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# MADRAS RECORD OFFICE

## Government of Madras

*Public works* DEPARTMENT

|                     |           |                 |
|---------------------|-----------|-----------------|
| G.O. No.            | 2387-88   | Press           |
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Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,  
22nd August 1874.*

No. 574. 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 July 1874, No. 441 :—

With reference to the Orders of Government noted in the margin, I have the honor to forward a letter\* from the Agent of the Madras Railway, containing the explanations asked for in paragraph 2 of letter from the Government of India, dated 20th January 1874, No. 160 G.R.

2. The question of affording greater facilities for through journeys by cooly class trains, as well as the extension of this description of traffic to other portions of the line, is still under the consideration of the Railway Officers. I hope to be able soon to lay before Government their proposals in regard to this important question.

From J. W. MELLIS, Esq., for the Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 24th July 1874, No. 652.

In reply to the first portion of your letter, No. 437, of the 11th May last, I have the honor to offer the following explanations on the several points connected with the Revenue Account of the Madras Railway for the half-year ending the 30th June 1873.

2. ABSTRACT E.—The increase under the head of Police amounted to Rupees 1,385, and was due to the opening of the Coimbatore Station, additional staff for watching, increased travelling allowance to Superintendent, and cost of clothing.

3. The increase under the head of Electric Telegraph amounted to Rupees 3,353-9-8; Rupees 1,713-1-6 of this was due to the enhanced cost of Signallers, (additional hands having had to be entertained in consequence of the running of the special material trains,) and also to a progressive increase of salaries. The balance of the increase, Rupees 1,640-8-2, is under the head of "salaries of Superintendents and Assistants," and is chiefly due to the absence of the Telegraph Engineer on furlough, in consequence of which a portion of the salary of the Engineer who acted for him was charged to this heading in addition to the full salary of the post.

STATEMENT OF ROLLING STOCK.—The difference between the numbers entered in the column total stock authorized for the half-year ending June 1873 and the corresponding entries of the previous half-year are shown in the following statement :—

|                                         | TOTAL STOCK AUTHORIZED. |            | Decrease, 1873. | Increase, 1873. |
|-----------------------------------------|-------------------------|------------|-----------------|-----------------|
|                                         | December 1872.          | June 1873. |                 |                 |
| Saloon and first-class carriages ... .. | 22                      | 17         | 5               | .....           |
| Second-class carriages ... ..           | 57                      | 55         | 2               | .....           |
| Do. do. brakes ... ..                   | 5                       | .....      | 5               | .....           |
| Third do. do. ... ..                    | 207                     | 181        | 26              | .....           |
| Composite carriages ... ..              | 31                      | 26         | 5               | .....           |
| Covered carriages or cooly class ... .. | 25                      | 40         | .....           | 15              |
| Open goods wagons ... ..                | 80                      | 342        | .....           | 262             |
| Do. sided goods wagons ... ..           | 2,152                   | 1,860      | 292             | .....           |
| High-sided open goods wagons ... ..     | 293                     | 244        | 49              | .....           |
| Ballast wagons ... ..                   | 360                     | 345        | 15              | .....           |
| Coke do. ... ..                         | 69                      | 66         | 3               | .....           |
| Goods brake-vans ... ..                 | 2                       | .....      | 2               | .....           |
| Fire engine trucks ... ..               | 2                       | .....      | 2               | .....           |

*trains) and also to a progressive*

Proceedings of the Madras Government, Public Works Department,  
22nd August 1874.

The following is the Acting Locomotive Superintendent's explanation of the differences as shown in this statement:—

"The number of vehicles shown in the decrease column was not included in the statement of rolling stock for the half-year ending 30th June 1873, as, with the exception of the fifteen coke wagons, the authorizations for the work in each case had lapsed, the several works not having been executed. Had the numbers shown in the statement for the half-year ending December 1872 been continued in succeeding statements, an erroneous impression might possibly have been caused as to the sanctions actually in force, and it was for this reason that the amendment was made, particularly as it was found that several old sanctions, which had virtually lapsed some time before, had not, in previous statements, been removed from the column of authorization.

"With regard to the two items exhibited in the increase column of the list, I beg to explain that the conversion into cooly-class carriages of fifteen coke wagons was sanctioned in a letter from the Consulting Engineer, No. 112, dated 1st February 1873; and, upon receipt of this letter, the total authorization for coke wagons was reduced by fifteen, while the sanction for cooly-class carriages was increased in like proportion.

"The increase shown in the number of open-sided goods wagons is due to the re-adjustment in the authorizations, necessary in consequence of the sanctions having expired for the conversion of 292 of this class of vehicle into high-sided open goods wagons, and of two vehicles of this description into fire engine trucks, the conversions not having been carried out.

"It will be noticed that the alteration referred to in the preceding paragraph is to the extent of 294 vehicles, while the figures in your list stand at 262. The difference is owing to an old sanction, which had expired some time since, for the construction of thirty-two open-sided goods wagons, having been included in previous statements, while in that for the half-year ending June 1873 it is properly excluded."

STATEMENT XVI.—The delay in the realization of earnings from Foreign Railways and from Traffic Department.  
The amount due from Foreign Railways is shown in the above statement to be Rs. 5,239-4-8, and from the Traffic Department Rupees 5,949-9-6. The former sum consists of charges in dispute between this and other Companies relating to mileage rates and the haulage of the State Railway material; the latter is composed almost entirely of station balances.

No. 575. ORDER THEREON, 22nd August 1874, No. 2,387.

RAILWAY, No. 83.

ORDERED that these explanations be submitted to the Government of India with reference to paragraph 2 of their letter, dated 20th January 1874, No. 160 G.R.

(True Extract.)

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

Secretary to Government.

No. 576.

(DOCKET No. 2,388, dated 22nd August 1874.)  
Copy of the above forwarded to the Government of India.

(True Extract.)

Exd. E. C. Shanker.  
Spare Copies

Colonel, R.E.,  
Secretary to Government.

No. 652.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 24<sup>th</sup> July 1874.

From

The Agent and Manager of the M. & C.

To

Mr. J. H. Stewart, R.E.

Consulting Engineer for Railways.

Sir,

In reply to the first portion of your letter of 4<sup>th</sup> July, last, I have the honor to offer the following explanations on the several points connected with the Revenue Account of the Madras Railway for the half-year ending the 30<sup>th</sup> of June 1873.

Abstract No. 1. The increase under the head of Police amounted to Rs. 1,325, and was due to the opening of the Coimbatore station, additional staff for watching, increased travelling allowances to Superintendent and one of the staff.

The increase under the head of Electric Telegraph amounted to Rs. 1,713. 1. 6 of this was due to the increased cost of signals, (additional hands having had to be entertained in consequence of the running of the special (or extra) trains) and also to a progressive increase

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of salaries. The balance of the increase -  
 Rs. 1640. 8. 2 - is under the head of "salaries of  
 Superintendents and assistants" and is chiefly  
 due to the absence of the Telegraph Engineer on  
 furlough, in consequence of which a portion of  
 the salary of the Engineer who acted for him was  
 charged to this heading in addition to the full  
 salary of the post.

Statement of Rolling Stock. The difference  
 between the numbers entered in the column  
 Total stock authorized for the half year June  
 1873 and the corresponding entries of the previous  
 half year are shown in the following statement.

|                                            | Total stock<br>authorized |              | June<br>1873 | June<br>1872 |
|--------------------------------------------|---------------------------|--------------|--------------|--------------|
|                                            | December<br>1872          | June<br>1873 |              |              |
| Saloon and 1 <sup>st</sup> Class Carriages | 22                        | 17           | 5            |              |
| 2 <sup>nd</sup> Class Carriages            | 57                        | 55           | 2            |              |
| 3 <sup>rd</sup> Class Carriages            | 5                         | "            | 5            |              |
| Composite Carriages                        | 207                       | 181          | 26           |              |
| Covered Carriages or coolie class          | 31                        | 26           | 5            |              |
| Open Goods Wagons                          | 25                        | 40           | "            | 15           |
| High sided open Goods Wagons               | 80                        | 342          | "            | 262          |
| Ballast Wagons                             | 2152                      | 1860         | 292          |              |
| Coke                                       | 293                       | 244          | 49           |              |
| Goods Brake Van                            | 360                       | 345          | 15           |              |
| Fire Engine Trucks                         | 69                        | 66           | 3            |              |
|                                            | 2                         | "            | 2            |              |

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of salaries. The balance of the increase - \$1640.82 - is under the head of salaries of "Superintendents and assistants" and is chiefly due to the absence of the Telegraph Engineer on furlough, in consequence of which a portion of the salary of the Engineer who acted for him was charged to this heading in addition to the full salary of the post.

Statement of Rolling Stock. The difference between the numbers entered in the column Total stock authorized for the half year June 1873 and the corresponding entries of the previous half year are shown in the following statement.

|                                            | Total stock authorized |           | Increase 1873 | Decrease 1873 |
|--------------------------------------------|------------------------|-----------|---------------|---------------|
|                                            | June 1872              | June 1873 |               |               |
| Saloon and 1 <sup>st</sup> Class Carriages | 22                     | 17        | 5             |               |
| 2 <sup>d</sup> Class Carriages             | 57                     | 55        | 2             |               |
| do do Trucks                               | 5                      | "         | 5             |               |
| 3 <sup>d</sup> do do                       | 207                    | 181       | 26            |               |
| Composite Carriages                        | 31                     | 26        | 5             |               |
| Covered Carriages or coach class           | 25                     | 40        | "             | 15            |
| Open Goods wagons                          |                        |           |               |               |
| do sided Goods wagons                      | 80                     | 342       | "             | 262           |
| High sided Open Goods wagons               | 2152                   | 1860      | 292           |               |
| Ballast Wagons                             | 293                    | 244       | 49            |               |
| Coals do                                   | 360                    | 345       | 15            |               |
| Goods Brake Van                            | 69                     | 66        | 3             |               |
| Fire Engine Trucks                         | 2                      | "         | 2             |               |

MADRAS RAILWAY.

From

The Agent and Manager,

To

The Consulting Engineer

for Railways.

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Dated

Recd

No

The following is the Acting Locomotive Superintendent's explanation of the difference as shown in this statement.

"The number of Vehicles shown in the Decrease column was not included in the statement of Rolling stock for the half year ending 30<sup>th</sup> June 1873, as, with the exception of the 15 Coke wagons, the authorizations for the work in each case had lapsed, the several works not having been executed. Had the numbers shown in the statement for the half year ending December 1872 been continued in succeeding statements, an erroneous impression might possibly have been caused as to the sanctions actually in force; and it was for this reason that the amendment was made, particularly as it was found that several old sanctions, which had virtually lapsed some time before, had not, in previous statements, been removed from the column of authorization.

With regard to the two items exhibited in the Increase column of the Sixth, I beg to explain that the conversion into Cooly-class Carriages of 15 Coke wagons was sanctioned in a letter from the Consulting Engineer & Co dated 1<sup>st</sup> February 1873; and, upon receipt of this letter, the total authorization for Coke wagons was reduced by 15, while the sanction for Cooly-class

"Carriages was increased in like proportion.  
 "The increase shown in the number of open-sided Goods Wagons is due to the readjustment in the authorizations, necessary in consequence of the sanctions having expired for the conversion of 292 of this class of Vehicles into High-sided open Goods Wagons, and of two vehicles of this description into ~~two~~ Engine Trucks, the conversions not having been carried out.

"It will be noticed that the alteration referred to in the preceding paragraph is to the extent of 294 Vehicles, while the figures in your list stand at 262. The difference is owing to an old sanction, which had expired some time since, for the construction of 32 open-sided Goods Wagons, having been included in previous statements, while in that for the half year ending June 1873 it is properly excluded."

Statement XVI. - The delay in the re-authorization of earnings from Foreign Railways and from Traffic Department.

The amount due from Foreign Railways is shown in the above statement to be Rs. 5239.4.8, and from the Traffic Department Rs. 5949.9.6. The former sum consists of charges in dispute between

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Debit

167

Credit

No.

this and other Companies relating to  
mileage rates, and the haulage of the  
State Railway material; the latter  
is composed almost entirely of station  
balances.

I have the honor to be  
Your most Obedient Servant.  
J. H. Mellis  
for the Agent & Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer  
for Railways.

Per

187

Recd.

No

Railway Department.

CONSULTING ENGINEER'S OFFICE

No. 441

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,

With reference to the  
Orders of Government noted in  
the margin, I have the honour  
to forward a letter from the  
Agent of the Madras Railway,  
containing the explanations asked  
for in paragraph 2 of letter  
from the Government of India  
dated 20<sup>th</sup> January 1874, N.  
160 G. O.

2. The question of affording  
greater facilities for through  
journeys

N<sup>o</sup> 652  
24 July  
1874

16<sup>th</sup> June 1874  
G. A. W. Walker  
N<sup>o</sup> 652

MADRAS RAILWAY.

From

The Agent and Manager.

To

123. 22 Aug 74  
The Consulting Engineer

for Railways.

MR 4702/74

Dated 24 July 1874  
Recd. 27. 11. 1874

Understanding explanation  
on the recent report  
connected with the  
Revenue Account of  
the Madras Railway for  
the half year ending  
30 June 1873 -

Look into carefully

RAILWAY DEPARTMENT

No: 4702

**for Railways,**

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

1874

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1

Autumn Song

From the Dept. of the Interior

of the Republic

My dear General Washington

the earl Robert

[illegible]

*(Faint handwritten notes at bottom)*

*Me 4702 ✓*  
 Govt. of 1874 Madras  
 PUBLIC WORKS.

To The Com. Ingr. York  
Dated Secy to Gov. of Ind. 1861

Recd. Encl. 2387  


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 G. O., 22 Aug. 1874, No. 2388

Nos. 574-576

Revenue Account. Letter

from the foregoing furnishing  
information on certain  
points connected with the  
Account <sup>of the Impresario</sup> for the first half  
of 1873 and promising  
early submission of in-  
formation regarding the  
Cooly ship traffics ordered

He forwarded it to the Govt  
of India.

Forwarding letter from  
the Inspr. furnishing infor-  
mation on certain points con-  
nected with the Revenue Account  
of the Madras Ry for the first day  
of 1873 and promising early  
submission of information  
regarding country ~~the~~ traffic

2357

Dated 27 Feb'y 1874  
Recd. 29

No.

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

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## The Consulting Engineer for Railways

**From**

RAILWAY DEPARTMENT.

No: 4702

*(Faint handwritten notes at the bottom of the page, likely bleed-through from the reverse side.)*

I have the pleasure  
 to acknowledge the  
 receipt of your letter  
 of the 10th inst. and  
 in reply to inform  
 you that the same  
 has been forwarded  
 to the proper  
 authorities for their  
 consideration.