5543

Govt. of {1875} Madras.

PUBLIC WORKS.

To

Chief Engineer & Secretary

Dated

Issued

Recd. Encl.

G. O., No. 424 28

Submitting for orders the letter of the Consulting Engr: for Rys: reporting on the question whether the increased working charges of the line were due to the accelerated Mail Service which the Company had been required to introduce.

Accelerated Mail Service. Mg

Passing orders on letter of the Consulting Engr: for Rys: forwarding remarks letter from the Agent & Manager, furnishing explanation from the Traffic Manager as to the items upon which he based his statement that increased charges for the year ending 30 June/74 were due to the

Proceedings of the Madras Government, Public Works Department,
20th September **1875.**

No. 425. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 27th August 1875, No. 475:—

FROM the Report* of the Commission on the Traffic of the Madras Railway, the Government will have learnt that the Commission were unable to enter upon the discussion of the question of the increased charges thrown upon the Revenue Account by the acceleration of the mail service, as directed in Order, No. 905, dated 5th April 1875. The question has, therefore, been considered in this office, and I have the honor to submit, for the information of Government, a letter† from the Agent, Madras Railway, giving cover to a report from the Traffic Manager, and to offer the following remarks on the subject:—

* Addendum, page 15.

† No. 519, 20th May 1875, with enclosure.

2. From the letter from the Government of India, dated 18th March 1875, No. 751 R., I do not understand the precise grounds on which that Government consider that the remarks of the Traffic Manager in paragraph 9 of his report are open to question. The assertion alluded to runs as follows: "The most serious question for consideration, in my opinion, is the cost of working, which is actually Rupees 28,000 higher than the corresponding half-year, although the train mileage is 72,181 *less*. There can be no doubt that this state of things is entirely due to the accelerated mail service which the Company has been required to introduce, &c." Now it appears that this may admit of two readings, (1) that the increased cost of the mail service is Rupees 28,000 plus the cost of running 72,181 miles, or (2) that the extra cost is Rupees 28,000 only. By the first reading the amount involved would be approximately Rupees 28,000 + (72,181 × Annas 9·75) = Rupees 71,985, and if this is what the Government of India intended to convey, the Traffic Manager's figures are undoubtedly open to question; but, on the other hand, I am of opinion, for reasons stated hereafter, that the extra cost entailed on the Company by the increased speed is somewhat in excess of the sum of Rupees 28,000 under the second reading.

3. At page 107 of the Proceedings of the Railway Commission, it is stated that the average load of the mail trains on the South-West Line of the Madras Railway was reduced from 22·7 to 14·6 vehicles consequent on the increased speed at which these trains now run, and for the vehicles thus shut out Mr. Church calculates that 120 extra goods trains with full loads would have to be run in each direction, with a total mileage of 97,680 during the year. Mr. Church goes on to state that this does not fully represent the increased train mileage, as it is not practicable to keep goods to make up full loads; and, in order to avoid extraordinary delay in despatch, additional regular goods trains are now run in both directions over 221 miles of the South-West Line with a yearly mileage of 136,820. Formerly regular goods trains ran only to Jollarpett, 132 miles, extra trains being run over other portions of the line when the traffic demanded them. Now a regular goods train runs as far as Pothanore, 302 miles, or 170 miles further, and a second train between Vellore and Jollarpett, a distance of 51 miles, thus making a total of 221 extra miles. Upon the Bangalore Branch and from Pothanore to Beypore the numbers of extra trains have increased, and in a great degree make up

the extra train mileage formerly recorded against the portion of line which has now a regular goods service. In the first-half of 1874,* a decrease of 14,200 in the mileage of extra goods trains is shown, which being deducted from 68,410 $(\frac{136,820}{2})$ leaves 54,210 as the net increase in the train mileage per half-year. From a comparison of the two corresponding half-years, Mr. Church arrives at an extra mileage of 59,481, which nearly agrees with the figures given above. Owing to the breaks during the second-half of 1874, it is not possible to make any useful comparison for this period.

* *Vide* Traffic Manager's report.

4. That this extra mileage has caused enhanced expenditure in the Locomotive Department will be evident from the following figures showing the consumption of fuel for the last six half-years :—

—	Coal.	Coke.	Patent Fuel.	Total Coal, Coke and Patent Fuel	Wood.*	Total expressed in Coal.	Train Miles.	lbs. per Train Mile.	lbs. per 1000 Ton Miles.	Cost per per Train Mile.
	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.				AS.
$\frac{1}{7\,5}$	3,262	775	1,304	5,341	24,328	13,450	853,544	35·30	186·26	4·196
$\frac{2}{7\,5}$	2,950	952	1,355	5,257	24,970	13,580	885,226	34·36	186·10	4·094
$\frac{1}{7\,6}$	4,257	518	1,271	6,046	30,435	16,191	1,040,031	34·87	183·66	4·309
$\frac{2}{7\,6}$	4,740	414	1,268	6,422	28,263	15,843	974,845	36·42	204·37	4·353
$\frac{1}{7\,7}$	5,363	374	546	6,283	28,527	15,792	967,850	36·55	209·58	4·832
$\frac{2}{7\,7}$	5,376	217	130	5,723	29,878	15,682	957,623	36·68	202·21	4·928

* 1 Ton of coal = 3 tons of wood.

It would appear that the fuel consumed per train mile has slightly increased notwithstanding the reduced weights of trains, and this is attributed in part, if not entirely, to the increased speed. The following table gives particulars of the average weight of all trains for the last six half-years :—

	$\frac{1}{7\,5}$ TONS.	$\frac{2}{7\,5}$ TONS.	$\frac{1}{7\,6}$ TONS.	$\frac{2}{7\,6}$ TONS.	$\frac{1}{7\,7}$ TONS.	$\frac{2}{7\,7}$ TONS.
Freight. Coaching...	5·139	5·343	4·795	5·008	4·922	5·126
Freight. Goods ...	35·546	34·005	40·098	32·512	29·191	31·447
Total ...	40·685	39·348	44·893	37·520	34·113	36·573
Dead load. Coaching.	33·690	35·252	31·787	33·029	34·713	32·950
Dead load. Goods ...	58·889	55·690	58·223	52·765	50·703	56·863
Total ...	92·579	90·942	90·010	85·794	85·416	89·813
Total inclusive of engine tender and brakes.	133·264	130·290	134·903	123·314	119·529	126·386

5. The loads of the mail trains have been fixed practically by the Locomotive Superintendent and the Traffic Manager, and, owing to disturbing elements, such as varying gradients and the heavy winds experienced on some portions of the line, it does not appear possible to ascertain theoretically whether the loads have been reduced in a proportion greater than that due to the increase in speed. Though the reduction

appears large, it must be borne in mind that, with a long single line where trains are often delayed at meeting stations, it is desirable that they should be able to make up time within certain limits. I may state that from various causes the trains often arrive late, and it has only recently been decided to allow 15 minutes more for the journey from Madras to Mettapolliem. In reply to the question of the necessity for running goods trains daily instead of waiting for full loads, the Traffic Manager states that this was the only way of satisfactorily meeting the loss of load in the through mail trains which had for so many years maintained a through daily service for goods, and any other course must have discouraged traffic. Looking to the complaints which have lately been made of delays in transit, the Government will probably concur in this view.

6. Taking all the arguments adduced into consideration, I am of opinion that the extra mileage entailed by the accelerated mail service may be placed at 9,000 per month. The cost in the Locomotive Department per traffic train mile during 1874, after excluding fixed establishment, was Annas 9·75, thus giving a charge of Rupees 5,484 per month. If to this be added the expenditure of Rupees 552 on account of extra train staff, night station staff, watchmen, lighting, &c., as shown in correspondence marginally noted, the total will be Rupees 6,036 monthly.

Letter from Agent and Manager, Madras Railway, No. 850, 12th August 1875, with enclosure.

7. This sum, in my opinion, fairly represents the extra cost thrown upon the revenues of the country by the increased speed at which passengers and mails now travel on the South-West Line of the Madras Railway, and it is for the Government to determine whether the benefits derived therefrom are sufficient to compensate for the expenditure incurred. Looked at from a Railway point of view, there can be little doubt that, with the small traffic which the Madras Railway may be expected to obtain for some years to come, it is necessary to adopt every means of working as cheaply as possible, if the expenses are to bear a fair proportion to the receipts.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieut.-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 20th May 1875, No. 519.

In accordance with the request contained in your letter, No. 387, of the 7th ultimo, I have the honor to forward you copy of a letter* from the Traffic Manager in which he explains the reasons upon which he based his statement that the increased working charges for the half-year ending the 30th of June 1874 were due to the accelerated mail service.

* No. C $\frac{366}{1260}$ 19th May 1875.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 19th May 1875, C-$\frac{366}{1260}$ A & M.

Increase in Working Expenses.

CONSULTING ENGINEER'S letter, dated 7th ultimo, No. 337.

The increased cost of working the traffic and mails for the half-year ended June 1874, as compared with the same period of 1873, will be found under the heads of—

Train Mileage.
Station and Train Staff.
Maintenance.

2. *Train Mileage.*—The train mileage for the two periods was—

June 1873	1,040,031
„ 1874	967,850
or a decrease of	72,181

But, in order to draw a comparison between the two periods, the special service in 1873 for the conveyance of the Nizam's State Railway material must be eliminated, as there was no such service in 1874. This service was included in the "extra" goods train mileage, and for the purposes of this letter it will be sufficient to confine my observations to the goods train mileage of the two periods, which was as follows:—

1873	361,150
1874	276,476

Deducting from 1873 the special service of 144,155 miles, the comparison will stand as follows:—

1873	216,995
1874	276,476

or an increase in 1874 of 59,481 miles. This additional mileage was brought about by the introduction of the accelerated mail service on the 31st August 1873, when the loads of the mail trains were reduced from an average throughout the journey of 22·7 vehicles to 14·6 vehicles, and the only way of satisfactorily meeting this loss of haulage in the mail trains was to increase the regular goods train service over some parts of the line, which raised the *regular* goods train mileage from 129,228 in 1873 to 202,909 in 1874, while the *extra* goods train mileage was only reduced from 87,767 (231,922—144,155) in 1873 to 73,567 in 1874.

3. If then no alteration had been made in the mail service, it will be admitted, I think, that the train mileage for 1874 would have been smaller by 59,481 miles, and the locomotive charges for the two periods would then have compared differently.

4. The locomotive expenses for June 1874 were Rupees 6,30,380, and deducting the fixed charges, Rupees 54,833, the cost of running 967,850 miles was Rupees 5,75,547, or Annas 9·5 per mile, and in proportion the cost of running 908,369 (967,850—59,481) miles would be Rupees 5,40,175, and the comparison between the two periods as follows:—

1873	6,21,224
1874	5,95,008

or a decrease in 1874 of Rupees 26,216, instead of an increase of Rupees 9,156; but these figures do not, in my opinion, fairly represent the unfavorable position in which the accelerated mail service has placed us, as I cannot but think that the increased cost per mile run in 1874 over 1873, amounting to 0·78 of an Anna per mile, is largely due to the higher speed at which the mail trains are now run.

5. *Station and Train Staff.*—Before the acceleration of the mail train service, the South-West Line night mail was due at Salem at 6 A.M., and at Erode at 8 A.M.; but, under the new service, the time was altered to 3-20 A.M. at Salem, and 5-5 A.M. at Erode, and it became absolutely necessary to employ additional station staff to meet these hours. In the case of the train staff a much larger saving would have been effected over 1873, but for the accelerated service, which necessitated, as I have shown, an increase in the regular goods train service, and the employment of an additional staff of guards.

6. *Maintenance.*—The alteration in time of the mail trains between Salem and Erode necessitated the employment of watchmen for night duty between those two points, which was not necessary under the old service.

Proceedings of the Madras Government, Public Works Department,
20*th September* 1875.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 12th August 1875, No. 850.

I HAVE the honor to enclose you a copy of the Traffic Manager's letter, No. C/366-1,369, of the 11th instant, which contains the information as to the additional cost caused by the accelerated mail service, asked for in your letter of the 23rd of June last, No. 705.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 11th August 1875, No. C/$\frac{366\ A.\ \&\ M.}{1,369.}$

Increase in Working Expenses.

CONSULTING ENGINEER'S letter No. 705, dated 23rd June.

Comparing the first four months after the introduction of the accelerated mail service with the corresponding four months in 1872, the cost of station staff and stores between Salem and Erode (both inclusive) was as follows:—

Sub-head of Cost.	1872.	1873.
	RS. A. P.	RS. A. P.
Staff	5,625 5 1	6,670 5 1
Stores	852 10 0	1,458 6 8
Total for four months ...	6,477 15 1	8,128 11 9
Average per mensem ...	1,619 7 9	2,032 2 11

2. The Chief Engineer informs me that "the additional cost incurred by this department in line watchmen and lighting on the introduction of the accelerated mail service on the 31st August 1873, is as follows:—"

	RS. A. P.
Staff	120 0 0
Stores...	19 8 9
Total ...	139 8 9

3. So that the additional cost of station staff, lighting and maintenance, consequent on the introduction of the accelerated mail service, was Rupees 552-1-11 per mensem.

Nos. 426 & 427. ORDER THEREON, 20th September 1875, No. 2,695.

RAILWAY, No. 39.

ORDERED that these papers be forwarded for the consideration of the Government of India.

2. The Honorable the Governor in Council considers that it would be highly inconvenient to name any earlier hour than 5 P.M. for departure of the mail train from Madras, and as the time of arrival at Raichore is fixed by circumstances beyond the control of the local authorities, it seems impracticable to reduce the speed on the North-West Line. Even under the time-table about to be restored on that portion of the Railway there will be a most objectionable detention of all Overland Mails at Arconum.

Proceedings of the Madras Government, Public Works Department,
20th September 1875.

3. So far as can be gathered, however, the alleged increased charge of Rupees 6,000 per mensem is incurred entirely on the South-West Line and its branches. But the detailed arrangements of this service have been frequently discussed; and having in view the interests of Bangalore, the Nilgiris and the West Coast, no satisfactory arrangement limiting the trains to a day service, running at no greater speed than 15 miles an hour, including stoppages, can, it is thought, be devised.

4. The Honorable the Governor in Council is therefore decidedly of opinion that the interests of the Presidency entirely preclude the adoption of the more economical rate of speed advocated by the Railway authorities.

(Here enter No. 2,696, dated 20th September 1875.)

(True Extract.)

Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

9

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 20*th September* 1875.

No. 428.

No. 2,696.

FROM

MAJOR-GENERAL G. W. WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

RAILWAY, No. 39-A.

SIR,—In Major Luard's letter of the 18th March 1875, No. 751 R., attention was drawn to the remarks of the Traffic Manager of the Madras Railway contained in his report, of the half-year ending 30th June 1874, as to the increased working charges of the line being due to the accelerated mail service which the Company had been required to introduce, and it was suggested that the subject might well be remitted for the consideration of the Committee on Railway Traffic then sitting. From the accompanying papers it will be seen that the Committee were unable to enter into a discussion of the question, and the matter was, therefore, taken up by the Consulting Engineer. I am now to submit the results for the consideration of the Government of India.

2. It will be observed that, on reconsideration of the question, the Honorable the Governor in Council adheres to the conclusion arrived at after detailed discussion on former occasions, and is decidedly of opinion that it is impracticable to adopt the more economical rate of speed advocated by the Railway authorities.

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

Major-General, R.E.,
Secretary to Government.

Exd. E. C Shunker.
Spare Copies

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 475 Madras, 27th August 1875.

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To *Major General*

~~COLONEL~~ G. W. WALKER, R.E,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

Addendum page 15.

From the Report of the Commission on the Traffic of the Madras Railways, the Government will have learnt that the Commission were unable to enter upon the discussion of the question of the increased charges thrown upon the Revenue account by the acceleration of the mail service, as directed in Order No. 905 dated 5th April 1875. The question has, therefore, been considered in this

this Office, and I have the honour to submit for the information of Government a letter* from the Agent, Madras Railway, giving cover to a report from the Traffic Manager, and to offer the following remarks on the subject.

* No. 519-20th May 1875. with enclosure.

2. From the letter from the Government of India dated 18th March 1875, No. 751-R:- I do not understand the precise grounds on which that Government consider that the remarks of the Traffic Manager in paragraph 9 of his report are open to question. The assertion alluded to runs as follows:-

"The most serious question for
"consideration, in my opinion, is
"the
"cost of working, which is ac-
"-tually Rs. 28,000 higher than the
"corresponding half-year, although
"the train mileage is 72,181 less.
"There can be no doubt that this
"state of things is entirely due to
"the accelerated mail service which
"the Company has been required
"to introduce &c." Now it appears that this may admit of two readings (1) that the increased cost of the mail service is Rs. 28,000 plus the cost of running 72,181 miles, or (2) that the extra cost is Rs. 28,000 only. By the first reading the amount involved would be approximately Rs. 28,000 + (72,181 × Abt. 9.75) = Rs. 7,04,985; and if this is what the Government of India intended to convey, the Traffic Managers figures

are

are undoubtedly open to question, but on the other hand I am of opinion, for reasons stated hereafter, that the extra cost entailed on the Company by the increased speed is somewhat in excess of the sum of £28,000 under the second reading.

3. At page 107 of the Proceedings of the Railway Commission it is stated that the average load of the mails trains on the South-West line of the Montreal Railway was reduced from 22.7 to 14.6 vehicles consequent on the increased speed at which these trains now run, and for the vehicles thus shut out Church calculates that 120 extra goods trains with full loads would have to be run in each direction, with a total mileage of 97,680 during the year. Church goes on to state that this does not fully represent the increased train mileage as it is not practicable to keep goods to make up full loaded and, in order to avoid extraordinary delay in despatch, additional regular goods trains are now run on both directions over 221 miles of the South-West line with a yearly mileage of 736,820. Formerly regular goods trains ran only to Fallowfield, 132 miles, these trains being run over other portions of the line where the traffic demanded them as regular goods trains

as

as far as Pathanare, 302 miles, at 170 miles further, and a second train between Vellore and Ballarpett, a distance of 57 miles, thus making a total of 221 extra miles. Upon the Bangalore Branch and from Pathanare to Beypore the numbers of extra trains have increased and in a great degree make up the extra train mileage formerly recorded against the portion of line which has now a regular goods service. In the 1st half of 1874, a decrease of 14,213 in the mileage of extra goods trains is shown which being deducted from 68,410 ($\frac{136,820}{2}$), leaves 54,210 as the net increase in

* Vide Traffic Managers report.

in the train mileage per half year.

From a comparison of the two corresponding half-years, W. Church arrives at an extra mileage of 59,481, which nearly agrees with the figures given above. Owing to the breaks during the second half of 1874, it is not possible to make any useful comparison for this period.

4. That this extra mileage has caused enhanced expenditure in the Locomotive department will be evident from the following figures showing the consumption of fuel for the last six half-years :-

	Coal

	Coals	Coke	Patent Fuel	Total coal, Coke & Patent fuel	Wood ※	Total expressed in Coal	Train miles	lbs per train mile	lbs per 1000 ton miles	Cost per train mile
	Tons	Tons	Tons	Tons	Tons	Tons				d
1/72	3262	775	1,304	5,341	24,338	13,450	853,514	35.20	186.26	4.196
2/72	2960	962	1,355	5,257	24,970	13,580	885,226	34.36	186.10	4.094
1/73	4257	518	1,271	6,046	30,435	16,191	1,040,031	34.87	183.66	4.309
2/73	4740	414	1,268	6,422	28,263	15,843	974,845	36.42	204.37	4.353
1/74	5368	374	546	6,283	28,527	15,792	967,850	36.55	209.58	4.832
2/74	5376	217	130	5,723	29,878	15,682	957,623	36.68	202.21	4.928

※ 1 Ton of Coal = 3 Tons of Wood.

It would appear that the fuel consumed per train mile has slightly increased notwithstanding the reduced weights of trains, and this is attributed in part, if not entirely, to the increased speed. The following table gives particulars of the average weight of all trains for the last six half-years:—

1/73

		1/72 Tons	2/72 Tons	1/73 Tons	2/73 Tons	1/74 Tons	2/74 Tons
Freight	Coaching	5.139	5.343	4.795	5.008	4.922	5.126
	Goods	35.546	34.005	40.098	32.512	29.191	31.447
	Total	40.685	39.348	44.893	37.520	34.113	36.573
Dead load.	Coaching	33.690	35.252	31.787	33.029	34.713	32.950
	Goods	58.889	55.690	58.223	52.765	50.703	56.863
	Total	92.579	90.942	90.010	85.794	85.416	89.813
Total inclusive of Engine, Tender and Brakes		133.264	130.290	134.903	123.314	119.529	126.386

5. The loads of the mail trains have been fixed practically by the Locomotive Superintendent and the Traffic Manager, and owing to disturbing elements such as varying gradients and the heavy winds experienced on some portions of the line, it does not appear possible to ascertain theoretically whether the loads have been reduced in a proportion

-portion greater than that due to the increase in speed. Though the re-duction appears large, it must be borne in mind that, with a long single line where trains are often delayed at meeting stations, it is desirable that they should be able to make up time within certain limits. It may state that from various causes the trains often arrive late, and it has only re-cently been decided to allow 15 minutes more for the journey from Madras to Mettapallium. In reply to the question of the necessity for running goods trains daily instead of waiting for full loads, the Traffic Manager states that this was the only way of satisfac-torily meeting the lack of load in the through mail trains which had for so many years maintained a through daily service for goods; and any other course must have discouraged traffic. Looking to the complaints which have lately been made of delays in transit, the Government will probably concur in this view.

6. Taking all the arguments adduced into consideration I am of opinion that the extra mileage entailed by the accelerated mail service may be placed at 9000 per month. The cost in the Locomotive department per traffic train mile during 1894, after excluding fixed establishment, was As 9.75 thus giving a charge of Rs. 5484 per month. To this be added the expenditure

Letter from Agent & Manager, Madras Railway No. 850, 12th August 1875, with enclosure.

expenditure of Rs. 532 on account of extra train staff, night station staff, watchmen, lighting &c. as shewn in correspondence marginally noted, the total will be Rs. 6036 monthly.

7. This sum, in my opinion, fairly represents the extra cost thrown upon the revenues of the country by the increased speed at which passengers and mails now travel on the South-West line of the Madras Railway, and it is for the Government to determine whether the benefits derived therefrom are sufficient to compensate for the expenditure incurred. Looked at from a Railway point of view there can be little doubt that, with the small traffic which the Madras

Madras Railway may be expected to obtain for some years to come, it is necessary to adopt every means of working as cheaply as possible, if the expenses are to bear a fair proportion to the receipts.

I have the honour to be

Sir

Your most obedient servant.

W. Parkes Lt.-Col. R.E.; Captain

for Lieut.-Col. Engineer for Railways.

No. 579

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 20 May 1875.

From

To R. Bell Esq. Agent and Manager. Madras Railway Co.

Consulting Engineer for Railways.

Sir,

I am requested by the Government of Madras to forward for your information a copy of a letter from the Traffic Manager of your line, dated the 13th instant, submitting a statement showing the number of passengers conveyed and the receipts realized on the Madras Railway during the month of April 1875.

I have the honor to be,
Sir,
Your most obedient servant
for the Agent & Manager.

P. W. 1875 Dept. No: 5543

RAILWAY DEPARTMENT.

From
The Consulting Engineer,
for Railways,

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

Dated 27 August 1875
Recd 28

No. 475

Returning with the enclosed charges returned upon the Revenue Account of the Madras Railway Co by the abolition of Mail Services.

No. 2495 - 20 - 9 - 75.

Go 2nd Feby/75 Nos 29-30 & 31
5th Feby/75 - 107-108
5 July/75. 191
do - 189-190
18th July/75. 291-292
22 Janry/75. 392 & 392 A
19 Janry/75. 332 C. 332 D
28 Dec/74. 489-492
30 March/74 - 768-770
20 Dec/73 - 338-339
Mis No 68. 13 Dec/75
4 Nov/73. 46 A. 46 C.
19 Septr/73. 320 C. 320 D
4 Augt/73. 44 A.
3 March/73 - 50-51
2 Nov/72. 38-39
19 Augt/72. 313-314
16 Janry/72. 260-261
1 July/70 - 9-10
No 425
Public. 17-9-75 Rld 20-9-75
Gen. 6-9-75 Rld. 16-9-75
Revenue 28-8-75

No. 850

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 12th August 1875

From

The Agent and Manager.
Madras Railway Company

To

Lieut Colonel I. Pym Shaw Stewart RE.
Consulting Engineer for Railways.

SIR,

I have the honour to enclose you a copy of the Traffic Manager's letter No C 366/1369 of the 11th instant which contains the information as to the additional cost caused by the accelerated Mail Service, asked for in your letter of the 23rd of June last No 705.

I have the honour to be
Sir
Your most obed't Servt
J. W. Mellis.
for the Agent & Manager

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer
for Railways.

Dated 20th May 1876
Rec'd. 21. May
No. 519

Furnishing explanation from the Traffic Manager as to the extra cost caused by the accelerated Mail Service

31/5/76 2/25.

B/3660 9m
1369

Madras Railway
Traffic Manager's Office
11th August 1875

The Agent and Manager
Madras Railway Company

Dear Sir,

Increase in working expenses

Consulting Engineer's letter No. 705 dated 23 June.

Comparing the first 4 months after the introduction of the accelerated Mail Service with the corresponding 4 months in 1872, the cost of station staff and stores between Salem and Erode (both inclusive) was as follows:-

Establishment	1872 Rs	a	p	1873 Rs	a	p	
Staff	5625	5	1	6670	5	1	
Stores	852	10	.	1458	6	8	
Total for 4 months	6477	15	1	8128	11	9	
Average per mensem	1619	7	9	2032	2	11	

2. The Chief Engineer informs me that "the additional cost incurred by this Department in Line Maintenance and Lighting "on the introduction of the accelerated Mail "Service on the 31st August 1873 is as follows:-

	Rs
Staff	120 - - -
Stores	19 - 8 - 9
	139 - 8 - 9

3. I shall be additional cost of station staff

M. 5562/75.
4/75.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 12 August 1875
Rec'd 13.

No. 859

Forwarding the information asked for by the Consulting Engineer as to the additional cost caused by the Accelerated Mail Service -

GO 20 September/75
MBK 425

Staff, lighting and Maintenance, consequent on the introduction of the accelerated Mail Service, was Rs. 552-1-11 per mensem.

Yours faithfully
(Sd) A. E. Church
Traffic Manager

(True copy)

J. N. Mellis

for the Agent and Manager

Public Works Dept. 35

Letter from the Chief Engr. for Railways
No. 475 dated 27th Augt. 1875

Submitted for orders.

Granting all that is advanced by the Traffic Manager, corroborated by the Chief Engineer, this Govt. it is suggested, cannot submit to a less rate of speed, or to the perpetuation of a stoppage of the Mail Train for 10 hours at Ghooty, as to deprive Madras of benefit accessible to all large Towns to the West and

The Govt have I think (by a majority) already practically decided that we cannot adopt the more economical rate of speed advocated by the Railway authorities - & in sending up the papers to Govt of India - this opinion should be strongly expressed. R.K.
Honble Mr Cotton

shortly be served by
the new line of rail at
present under construction.
As it is (or rather would
be when the proper Mail
service on the N. W. Line
is restored) a most
objectionable detention
of all Overland Mails
occurs at Arconum.
To the Govt of India
must probably
be left the decision of
the question for or against
the Traffic Manager's
views. Shall any opinion
be expressed on the subject,
and to what effect.

Major Genl R.E.
Secy to Govt

5547

5543

GG 20 September 75
No 2695

No 2695

Public Works Dept
39

Proceedings of the Madras Government
Under date the 20 Septr 1875
Read the following

The Govt Engr for Railways } W.C. No 1475 dated 27th August 75

Ordered that these
papers be forwarded
for the consideration of
the Govt of India.

The Hon'ble the
Governor in Council con-
siders that it would
be highly inconvenient
to name any earlier
hour than 5 P.M.
for

for departure of the
Mail train from Madras
and as the time of arrival
at Raichore is fixed
by circumstances beyond
the control of the local
authorities it seems
impracticable to reduce
the speed on the North
West line - Even under
the Time Table about
to be restored on that
portion of the Railway
there will be a most
objectionable detention
of all Overland Mails
at Arconum -

So far as can be
gathered however the
alleged increased charge

of

of Rs 6,000 per annum
is incurred entirely on
the South West line
and its branches - But
the detailed arrange-
ments of this service
have been frequently
discussed, and having
in view the interests
of Bangalore, the
Neilgherries and the
West Coast, no satis-
factory arrangement
limiting the trains to
a day service, running
at no greater speed
than 15 miles an hour,
including stoppages,
can, it is thought, be
devised -

The

The Hon'ble the Governor in Council is therefore decidedly of opinion that the interests of the Presidency entirely preclude the adoption of the more economical rate of speeds advocated by the Railway Authorities

(G.C. No. 2696 dy 20 Sept/75

No 2696

To The Secy to the Govt of India
Public Works Dept

Sir,

In Major Linard's letter of the 18th March 1875 No. 751 R attention was

Govt Order 31

Cons. Engr for Rpo. 12

Sc disd Rec'd 17
5:10:75

drawn to the remarks of the Traffic Manager of the Madras Railway contained in his report of the half year ending 30th June 1874 as to the increased working charges of the line being due to the accelerated Mail service which the Company had been required to introduce, and it was suggested that the subject might well be remitted for the consideration of the Committee on Railway traffic then sitting. From the accompanying papers it will be seen that the Committee were

were unable to enter into a discussion of the question, and the matter was therefore taken up by the Consulting Engineer. I am now to submit the results for the consideration of the Govt. of India.

It will be observed that on reconsideration of the question, the Hon'ble the Governor in Council adheres to the conclusion arrived at after detailed discussion on former occasions, and is decidedly of opinion that it is impracticable to adopt the

6 Sc. of letter ✗ 30
S.C of the previous No
Dtd - 5-10-75

45 16

the more economical rate of speed advocated by the Railway authorities.

LWW

5543

Govt. of {1875} Madras.

PUBLIC WORKS.

To

Chief Engineer

Secretary

Dated

Issued

Recd. Encl.

G. O., 20 Sept. Mtg. 26 Sept.

Nos. 4 25 28

Submitting for orders the letter of the Consulting Engr: for Rys: reporting on the question whether the increased working charges of the line were due to the accelerated Mail Service which the Company had been required to introduce.

Accelerated Mail Service. Mg.

Passing orders on letter of the Consulting Engr: for Rys: forwarding remarks letter from the Agent & Manager, furnishing explanation from the Traffic Manager as to the extent upon which he based his statement that the increased charges for the year ending 30 June /74 [illegible] to the