M.R.O. 1—77,006—8-6-31.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2450-2451 Press / Mis.
310-318.

Dated 18-10- 1892.

Not to be folded or roughly handled

No. 310. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 12th September 1872, No. 489:—

In their Order dated the 28th June 1872, No. 1,575, the Government approved of a rate of 4 pies per ton mile for the carriage of construction stores on the Railways in this Presidency being brought into operation from the 1st July 1872, and in their Secretary's letter* dated the 24th July 1872, the Government of India signified their approval of the rate in question. The Agents of the Madras and the Great Southern of India Railways have addressed me with reference to that order, and I have now the honour to submit their letters on the subject for the consideration of Government.

* No. 1,150 G. R.—*Vide* G. O., 21st August 1872, No. 1,990.

2. The enclosed correspondence with the Agent of the Madras Railway will show that the Directors of that Company are prepared to accept the reduced rate of 4 pies per ton per mile provided their Agent is satisfied that no actual loss will thereby be incurred. Mr. Elwin states that, after careful consideration of the subject with the Traffic Manager, he is convinced that an arbitrary rate of 4 pies per ton mile cannot be introduced without loss to the Company's revenue, unless it is supplemented with a condition as to a minimum load for each truck employed in the conveyance of construction material; and, as a load of $6\frac{3}{4}$ tons was taken as the basis of the calculations made in this office, he suggests, for the consideration of Government, that that shall be fixed as the minimum load.

From Agent, No. 619, 29th August 1872.
To " " 700, 30th " "
From " " 641, 4th Sept. "

3. Mr. Elwin quotes from the Traffic Manager an exceptional case in which a derrick pole, weighing 16 cwt., was sent from Ranighore to Coimbatore upon two timber trucks, and shows that in that case nothing under a charge of 3 tons per truck, instead of 8 cwt., would have covered the cost to the Traffic Department. Mr Church supplements this case with further calculations of special loads, which he says "will show that nothing less than a minimum of 6 tons per wagon, or a progressive scale, which would be very tedious in practice, will carry out the object which the Consulting Engineer has in view, namely an equitable charge for the conveyance of materials."

4. It cannot be denied that, in such exceptional cases as that quoted by the Traffic Manager, the 4 pies' rate, without some condition as to minimum load, will tell unduly against the Traffic Department; and I am prepared to recommend that, if the Government are pleased to approve of the condition, the 4 pies' rate shall continue in force, subject to a minimum load of 6 tons per wagon, or 2 annas per mile. It would of course rest with the Engineering authorities so to arrange their consignments that, as far as possible, the load upon every wagon containing construction stores should reach the fixed minimum.

5. The Agent of the Great Southern of India Railway, in the letter* which I have the honour to submit, states that his instructions from his Directors are that the rates to be fixed for the conveyance of Railway material shall be such as will ensure that no loss accrues therefrom to Revenue. Mr. Betts proceeds to

* No. 4,630, 8th August 1872.

observe that the calculations on which the 4 pies' rate was based do not include the cost of the fixed establishments required to work the traffic, and as he is of opinion that loss must therefore accrue to Revenue, he requests that his Directors may have an opportunity of considering the proposal before it is put in force.

6. With reference to this it must be observed that the cost of all fixed establishments was purposely excluded from the calculations in accordance with a suggestion* to that effect from the Government of India; and I can see no valid reason for dealing otherwise with them when the object in view is to fix as nearly as possible the actual cost entailed upon the Company for the conveyance of their construction material. It is impossible to arrive exactly at this actual cost, and any rate that may be named must be at best an approximation; but the calculations made in this office showed that on the Great Southern of India Railway the cost of hauling a ton of materials one mile is 2·835 pies, and I submit that the rate approved of by Government, namely 4 pies per ton per mile, is sufficiently liberal to cover all possible contingencies, and to leave a not inconsiderable profit. I certainly see no reason to recommend any alteration in the rate, with the exception that the condition as to the minimum load of six tons, if approved of by Government in the case of the Madras Railway, may be brought into force on the Great Southern Railway also.

* G. O., No. 1,273, dated 14th May 1872.

7. In the latter part of his letter Mr. Betts alludes to my having used the expressions "from Negapatam" and "to Negapatam" in explanation of the words "up" and "down" on the Great Southern of India Railway. Those expressions were used in the same way in which I might define the words "up" and "down" on an English Railway to mean "to London" and "from London," reference being made only to the direction travelled. It would probably have been more correct to have defined "up" as being towards Erode and "down" towards Negapatam; but I do not understand that, in their Order of the 28th June 1872, the Government were in any measure misled by the slight inaccuracy in my definition of those terms.

8. With reference to his request that the four pies' rate should not be put in force until his Directors have had an opportunity of considering the proposal, I have informed Mr. Betts that the rate in question came into force, under the orders of Government, from the 1st July 1872, and that until those orders are cancelled or modified it must be held to remain in force.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 29th August 1872, No. 619.

In continuation of my letter No. 351 of the 27th of May last, I have the honour to enclose, for submission to His Excellency the Governor in Council, a copy of paragraph 18 of the Secretary's letter No. 495, dated the 19th of July 1872, in which the views of my Directors are expressed with regard to the proposed rate for the carriage of materials to be used on construction.

2. The Directors, while they do not assent to the arguments contained in the letter of the Officiating Secretary to the Government of India, embodied in the Proceedings of the Madras Government of the 14th of May 1872, authorize me to agree to the proposed exceptional rate of four pies per ton per mile if I am satisfied that the reduction can be effected without incurring actual loss.

3. I have very carefully considered the subject with the Traffic Manager, and am convinced that an arbitrary rate of four pies per ton per mile cannot be introduced without absolute loss to the Company's revenue. Supplemented, however, with a condition as to a minimum charge or a minimum load, I shall be prepared to recommend the Directors to agree to the four pies' rate as an experimental measure, and as a load of 6¾ tons has been taken as the basis of the calculations which have been made, I have the honour to suggest, for the consideration of the Government, that that shall be fixed as the minimum load.

4. That a minimum load or charge is necessary will, I think, be admitted from the following, which I quote from a letter* addressed to me by the Traffic Manager:—

* No. C. $\frac{1}{75}$, dated 27th August 1872.

"On the 15th June last the Traffic Department was requested by the Engineering Department, in the usual course of business, to convey a 'derrick pole' 35 feet long from Raichore to Coimbatore. The weight of the derrick pole was only 16 cwt., but in consequence of its length, two wagons were required for its conveyance. It is scarcely necessary to observe that the 'derrick pole' could not be loaded with ordinary goods traffic, and that the two timber trucks upon which it was loaded must either have been detained until other similar traffic presented itself to make up a full load (a very remote contingency) or dispatched to their destination with a load of 8 cwt. per wagon.

"The latter course was pursued, and, in accordance with the Company's classification of goods, a charge of three tons per wagon was made. The Chief Engineer objects to the manner in which the charge is arrived at on the grounds that, under the ruling of Government, the actual weight of material only can be charged for.

"If this be the spirit of the order, the derrick pole can only be conveyed at an actual loss as shown by the following figures:—

Weight of two wagons	10·650 tons	
,, load	0·80 ,,	
Gross load ...	11·450 × 2 pies = 22 900 pies per mile	

or the actual cost of haulage.

"On the other hand, the net load, ton ·80 × 4 = 3 20 pies per mile, or an actual loss of 19·70 pies per mile and of Rupees 58·22 from Raichore to Coimbatore.

"The charge made by this department, namely 3 tons per wagon, would seem from the following figures to have been the correct one:—

	Pies.
6 Tons × 4 pies = ...	... 24 per mile.
Less actual cost	... 22 900 ,,
Margin for contingencies ...	1·100 ,,

"In the course of practical working similar instances will no doubt crop up, and I shall be glad to know how they are to be met."

5. I shall be glad to be favoured with the orders of the Government upon this subject as early as possible.

Extract from a letter from the Secretary of the Madras Railway Company, No. 495, dated London, 19th July 1872.

Rate for carriage of material used in construction.

PARAGRAPH 18.—Referring to paragraphs 19 to 21 of 1,004, the Board cannot give their assent to the arguments contained in the letter of the Officiating Deputy Secretary to the Government of India embodied in the Proceedings of the Madras Government of the 14th May 1872. They consider it the duty of their officers to charge the market price for all work done by the Railway according to rates which are established for goods without exception in their several classes. If the construction work were being done by a contractor, no one would think of charging him less than the fair rate at the expense of the proprietors, and to do so under any circumstances is to

improve the Company's property out of its proper income. In spite of these views, however, as the Board have every desire to further the wishes of the Government of India on this occasion, they authorize you to agree to the proposed exceptional rate of four pies per ton per mile to be charged for materials used in the construction of their own Railway if you are satisfied that the reduction may be effected without incurring actual loss.

From the Consulting Engineer for Railways, to the Agent and Manager of the Madras Railway Company, dated Madras, 30th August 1872, No. 700.

In acknowledging receipt of your letter dated the 29th instant, No. 619, I have the honour to observe that the load of 6¾ tons, to which you allude as having been the basis of the calculations made of the cost of carrying construction materials, was taken as an *average* load; and if a *minimum* load is to be fixed I do not think it would be correct to take the amount of that average load for the purpose.

2. Even in the exceptional case referred to by the Traffic Manager, and quoted in paragraph 4 of your letter under acknowledgment, Mr. Church states that "the charge made by this department, namely 3 tons per wagon, would seem from the following figures to have been the correct one :—

"6 tons × 4 pies =	pies 24·000	per mile.
Less actual cost =	,, 22·900	,,
Margin for contingenices =	,, 1·100	per mile."

3. I have the honour to suggest, for your consideration, whether it would not be more correct to name 3 tons as the minimum load for a wagon.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 4th September 1872, No. 641.

With reference to your letter No. 700 of the 30th ultimo, I have the honour to enclose, for the information of Government, a copy of the Traffic Manager's letter No. C/554-416 of the 2nd instant.

2. I am still of the opinion which I expressed in my letter No. 619 of the 29th ultimo, namely that if the rate of 4 pies per ton per mile be adopted for the conveyance of materials to be used on construction, it would be necessary to fix 6¾ tons as the minimum load.

3. In order to enable me to communicate with my Board upon the subject, I shall be glad to be favoured with the orders of Government as early as possible.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 2nd September 1872, No. C/554-416.

Materials for Construction.

Consulting Engineer's letter No. 700 of the 30th August.

A minimum load of 3 tons per wagon would scarcely meet the object of the Consulting Engineer, for although in the particular case instanced a minimum of 3 tons would have met the actual cost of haulage, on the basis put forward, and left a small margin for contingencies, it must be borne in mind that any increase of weight in the paying load would increase the actual cost of haulage, and would, therefore, necessitate a higher minimum wagon charge ; for instance, supposing the weight of the derrick pole had been 3 tons instead of 16 cwt., the cost of haulage would have been—

	Tons.
Weight of wagons	10·650
,, of load	3·000

Gross weight 13·650 × 2 pies = 27·3 pies per mile,

actual cost of haulage, and to meet this cost and leave even a small margin for contingencies a minimum load of 3½ tons per wagon at least would be necessary, thus—

7 Tons × 4 pies =	28· pies.
Less actual cost	27·3
Margin	0·7 pies per mile.

2. In the same way the following illustrations will show that nothing less than a minimum of 6 tons per wagon, or a progressive scale, which would be very tedious in practice, will carry out the object which the Consulting Engineer has in view, namely an equitable charge for the conveyance of materials.

(*a*).—In the case of a wagon carrying one ton net, the minimum should be 3½ tons.
(*b*).—A wagon carrying 2 tons net, a minimum of 4 tons.
(*c*).—Do. do. 3 do. do. 4½ do.
(*d*).—Do. do. 4 do. do. 5 do.
(*e*).—Do. do. 5 do. do. 5½ do.
(*f*).—Do. do. 6 do. at 4 pies per ton per mile would pay the cost of haulage.

3. A result seems to adapt itself to an average load of 6¾ tons, the basis apparently adopted by the Consulting Engineer in making his calculations.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 5th August 1872, No. 4,630.

Your letter No. 265 of the 10th ultimo.

The instructions I have received from my Directors are that the rates to be agreed upon for the conveyance of Railway materials are to be such as while not unduly burdening Capital will ensure that no loss accrues to Revenue from the carriage of the materials.

2. The figures upon which you base the rate of 4 pies per mile do not include the cost of the fixed establishments required to work the traffic, and I consider, therefore, that loss must accrue to Revenue in adopting that rate. I trust that Government will not object to my Directors considering the proposal which has been made before it is put in force.

3. In your letter to Government No. 302 of the 12th June last, you say (paragraph 6), "a reference to the foregoing figures will show that the high-sided and low-sided open trucks are very largely used in the conveyance of merchandise to Negapatam."

4. The mileage referred to (taking the first half-year only) is—

High-sided open	Loaded	154,492
	Empty	7,423
Low-sided open	Loaded	39,605
	Empty	7,947

Now these figures do *not* represent the mileage of open trucks to Negapatam. They represent the total mileage of empty vehicles running eastward to *every station on the line*. An extremely small proportion of these trucks arrive at Negapatam, nearly the whole of the traffic worked into this station being conveyed in covered vehicles.

5. Again, the mileage of empty open vehicles you show as running "up" (describing "up" as "'up" is from Negapatam') is—

High-sided open	143,769
Low-sided open	37,755

I must explain that these figures do *not* represent the empty open vehicle mileage *from Negapatam*—(from the remarks in the Government order (see latter part of paragraph 4) it appears that Government so understood them)—but the mileage performed by such vehicles *from every station on the line* in a westward direction.

6. The figures would include, for instance, the empty return mileage of the daily laterite train between Tanjore and Needamungalum. No advantage could be taken of such wagons in forwarding construction materials from Negapatam.

7. Again, the figures include the mileage of all trucks belonging to the Madras Railway Company, which have to be returned empty to Erode from Trichinopoly, Tanjore, and all other

stations besides Negapatam. These trucks cannot be used for the conveyance of railway material from Negapatam to Trichinopoly ; even if the Madras Railway Company consented to such wagons as are returned empty from Negapatam, being so used we should have to pay mileage and demurrage for them.

8. The mileage of empty open trucks from Negapatam during the half-year in question was only 32,210, of which 11,166 miles represent Madras vehicles.

No. 311. ORDER THEREON, 18th October 1872, No. 2,450.

RAILWAY, No. 45.

IN the Orders of the 28th June 1872, No. 1,575, the Government after full discussion finally approved a rate of 4 pies per ton mile for the conveyance of construction material on open lines of Railway in this Presidency, and in their letter No. 1,150-G.R., dated 24th July 1872, the Government of India communicated their approval to the rate fixed and to the orders which had been passed on the subject.

2. With the letter read at the head of these Proceedings the Consulting Engineer submits further correspondence which has passed, from which it is observed that under opinions expressed by the Madras Railway Board the Agent of the Company again brings the matter forward, intimating his willingness to accept the 4-pie rate provided a minimum load of $6\frac{2}{4}$ tons for each truck employed in the conveyance of the material be allowed. Mr. Elwin considers that nothing short of this will secure the Company from loss. In elucidation of these views an exceptional case is adduced in which a derrick pole weighing only 16 cwt. had to be carried for the Engineering Department on two trucks from Raichore to Coimbatore, and calculations are made by the Traffic Manager designed to show that a minimum load of six tons or a progressive scale of charges will be necessary to obtain an equitable rate.

3. His Excellency the Governor in Council observes that, as remarked by the Consulting Engineer, whatever rate may be adopted it can only be regarded as an approximation ; and as the calculations which have been carefully elaborated by Lieutenant-Colonel Shaw-Stewart in the note recorded with G. O., No. 1,575, dated 28th June 1872, clearly show that the actual cost of the carriage of construction materials does not exceed 3·78 pies per ton mile on the Madras Railway and 2·835 pies on the Great Southern of India Railway, the Governor in Council must adhere to the opinion that the rate of 4 pies which has been allowed is ample for the latter line and ordinarily sufficient to cover expenses on the former. In order, however, to meet exceptional cases His Excellency in Council is willing to concede the condition recommended by the Consulting Engineer, namely that the 4 pies' rate be subject to a minimum load of 6 tons per wagon or 2 annas per mile, and resolves to submit the proposals now made for any further orders which the Government of India may consider necessary. Meanwhile the instructions already issued will be carried out.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

Proceedings of the Madras Government, Public Works Department,
18th October 1872.

No. 312. (DOCKET No. 2,451, dated 18th October 1872.)

COPY of the above forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.

RAILWAY DEPARTMENT. CONSULTING ENGINEER'S OFFICE.

No. 489

From Lieutt. Colonel J. H. A. Shaw Stewart R.E.
Consulting Engineer for Railways,

To Colonel G. W. Walker R.E.
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

In their order dated the 28th June 1872, No 1575, the Government approved of a rate of 4 pies per ton mile for the carriage of construction stores on the railways in this Presidency being brought into operation from the 1st July 1872, and in their Secretary's letter* dated the 24th July 1872, the Government of India signified their approval of the rate in question. The Agents of the Madras and the Great

* No 1150. G.R. Vide G.O. 21st August 1872. No 1990.

Great Southern of India Railways have addressed me with reference to that order, and I have now the honour to submit their letters on the subject for the consideration of Government.

2. The enclosed correspondence with the Agent of the Madras Railway will show that the Directors of that Company are prepared to accept the reduced rate of 4 pies per ton per mile, provided their Agent is satisfied that no actual loss will thereby be incurred. Mr. Elwin states that, after careful consideration of the subject with the Traffic Manager, he is

convinced

× From Agent M. & S.M. Ry. No. 619-29 August 1892.
To Govt. of India, Public Works Dept. No. 641-6 September 1892.

convinced that an arbitrary rate of 4 pies per ton per mile cannot be introduced without loss to the Company's revenue, unless it is supplemented with a condition as to a minimum load for each truck employed in the conveyance of construction material: and, as a load of 6 3/4 tons was taken as the basis of the calculations made in this Office, he suggests for the consideration of Government that that shall be fixed as the minimum load.

3. Mr. Elwin quotes from the Traffic Manager an exceptional case in which a derrick pole, weighing 16 cwt, was sent

sent from Raichore to Coimbatore upon two timber trucks, and shows that in that case nothing under a charge of 3 tons per truck, instead of 8 cwt, would have covered the cost to the Traffic department. Mr Church supplements this case with further calculations of special loads which he says "will show "that nothing less than a minimum "of 6 tons per wagon, or a progressive "scale, which would be very tedious "in practice, will carry out the "object which the Consulting "Engineer has in view, viz: an "equitable charge for the conveyance of

"of materials."

4. It cannot be denied that, in such exceptional cases as that quoted by the Traffic Manager, the 4 pies rate without some condition as to minimum load, will tell undue against the Traffic department; and I am prepared to recommend that, if the Government are pleased to approve of the condition the 4 pies rate shall continue in force, subject to a minimum load of 6 tons per wagon, or 2 annas per mile. It would of course rest with the Engineering Authorities so to arrange their consignments, that, as far as possible, the

the load upon every wagon containing construction stores should reach the fixed minimum.

5. The Agent of the Great Southern of India Railway, in the letter[x] which I have the honour to submit, states that his instructions from his Directors are that the rates to be fixed for the conveyance of railway material shall be such as will ensure that no loss accrues therefrom to Revenue. Mr Betts proceeds to observe that the calculations on which the 4 pies rate was based do not include the cost of the fixed establishments required to work the traffic, and as he is of opinion that loss must therefore accrue to Revenue, he requests that his Directors may have an opportunity of considering the proposals, before it is put in force.

[x] No 4630 8th August 1872.

6. With reference to this it must be observed that the cost of all fixed establishments was purposely excluded from the calculations, in accordance with a suggestion[x] to that effect from the Government of India; and I can see no valid reason for dealing otherwise with them when the object in view is to fix as nearly as possible the actual cost entailed upon

[x] G. O. No 1273, dated 14th May 1872.

upon the Company for the conveyance
of their construction material.
It is impossible to arrive exactly
at the actual costs, and any rate
that may be named must be at
best an approximation; but
the calculations made in this Office
show that on the Great Southern
of India Railway the cost of hauling
a ton of materials over mile is
2·835 pies, and I submit that
the rate approved of by Govern-
ment, namely 4 pies per ton per
mile, is sufficiently liberal to
cover all possible contingencies,
and to leave a not inconsiderable
profit. I certainly see no reason

to

to recommend any alteration
the rate; with the exception th
the condition as to the minimum
load of 6 tons, if approved of
by Government in the case of the
Madras Railway, may be brought
into force on the Great Southern
Railway also.

7. In the latter part
of his letter Mr. Betts alludes
to my having used the expressions
"from Negapatam" and "to Negapatam"
in explanation of the words "up"
and "down" on the Great Southern
of India Railway. Those expressions
were used in the same way in which
I might define the words "up" and
"down"

"down" on an English railway to mean "to London" and "from London"; reference being made only to the direction travelled. It would probably have been more correct to have defined "up" as being towards Erode, and "down", towards Negapatam; but I do not understand that in their order of the 28th June 1872 the Government were in any measure misled by the slight inaccuracy in my definition of those terms.

With reference to his request that the 4 ½ rate should not be put in force until his Directors have had an

opportunity of considering the proposal, I have informed Mr. Betts that the rate in question came into force, under the orders of Government, from the 1st July 1872, and that until those orders are cancelled or modified, it must be held to remain in force.

I have the honour to be
Sir,
Your most obedient Servant
Wm Mercer Lewitt Colls &c.
Cons: Engineer for Railways

Madras
12th September
1872

No. 619.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 29th August 1872.

From

Robert B. Elwin Esqr

Agent and Manager of the M. R. Co.

To

Lt Col J. Hell. Shaw Stewart, R.E.

Consulting Engineer for Railways.

SIR,

In continuation of my letter
of p. 351 of the 27th of May last, I have the
honour to enclose for submission to His
Excellency the Governor in Council a copy
of paragraph 18 of the Secretary's letter
of p. 495 dated the 19th of July 1872 in
which the views of my Directors were expressed
with regard to the proposed rate for the
carriage of materials to be used on
construction.

2. The Directors, while they do
not assent to the requirements contained
in the letter of the officiating Secretary
to the Government of India embodied
in the Proceedings of the Madras Govern-
ment of the 14th of May 1872, authorise
me to agree to the proposed exceptional
rate of 4 pies per ton per mile, if I
am satisfied that the reduction can
be effected without incurring actual
loss.

Public Works, 1872 Sept. 4 Pro. 4 Sept. 1872
Railway Department.
1872.

From

The Consulting Engineer
for Railways,

To

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

Dated 29 Aug 1872.
Read 3 Sept 1872.

Submitted.
No. 495.

Secretary to Government.

Agreed to.

Acting Secretary to the Government.

Sept. 4.

Chief Engr. for Railways.

Sept. 4.

Copy to the Chief Engr. for Railways.

3. I have very carefully considered
the subject with the Traffic Manager
and am convinced that an arbitrary
of 4 pies per ton per mile cannot be int
duced without absolute loss to the Comp
Revenue. Supplemented however with
condition as to a minimum charge or a
minimum load I shall be prepared t
recommend the Directors to agree to the
four pie rate as an experimental measu
and as a load of 6 3/4 tons has been tak
as the basis of the calculations which
have been made, I have the honour t
suggest for the consideration of the
Government that that shall be fixed
as the minimum load.

4. That a minimum loading charge is necessary will I think be admitted from the following which I quote from a letter addressed to me by the Traffic Manager:

Y. & L. 10/403-d/ 27th Augt 1872

"On the 15th June last the Traffic
"Department was requested by the
"Engineering Department in the usual
"course of business, to convey a "Derrick
"Pole" 35 feet long from Ruckore to
"Jumbakore. The weight of the Derrick
"Pole was only 16 Cwt, but in consequence
"of its length, 2 Wagons were required
"for its conveyance. It is scarcely
"necessary to observe that the Derrick
"Pole" could not be loaded with

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 186 .

Recd.

No.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 186

Recd.

No.

connections. Pier 24 feet wide

6 Piers × 4 piers =

Less actual cubic contents — 22,900 — " —

Margin for contingencies — 1,100 — " —

I am the source of practical working similar instances will no doubt crop up and I shall be glad to know how they are to be met.

5. I shall be glad to be favoured with the orders of the Government upon this subject as early as possible.

I have the honour to be
Sir
Your most obedient Servant

Agent & Manager.

Rate for carriage of Gunpowder in Container.

Extract from a letter from the Secretary to Govt. dated Madras the 19th July 1872 No. 495.

Para 18. Referring to Paras 19 to 21 of 1874, the Board cannot find their answers to the questions contained in the letter of the Secretary to the Govt. dated 19th July 1872 - Definite sanction has been accorded by Government to the construction of Godowns for the storage of Gunpowder at the Stations of the Madras Railway Company, but the Board cannot consider it to be their duty to frame rules for the conveyance of Gunpowder by Railway. They would refer the Govt. to the Railway Act IV of 1854 which gives the Railway Administration full power to make such rules as they may consider necessary for the safe conveyance of Gunpowder, and to the Explosives Act VIII of 1884 which empowers the Local Governments to prohibit the carriage of Gunpowder by Railway altogether. The Board are aware that the Madras Railway Company have made rules, as the Agent points out, for the conveyance of Gunpowder, and the Board see no reason why the Company should not be allowed to do so under any Law that may be passed, but they would point out that the Company in framing these rules are bound to comply with the provisions of the Explosives Act, and that the Government of India, as Proprietors of the Railway, are responsible for the safe conveyance of Gunpowder, and the Company are bound to carry out any directions which the Government may issue from time to time in regard to the conveyance of Gunpowder by Railway.

I have &c.

(Signed) [illegible]

22709

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 29th August 1872

Recd. 30.

No. 619.

Regarding the rate of 4 pies per ton per mile for the Conveyance of Construction Materials.

Rate of 4 pies per ton per mile for Conveyance of Construction Materials

72/2674/0

O.M.44 92/72

Railway Deptt

Cons: Engg Sr Office 12

No. 700

To

The Agent and Manager

Madras Railway Company.

Sir

In acknowledging receipt of your letter dated the 29 instant, No. 619, I have the honour to observe that the load of 6 3/4 tons to which you allude as having been the basis of the calculations made of the cost of carrying construction materials was taken as an average load, and if a minimum load is to be fixed I do not think it would be correct to take the amount of that average load for the purpose.

Even in the exceptional case referred to by the Traffic Manager, and

and quoted in paragraph 4 of your letter under acknowledgment, Mr. Church states that "the charge made by this "department, viz, 3 tons per wagon, would "seem from the following figures to have "been the correct one:—

6 tons × 4 pies = pies 24 per mile

less actual cost = " 22·901 = "

margen for contingencies = " 1·100 = "

I have the honour to suggest for your consideration whether it would not be more correct to name 3 tons as the minimum load for a wagon.

I have &c.

Madras
30th August 1872

(signed) J. H. Mc. Shaw Stewart
Lieut Col R.E.
Cons. Engr. for Rys.

(True Copy)

J. H. Mc. Shaw Stewart Lieut Col R.E.
Cons. Engr. for Railways

SP 14

No. 641.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 4th September 1872.

From

A. B. Elwin Esqre
Agent and Manager. of the M. & C.

To

Lt Colo. J. H. McShaw Stewart, R.E.
Consulting Engineer for Railways.

SIR,

With reference to your letter No. 700 of the 30th ultimo, I have the honour to enclose for the information of Government a copy of the Traffic Manager's letter No. C/554/416 of the 2nd instant.

2. I am still of the opinion which I expressed in my letter No. 619 of the 29th ultimo namely that if the rate of 4 pies per ton per mile be adopted for the conveyance of all materials to be used on construction, it would be necessary to fix on 6 3/4 tons as the minimum load.

3. In order to enable me to communicate with my Board upon the subject, I shall be glad to be favoured with the orders of Government as early as possible.

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

A. B. Elwin
Agent & Manager.

Madras Railway
Traffic Manager's Office
Madras 2nd September 1872

C/554/416.

The Agent and Manager, M. R. Co.

Dear Sir,

Materials for Conservancy.

Consulting Engineer's letter C/900 of the 30th August.

A minimum load of 3 Tons per Wagon would scarcely meet the object of the Consulting Engineer, for although in the particular case instanced a minimum of 3 Tons would have met the actual cost of haulage, on the basis put forward, and left a small margin for contingencies, it must be borne in mind that any increase of weight in the paying load would increase the actual cost of haulage, and would therefore necessitate a higher minimum Wagon charge; for instance, supposing the weight of the Derrick Pole had been 3 Tons instead of 16 Cwt, the cost of haulage would have been.

	Tons
Weight of Wagon	10·650
Load	3·000
Gross Weight	13·650 × 2 pies = 27·3 pies

per mile, actual cost of haulage, and to meet this cost and leave even a small margin for contingencies, a minimum load of 3½ Tons per Wagon at least would be necessary: thus

7 Tons × 4 pies =	28 pies
less actual cost	27·3
margin	0·7 pies per mile.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

Dated 4th September 1872.

Recd. 5.

No. 641.

Respectfully submitted for perusal & return. Cost of Bridges & Low Level Lines Estimate.

Agent's Office
4th September 1872.

For Agent & Chief Engineer.

22777

2. In the same way the following illustrations will show that wagons less than a minimum of 6 Tons per Wagon, on a progressive scale, which would be very tedious in practice, will carry out the object which the Consulting Engineer has in view, viz an equitable charge for the conveyance of materials.

(a) In the case of a Wagon carrying one Ton net, the minimum should be 3½ Tons.

(b) A Wagon carrying 2 Tons net, a minimum of 4 Tons.

(c) A Wagon carrying 3 Tons net, a minimum of 4½ Tons.

(d) A Wagon carrying 4 Tons net, a minimum of 5 Tons.

(e) A Wagon carrying 5 Tons net, a minimum of 5½ Tons.

(f) A Wagon carrying 6 Tons net, @ 4 pies per Ton per mile would pay the cost of haulage.

3. And this result seems to adapt itself to an average load of 6¾ Tons, the basis apparently adopted by the Consulting Engineer in making his calculations.

Yours faithfully
Sd/ H. E. Church
Traffic Manager.

/True Copy/

Asst. Traffic Manager.

WW

SP

No. 4630 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, August 8 1872

From

THE AGENT,

Great Southern of India Railway,

To The Consulting Engineer for Railways Madras

SIR,

Your letter No. 365 of the 10th instant the instructions I have received from my Directors are that the rates to be agreed upon for the conveyance of Railway Materials are to be such as while not unduly burdening Capital will ensure that no loss accrues to Revenue from the carriage of the Materials

The figures upon which you base the rate of 4 pies per mile, do not include the cost of the fixed establishments required to work the traffic, and I consider therefore that loss must accrue to Revenue in adopting that rate. I trust that Government will not object to my Directors considering the proposal which has been made, before it is put in force.

In your letter of Government No. 302 of the 12th June last, you say (p 6) + " a reference to the forec

"figures will show that the highsided
"and lowsided open trucks are very
"largely used in the conveyance
"merchandise to Negapatam".

The mileage referred to (taking
first half year only) is:—

Highsided open	Loaded	134,492
	Empty	7,423.
Lowsided open	Loaded	29,605
	Empty	7,947.

Now these figures do <u>not</u> represent
the mileage of open trucks to Negapat
They represent the total mileage of
Empty vehicles running eastward
to <u>every station on the line</u>. An
extremely small proportion of these
trucks arrive at Negapatam, nearly
the whole of the traffic worked into
this station being conveyed in Covered
vehicles

Again, the mileage of empty
open vehicles you show as running
"up" (describing "up" as "up" is from
Negapatam".) is:—

Highsided open	— 143,769.
Lowsided open	— 37,755.

I must explain that these figures
do <u>not</u> represent the empty open
vehicle mileage <u>from Negapatam</u>
(Save the remarks in the Government
order

order — (see latter part of para 4) it appears that Government so understood Item 7/- but the mileage performed by such vehicles, from each station on the line in a westward direction.

The figures would include for instance the empty return mileage of the daily lateride train between Sayone and Nedamungalam. No advantage could be taken of such wagons in forwarding construction materials from Negapatam

Again, the figures include the mileage of all trucks belonging to the Madras Railway Company which have to be returned empty to Erode from Pichinopoly, Sayone, and all other stations besides Negapatam. These trucks cannot be used for the conveyance of railway materials from Negapatam to Pichinopoly; even if the Madras Railway Company consented to such wagons as are returned empty from Negapatam, being so used, we should have to pay mileage and demurrage for them.

The mileage of empty open trucks from Negapatam during the [illegible] year in question has only 32210 of which 11,166 miles appear against Madras defaulters. I have the honor to be

Your most obedient

[illegible]

[illegible] 1878.

Private Mem.ᵈᵘᵐ Despatches
No 26 Sir
Proceedings of the Madras Government
Relative to Claims
Paid to Claimants

From The Emailing Agt
for Railways

No 1 Sir I have &c
the 28th June 1852

1575 The Government after
full discussion yesterday
authorized an Rate of 11 Rupees
per ton per mile
per ton per mile for Metals
Conveyance of Construction
material on those Railways
of Rundwey in the Red
Peninsulay and their
Railway, and in the
letter of 1850 to Sir Colonel
July 1852 the Government

-Dear

The agent of the Inauspicious
G.S. & Railway
& by agreement
To P. & Co. 92/72
The Emailing Co
for Railways

Dated
Rec'd 10. August 1852

Regarding the rates
for the Conveyance
Railway materials

of India communicated their approval to the rate fixed and to the orders which had been passed on the subject.

With the letter read at the head of these Proceedings the Consg. Engineer submits further correspondence which has passed, from which it is observed that under opinions expressed by the Madras Railway Board the Agent of the Company again brings the matter forward, intimating his willingness to accept the 1st pie rate provided a minimum load of 6¼ tons

for each truck employed in the conveyance of the materials be allowed. Mr. Elwin considers that nothing short of this will secure the Company from loss. In elucidation of these views an exceptional case is adduced in which a derrick pole weighing only 16 cwt had to be carried for the Engineering Department on two trucks from Pauchod to Coimbatore, and calculations are made by the Traffic Manager designed to show



show that a minimum load of six tons or a progressive scale of charges will be necessary to obtain an equitable rate.

His Excellency the Governor in Council observes that, as remarked by the Consulting Engineer, whatever rate may be adopted it can only be regarded as an approximation; and as the calculations which have been carefully elaborated by Lieut Colonel Shaw-Stewart in the note recorded with G.O. — No 1575 dated 28th June 1872 clearly show that the

actual cost of the carriage of construction materials does not exceed 3.78 pies per ton mile on the Madras Railway and and 2.835 pies on the Great Southern of India Railway, the Governor in Council must adhere to the opinion that the rate of 4 pies which has been allowed is ample. His Excellency in Council however is willing to concede the condition recommended by the Consulting Engineer viz the 4 pies rate

+ 1 for the latter line and ordinarily sufficient to cover expenses on the former. In order however to meet exceptional cases

be subject to a minimum load of 6 tons per waggon or 2 annas per mile and resolved to submit the proposals now made for any further orders which the Government of India may consider necessary. Meanwhile the instructions already issued will be carried out.

40

To, The Chief Engineer for Railways/ Examiner of Ry Accts.

Desp. 23/10/72

No. 1451 dated 14. C. Dec.

Copy of the above forwarded to the Government of India.

C.S.

Genl.

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Desp. 23/10/72 Letter 35 Pass Cr.

No 4492

Govt. of [1872] Madras.

PUBLIC WORKS.

To The Commanding Engr.
for Railways
& Secretary to the
Govt of India

Encl. 6

G. O's &c. Nos. 2450-2451

Nos 311-311 & 312.

Materials (Railway) - Passing
as the correspondence
ing of the Rate for the
eyance by rail of
truction materials.

I forward copy of
the correspondence &
of the Rate for the
ance of by rail of
truction materials.