M.R.O. 1—10,006—28-2-50

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works. DEPARTMENT

G.O. No.	3014-15.	Press
~~B.P. No.~~		~~Mis.~~
269-250		
Dated	15- 12- 1873	~~195~~ .

Not to be folded or roughly handled

No. 249. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 27th November 1873, No. 636 :—

ADVERTING to the Proceedings of Government, dated the 15th instant, No. 2,777, I have the honour to state that including the whole of the departments noted in the margin, and taking the average expenditure during the last five half-years, the cost of hauling a material wagon on the Madras Railway amounts to 29·072 pies per mile. Assuming the average load of a material wagon to be three-fourths of the full load, or $6\frac{3}{4}$ tons, the cost of hauling material on the Madras Railway comes to 4·31 pies per ton per mile.

Maintenance.
Locomotive.
Carriage and Wagon.
Traffic.
General.
Special and Miscellaneous.

2. A similar calculation shows that the cost of hauling a material wagon on the Great Southern of India Railway amounts to 28·966 pies per mile; and as three-fourths of the full load is represented by 6 tons, the cost of hauling material comes to 4·83 pies per ton mile.

3. Under the last instructions from the Government of India, it seems to me that a rate of 5 pies per ton mile may fairly be charged upon both Railways for the carriage of materials for construction purposes; and, with the sanction of Government, I propose to advise the Agents that this rate may be charged on and after the 1st January 1874. In the papers printed with the Proceedings of Government, under date the 3rd July 1873, No. 1,718, it will be observed that this is the rate named by the Directors of the Great Southern of India Railway Company as being "in their opinion the minimum which will satisfy the requirement that the rate shall be such as, while leaving no profit, will cover the cost of conveyance with a small margin for contingencies."

4. For the reasons stated in my letter, dated the 12th September 1872, and approved by Government in their Proceedings, dated the 18th October 1872, No. 2,450, I am of opinion that the 5 pies rate should be subject to a minimum load of 6 tons per wagon, or $2\frac{1}{2}$ annas per mile.

No. 250. ORDER THEREON, 15th December 1873, No. 3,014.

ACCOUNT, No. 22.

IT having now been decided by the Government of India in communication with the Home Government that the cost of fixed establishments shall be allowed for in deducing the rate chargeable for the transport of railway materials for construction purposes, the Consulting Engineer submits for adoption on the Madras and Great Southern of India Railways revised rates in which this item of calculation is taken into account. The rate recommended for sanction on both lines is 5 pies per ton mile in lieu of the existing rate of 4 pies. It is proposed to retain the stipulation of a mini-

Madras

mum load of 6 tons per wagon or 2¼ annas per mile, and His Excellency the Governor in Council approves of the rate on this condition.

2. The revised rate may be brought into operation from the 1st January 1874.

(True Extract.)

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

No. 251. (DOCKET No. 3,015, dated 15th December 1873.)

COPY of the above forwarded to the Government of India, with reference to Proceedings, No. 1,794 G. R., dated 21st October 1873.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 636

From

LIEUT.-COLONEL J. H. M. 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,

Adverting to the Proceedings of Government dated the 15th instant, No. 2777, I have the honour to state that, including the whole of the departments* noted in the margin, and taking the average expenditure during the last five half-years, the cost of hauling a material wagon on the Madras Railway amounts to 29·072 pies per mile. Assuming the average load of a material wagon to be three-fourths of the full load, or 6¾ tons, the cost of hauling material on the

Madras

*Maintenance.
Locomotive.
Carriage & Wagon.
Traffic.
General.
Special & Miscellaneous.

Madras Railway comes to 4.31 pies per ton per mile.

2. A similar calculation shews that the cost of hauling a material wagon on the Great Southern of India Railway amounts to 28.966 pies per mile; and as three-fourths of the full load is represented by 6 tons, the cost of hauling material comes to 4.83 pies per ton mile.

3. Under the last instructions from the Government of India, it seems to me that a rate of five pies per ton mile may fairly be charged upon both railways for the carriage of materials for construction purposes; and, with the sanction of Government, I propose to advise the Agents that this rate may be charged on and after the 1st January 1874. In the papers printed with the Proceedings of Government under date the 3rd July 1873, No. 1718,

it

it will be observed that this is the rate named by the Directors of the Great Southern of India Railway Company as being, "in their opinion, the minimum "which will satisfy the requirement "that the rate shall be such as, while "leaving no profit, will cover the cost "of conveyance with a small margin "for contingencies".

4. For the reasons stated in my letter dated the 12th September 1872, and approved by Government in their Proceedings dated the 18th October 1872, No. 2450, I am of opinion that the five pies rate should be subject to a minimum load of 6 tons per wagon, or 2½ annas per mile.

I have the honour to be
Sir
your most obedient servant

Madras
27th November
1873

Recd.

Lt. Col. R.E.
Cons. Engineer for Railways

P. W. 1873 Depart
Ry: Copy for Secy

RAILWAY DEPARTMENT.

1873.
From A° 6454.
The Consulting Engineer
for Railways,

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

Dated 27 Nov. 1873.
Recd. 28 Nov.

No. 636

Stating that the 5 pcs per mile rate should be subject to a minimum load of 6 tons per wagon or 2½ annas per mile.

A° 3015
A° 3014 15 Recd 73.

No 249
21—12 73

for Ranikhet on both lines is 5 pies per ton mile in lieu of the existing rate of 4 pies. It is proposed to retain the stipulation of a minimum load of 6 tons per wagon or 2½ annas per mile; and His Excellency the Governor in Council approves of the rate in this condition.

~~Care should however be taken that wagons so~~ ~~placed on the carriage~~ ~~of construction materials~~ ~~are invariably fully~~ ~~loaded.~~

The revised rate may be brought into operation from the 1st January 1874.

H.L. No. dt. No 3015

Copy of the above forwarded to the Govt of India with reference to Proceedings No 1794 H.L. dt 24 October 1873.

Despatch dt 16/12/73 GMW

To The Consulg Engr for Rys
Sec Rys dept
Despatch dt 16/12/73

5 Cr. Cl. 6454

Govt. of {1873} Madras.

PUBLIC WORKS.

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

Dated

Recd. Encl.

G. O. 15 Dec 73. No 3044
3015.

Nos. 249-250 & 257

Materials (Railway) -

Submitting for sanction the revised rates for transporting Railway materials for construction

Passing orders on letter from the Controller submitting for adoption as the Madras, ~~Govt~~ and E S of I Ry revised rates for the transport of Ry materials for construction.

Forward copy of Pro: on letter from the Controller.