733	12	3
Do. do. December "	...	...	...	6,580	7	6
Do. do. March 1872	...	...	...	6,431	7	4
				32,602	6	9
Goods.						
Three months ending June 1871 ...	...	...	...	553	6	4
Do. do. September 1871	...	...	...	623	2	8
Do. do. December "	...	...	...	821	2	2
Do. do. March 1872	...	...	...	851	12	10
				2,849	8	0

and I am of opinion that had it not been for the reduced train-service during the quarter ended March 1872, the results would have been still better.

No. 265. ORDER THEREON, 16th July 1872, No. 1,704.

RAILWAY, No. 62.

ORDERED that these papers be forwarded to the Government of India:—

(Here enter No. 1,705, dated 16th July 1872.)

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. F. R. Bantloman.

Gobt. of {1872} Madras
PUBLIC WORKS.

To

THE CONSULTING ENGINEER
FOR RAILWAYS

Dated July 16th,

Recd.

Encl.

G. O., 16th July 1872, No. 1,701.

JULY
Nos. 264-265

*Reports submitted by the Consulting
Engineer on the operations of the Railway
Companies in this Presidency for 1871-72,
ordered to be forwarded to the Gov-
ernment of India.*

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 16th July 1872.

No. 266.

No. 1,705.

To

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

RAILWAY, No. 63.

SIR,—I am directed by His
Excellency the Governor in Council
to transmit the accompanying letter
from the Consulting Engineer for Railways, giving cover to reports of the Agents
on the operations of the Railway Companies in this Presidency for the year
1871-72.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

Exd F. R. Bantleman.

Govt. of {1872} Mad
PUBLIC WORKS.

To

THE SECRETARY TO THE GOVERNMENT

OF

Dated July 16th.

Recd.

Enc.

G. O., 16th July 1872, No. 1,705.

JULY

No. 266

FORWARDING reports on the operations
of the Railway Companies in the Madras
Presidency for 1871-72.

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE.

No. 333

From

Lieut Colonel J. M. M. Shaw Stewart R.E.

Consulting Engineer for Railways,

To

Colonel L. W. Walker R.E.

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

I have the honour to
submit the reports of the Agents
of the Madras, the Great Southern
of India and the Carnatic Railway
for the official year 1871-72.

The working of the lines
has been entered into already in
the Annual Administrative Report
for the past year, forwarded from
this office with letter No 311, dated
17 June 1872. I have the honour to

Madras
27 June
1872

Sir
Dykes must be sent
Mantlewood R.E.
Cms: Eng for Railways

P. W. 1872 No. 333
Printed for the
1872.

RAILWAY DEPARTMENT.
1872.

From
The Consulting Engineer
for Railways,

To
The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 21st June 1872.
Recd. 21st July.

En: 3. 1)
No. 333

Submits Report for
the Official year 1871-72
of the M. G. and C. R.
of the P. W. D.

No. 1704-1705. 18th July/72

No. 394.

Madras Railway Company,
Agent & Manager's Office,
Madras, 10th June 1872.

From

Robert D. Clinin Esq.
Agent and Manager, M. R. Co.

To

Lieut Colonel J. H. Shaw Stewart, R.E.
Consulting Engineer for Railways.

Sir,

I have the honour to report as
follows for the information of the Government
with reference to the operations of this Company
during the official year 1871-72.

2. No extensions of line took place
during the year.

3. From the 1st of January last
Passengers and Goods have been, with the
concurrence of the Great Indian Peninsula
Company, and the approval of the Government,
booked through between Madras and
Bombay, and the principal stations on
the Madras, Great Indian Peninsula,
East Indian and other Railways in con-
nection therewith.

4. The following Officers and
servants.

servants arrived from England. 7
21

Name	Grade	Date of arrival
------	-------	-----------------

Agent & Managers Department.

A. B. Cluin	Agent & Manager	Returned from furlough - 15 th October 1871.
-------------	-----------------	--

Engineering Department.

H. P. P. Carter	1 st Class Asst Engineer	Returned from sick leave - 18 th November 1871.
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George Webb	Committed Inspector	Returned to duty from leave of absence - 22 nd Nov/71.
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Locomotive Department.

C. C. Boodle	Asst. to Sec. Supt	6 th May 1871.
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W. P. Fisher	Foreman Boiler Smith.	Returned from leave of absence - 5 th October 1871.
--------------	-----------------------	---

Oswald Horrocks	Engine Driver	Re-engaged - 19 th Jan'y 1872.
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5. The undermentioned Committed officers and servants returned to England, resigned the service &c. -

Name	Grade	Remarks
------	-------	---------

Agent & Manager's Department.

A. B. Cluin	Agent & Manager	Proceeded to England on 6 months furlough 15 th April 1871.
-------------	-----------------	---

Name	Grade	Remarks ⁴¹ ₂₃
<u>Engineering Department.</u>		
C. S. Roberts	2 ^d Class asst. Engr.	Proceeded to England on 12 months sick leave - 28 th Sept 1871.
J. H. Faring	Supt. Chief Engineer on Construction -	Proceeded to England on 12 months sick leave - 17 th Oct 1871.
L. Roberts	2 ^d Class asst. Engr.	Resigned the service and returned to England - 11 th Decr 1871.
Edward Johnston	1 st Class asst. Engr.	Engagement term. indicated with 3 months salary and returned to England 26 th January 1872.
George Webb	Contracted Inspector	Proceeded to England on 6 months leave - 23 rd May 1871.
<u>Locomotive Department.</u>		
W. J. Collier	Supt. Loco.	Proceeded to England on one year sick leave - 5 th March 1872.
W. A. Fisher	Foreman Railer Smith	Proceeded to England on 6 months leave - 1 st April 1871.
Thomas Putnam	Engine Driver	Resigned the service and returned to England - 30 April 1871.
John Sumner	Loco. Foreman	Resigned the service - 28 th May 1871.
Peter Watt	Greaser & Fitter	Died from Dysentery 9 th July 1871.
Thomas Sheehan	Engine Driver	Died from the rupture of a blood vessel - 29 th Aug 71.
John Fisher	Foreman Railer Smith	Proceeded to England on medical certificate - 5 th March 72.

Name	Grade	Remarks
Thomas Clark	Asst. Foreman	Proceeded to England on 12 months sick leave - 18 th March 1872.
<u>Traffic Department.</u>		
A. S. Barker	Asst. Gen. Manager	Resigned the service - 20 th July 1871.
J. Sander	Asst. — do —	Returned to England on sick certificate 25 th November 1871. Agreement terminated by the Board.
W. F. Hugo	Dy. Traffic Manager	Engagement terminated by the Board 19 th January 1872.
W. J. Chambers	Asst. — do —	Proceeded to England on one year's sick leave 20 th July 1872.

Rates and Fares.

6. The Passenger Fares and Goods rates were altered to some extent during the year in order to assimilate them with those in force on the Railways with which through booking was introduced on the 1st of January as reported in paragraph 3, and at the same time an increase in the quantity of Luggage to be carried free by 1st, 2^d and 3^d Class Passengers was allowed, and the charges to be made for reserved 1st and 2^d Class Accommodation were revised.

7. The rates for Ice, Fresh and

27/15

Vegetables &c &c were the same as those in operation in 1870-71.

8. The rates for Parcels were slightly altered, as it was determined upon the recommendation of the Traffic Manager to convey small Parcels weighing 2 lbs and under at the following rates irrespective of distances:-

	Rs	as	P.
For 1 th and under	0	6	0
Above 1 th and not exceeding 2 lbs	0	8	0

9. These rates include delivery within four miles of the Station and came into force on the 1st of January.

10. The undermentioned special rates were introduced during the year.

1st May 1871 - Stores purchased in the interior on behalf of the Madras Railway Co-operative Society at 6 pice per ton per mile.

1st ——— Do ——— Piece goods (country packed) at Rs. 40.12.0 per ton the 4th class rate between Madras and Krishnapoly.

1st ——— Do ——— Wheat in consignments of not less than 8 tons, at owner's risk at Rs 20 per ton between Bellary and Bangalore.

29 8
17

8th May 1871. Green seeds, Beans, Country
Cumbos, Cholam and other
articles at the following rates.
For distances of 200 and less
than 300 Miles 8 pias per ton per mile.
For distances of 300 Miles and
upwards 6½ pias per ton per mile.

15th — 80 — Rice and paddy at 8 pias per ton
per mile from Sholinghur to
Machras.

9th June 1871. Wheat at Rs. 1.1.0 per Bag (equi-
valent to 6½ pias per ton per mile)
at owner's risk and in consequ-
ments of not less than 100 Bags
from Meerapore to Bangalore.

9th — 80 — Wheat at Rs. 1.3.0 per Bag (equi-
valent to 14 pias per ton per mile
instead of the ordinary rate of
18 pias per ton per mile) at owner's
risk and in consequences of not
less than 100 Bags from Bangalore
to Machras.

16th — 80 — Bottles (empty returned) at
owner's risk at 3 annas per
wagon per mile for distances of
50 Miles and upwards, the loading
and unloading to be done by
the Owner.

21st June 1871. 60 Horses from Raichore to Bangalore
at a lump payment of Rs. 1000. 19

21st — do Hay and Straw weighing 10 cwt and
under at the rates sanctioned for
pressed, half pressed and loose
Cotton on the Madras and Great
Southern of India Railways.

27th — do Revised scale of rates for Cotton. vizt.
A. Cotton pressed to 10 lbs per cubic foot 28 pice per ton per mile.
B. — do — to 15 — — — 22 — — — —
C. — do — to 19 — — — 19 — — — —
D. — do — to 25 — — — 16 — — — —
E. — do — to 35 — — — 14 — — — —
Loose Cotton — — — — 12 — — — —

17th July 1871. Staves belonging to the Great
Southern Company from Madras
to Kerpattam at 1 anna per ton
per mile.

3rd Aug 1871. Firewood from Coimbatore to Bangalore
at 4 pice per ton per mile.

15th — do Sheet Iron between Madras and
stations on the Great Southern
of India Railway at 8 pice per ton
per mile.

16th — do Sugar seeds, Ayalas, Bags or
gunnies returned and other articles
at 10 pice per ton per mile to and

from Madras and Arcot, Bellone,
 Jorattur, Chailputty, Ambur &
 Vairambady, and Tripatore.

17th Aug. 1871. Short timber not exceeding 15 feet
 in length from Bangalore and Madras
 to Ranchore at 10 pice per ton per mile.

17th ~~do~~ Salt between Madras and Coimbatore
 at 6 pice per ton per mile equivalent
 to a through rate of one anna and
 2 pice per hundred.

17th ~~do~~ Sugar seeds, Cholas, &c &c,
 between Madras and Coimbatore
 at 8 pice per ton per mile equivalent
 to a through rate of one anna
 and 6 pice per hundred.

17th ~~do~~ Piece goods and twist between
 Madras and Coimbatore at
 16 pice per ton per mile equivalent
 to a through rate of three annas
 per hundred.

31st ~~do~~ Redwood from stations on the
 North West. Line to Madras and
 Bamboos from Ambur and
 Vairambady to Madras at 10 pice
 per ton per mile subject to a mini-
 mum charge of 11 tons per wagon.

31st ~~do~~ Gingely and other seeds from

Bellary to Chaddas at 9 pies per 100
 Chaddas in consignments of not
 less than 4 tons.

31st Aug 1871. Rank for tanning at 1st class on
 12 pies per ton per mile from stations
 on the Bangalore Branch; from
 stations between Bellary and Salem
 (both inclusive) and from all
 stations on the North West. Line
 to Chaddas subject to a minimum
 charge of 4 tons for each wagon.

4th Sept 1871. Petel & but in the case of traffic
 forwarded from all stations on the
 North West Line north of Mountetah
 at 2nd class or 14 pies per ton per mile.

7th — 20 — 100 tons groundnut Oil from
 Arcot to Bellary at 1st class rate.

7th — 20 — 400 Bales of Rice food's press
 packed from Bellary to Arcot
 at 19 pies per ton per mile.

20th — 20 — Materials for setting up a Cotton
 press (the property of Messrs Dywida & Co)
 from Chaddas to Bangalore at Rs 18
 per ton.

25th — 20 — Bamboos consigned to Bangalore
 from any station between Bellary
 and Mysore at 10 pies per ton

37

per mile subject to a minimum charge of $3\frac{1}{2}$ tons for a waggon.

16th October 1871. Sandal wood from Stations on the Bangalore Branch in consignments of not less than 6 tons and for distances of not less than 300 miles at 10 pice per ton per mile.

16th — do — Sandal wood in billets at 3^d instead of 4th Class rate.

16th — do — Sandal wood roots, Bark and chips at 2^d instead of 3^d Class rate.

25th — do — Ammunition and Combustibles from Bangalore to Bellary on account of the Ordnance Department at Rs. 64. 8. 0 per ton and stores at Rs 30 per ton.

3^d Nov 1871. Wood work the property of Messrs. Jay Sobraim & Co. having 16th from Channarayana and Palghat to Colar Road and Bangalore at 1 anna per ton per mile in waggon loads of not less than 6 tons.

11th — do — Poultry in hampers and fruit from Arcot to Bangalore at the rice and vegetable instead of at the parcel rates.

18th Nov 1871. Sandal wood to and from all stations in billets at third class and sandal wood roots, bark and chips at 2nd class rate.

27th — 18th — Cloth (Country Common) from Yerragoulam. Koudapooram, Tadpatri and Royalcherry to Bellary at the 2nd instead of the 3rd class rate of the goods classification.

27th — 18th — 900 tons of Red wood (the property of Messrs. Dymally & Co.) from Coonor and Balapully to Chidambaram at 9 pice per ton per mile.

18th Dec 1871 Coconut Oil and Cocoanuts from Tanjore to Raichoor at 10 pice per ton per mile in waggon loads of not less than 6 tons.

27th — 18th — Dye roots from Kapatnam to Pothoor at the 1st class rate or 12 pice per ton per mile in waggon loads of not less than 6 tons.

8th Jan 1872 Coffee for distances of 300 miles and upwards at the 2nd instead of the 3rd class rate.

25th — 18th — Stone pebbles from Salem to

41 141

alladras at Rs 10 per ton in consign-
ments of not less than 5 tons. 29

15th Feb 1872 - Selected specimens of works of art
intended for the International
Exhibition to be held at South
Hemington in 1872 at half the
ordinary rates.

8th March 1872 - Coconut Oil and Coconuts
at 10 pice per ton per mile for all
consignments covered over the
Company's line.

11th — 18th — Potatoes at 8 and 6¹/₂ pice per ton
per mile for distances of 200 and 300
miles respectively.

25th — 18th — Sheep, between alladras and
Bangalore at 1 anna and 6 pice
per wagon per mile for wagon
loads of 50 in number.

11. I think we may fairly assume
that to the introduction of these reduced
charges is due in no small measure the
substantial increase which appears in our
Traffic receipts.

South West Line.

12. The average cost of maintaining
the South West Line and Bangalore Branch
including renewals with P.O. sleepers amounted

43 15
to Rs. 110. 13. 3 per mile per mensem as compared with Rs. 110 per mile in 1870-71. 31

13. The Permanent Way Earthwork, 2.
has been maintained in a satisfactory condition during the year.

14. Eight chains of embankment at the 29th mile (between Somanoor and Pambatene) were washed away by a flood owing to the breaching of the bund of a former tank in close proximity to the line of railway on the night of the 15th November last. Full particulars of this occurrence were furnished to you in my letter No 714 dated the 27th November 1871. 39

15. The Bridges generally throughout the South West line were kept in a substantial state of repair. 2

16. The provision of hand railing to girder Bridges in accordance with the orders of Government, was completed during the year.

17. Very great progress was also made towards providing such Bridges as require protection with curtain walls and floorings, and the Chief Engineer anticipates that there will be no further need for expenditure under this head after the next monsoon.

45-10
31
18. The Fencing was properly upheld throughout the line. Stone walling having been substituted for the vegetable fence wherever the latter was found to fail.

19. The Station Buildings &c &c were maintained in a sound and substantial state of repair.

20. The Works at the New Central station progressed satisfactorily, and are now so far completed that as far as the station itself is concerned it may be used for traffic at once. The questions however of lighting the building with gas, the water arrangements and doubling the line from the Salt Cotons junction render it necessary that the opening shall be postponed for the present.

Kilgobry Branch Line.

21. Great progress was made with the works on this branch, but it is feared that some delay will be occasioned in consequence of the anticipated late arrival of the new work, which as we are at present advised, will not be despatched from England until September next.

North West Line.

22. The maintenance of this line cost Rs. 145 per mile per annum as compared with Rs. 69 per mile in 1870-71. This increase

47 1/2
is owing to the large sums expended upon
protective works to Bridges, and upon the
restoration of the Cheyenne Bridge - the
expenses in connection with the last mentioned
work having been charged to Revenue, subject
to adjustment hereafter.

23. The Permanent Way, Earthwork,
Station Buildings, &c &c were all maintained
in good working order.

24. The Fencing was also well
maintained throughout the Line.

25. The Bridges were kept up in a
substantial state of repair.

26. The gap in the Cheyenne Bridge
was repaired with screw Piles, and with some
of the piers which were intended for the
Hugger Bridge and were fortunately avail-
able, and the bridge as restored was re-
opened for traffic on the 15th June last.

present with
345 dated
May 1872

Sanctioned
in P.O. of 68
dated 10th Jan'y
1872

27. It will be seen from the Deputy
Chief Engineer's Report for the last quarter,
that the materials for the new Bridge over
the Cheyenne are now being collected, and
that some of the foundations have been
excavated.

28. The Bridge at the Hugger,
I learn from the Chief Engineer, cannot

he proceeded with until the arrival of the 27th of 8
Iron Cylinders from England.

29. Satisfactory progress was made
during the year in this line; as on the South
West in providing certain walls and floor-
ings to such Bridges as need protection.

30. There was a slight interruption
to traffic in Inner East, arising out of the
damage done by flood to a double 30 feet
Bridge at the 288th mile Bellary Branch.
The Chief Engineer considered it necessary
to increase the waterway of this Bridge, and
an estimate of the cost of the work was sub-
mitted by me and has been sanctioned by
the Government.

Electric Telegraph.

31. The Telegraph line was worked
most satisfactorily during the year, both as
regards the small number of interruptions
and the low cost of maintenance.

32. The Accounts for the Official
Year 1871-72 called for in your letter
p. 247 dated the 11th April last were forward-
ed to you on the 4th instant with my letter
p. 376.

I have the honour to be,
Sir,
Your most obedient servant
J. H. Wilson
Agent and Manager

Carnatic Railway Co^o/S^d/57
Agent & Manager's Office. 39
Madras 21 June 1872.

N^o 464

From J. J. Fisher Esq^r
Agent & Manager
Camden Railway Co.

To
Lieut. Col. J. H. M. Shaw Stewart R.E.
Bans. Engr. for Railways.
Madras.

Sir, With reference to your letter No. 150. I have the honor to submit the following report of the operations of this Company for the year 1871-72.

1871-72.
2. Buddalore extension. During the period under reference the Capital Expenditure amounted to Rs. 128,773. 2. 10. which represents the cost of preparing the working survey and plans of the line from Madras to Buddalore as directed in G. O. N^o 910. dated 10 March 1871. The total expenditure on account of Preliminary expenses to the 31st March 1872. having amounted to Rs. 240,817. 6. 1.

3. Line open for Traffic. On the open line between Arconim & Conyevaram there have been expended on account of Capital Rs. 300. for additional plant viz. Tarpanlines.

4. I have the pleasure to report that the Revenue Account shews results more satisfactory than formerly, there being a profit on the year of Rs 13,483. 13 " 3.

5.

P. Nr. 3188/72.

4. 2204 G.
 The Agent and Manager
 H. P. Conduff
 4.
 Some business
 for Packings
 dated 10.12.78
 Recd 10.12.78
 Rs. 1039/4

Reporting upon the
operations of the branch
during the fiscal year
1871/72

5. The following is a statement of the receipts, and expenditure, viz.

<u>Receipts</u>	Rs.	a.	p.
3 Months ending June 1871.	12471.	5.	4.
do do Sept. 1871	8397.	15.	7.
do do Decr. 1871	7422.	5.	0.
do do March 1872	7334.	9.	3.
	<u>Rs 35626.</u>	<u>3.</u>	<u>2.</u>

being an increase of Rs 1267. 12. 11 over the year 1870-71.

<u>Expenditure</u>	Rs.	a.	p.
3 Months ending June 1871.	8446.	9.	0.
do do Sept. 1871	4855.	1.	3.
do do Decr. 1871	4852.	10.	6.
do do March 1872	3988.	1.	2.
	<u>22142.</u>	<u>5.</u>	<u>11.</u>

being a decrease of Rs 15,686. 7. 3. as compared with the year 1870-71.

6. The increased in receipts and decrease in expenditure shew that the line has been worked in 1871-72 at an advantage over the year 1870-71 of Rs 16,954. 4. 2.

7. The following are the proportions in which the goods & coaching traffic have contributed respectively to the receipts viz.

<u>Coaching</u>	Rs.	a.	p.
3 Months ended June 1871.	11856.	11.	8.
do do Sept. 1871	7733.	12.	3.
do do Decr. 1871	6580.	7.	6.
do do March 1872	6431.	7.	4.
	<u>32602.</u>	<u>6.</u>	<u>9.</u>

Goods

<u>Goods</u>			
3 Months ending June 1871.	553.	6.	4.
do do Sept. 1871	623.	2.	8.
do do Decr. 1871	821.	2.	2.
do do March 1872.	851.	12.	10.
	<u>2849.</u>	<u>8.</u>	<u>0.</u>

and I am of opinion that had it not been for the reduced train service during the quarter ended March 1872. the results would have been still better.

I have the honor to be.

Sir.
Your Obedt. Servant.

J. J. Fisher
Agent & Manager.

57 3812. 1872

etc.

P. W. Dept.
 No. 1704
 Proceedings of the Madras Govt.
 Read the following:

From the (Conf. Eng. for
 Railways) H. R. No. 333 of 27 June 72

Ordered that these
 papers be forwarded to
 the Government of India

To the Engineer
 Despatch 22/7/72

H. C. N. 470 self
 1705
 To The Secretary to the
 Government of India
 Sir.

I am directed by His
 Excellency the Governor in
 Council to transmit the
 accompanying letter from
 the Consulting Engineer for
 Railways giving cover to
 Reports

P. W. 3188/72.
 Secy. to Govt. of India

From
 the report of the
 Committee of Enquiry, &c.
 to the Consulting Engineer for
 Railways
 Dated 21st June 1872
 Dec. 22.
 Report in the operations
 of the R. during the
 fiscal year 1871/72

Reports of the Agents on
the operations of the Railway
Companies in this Presidency
for the year 1871/72.

G.M.M.

C/-3/88

Govt. of (1872) Madras.

PUBLIC WORKS.

To The Consulting Engineer
for Railways

And
To The Secretary to the
Govt of India

Dated

Recd.

Encl. 2

G. O. 16th July 1872. 1704.
1705.

Nos 264-265 & 266

Reports, submitted by the
Engineers, on the operations
of the Railway Companies
in this Presidency for
1871/72 ordered to be
forwarded to the Govt.
of India.

Forwarding Reports
on the operations of the
Railway Companies in the
Presidencies for 1871/72.

Dispt 22/7/72 with 35

C/-d of Engrs 1704 of 1872