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MADRAS RECORD OFFICE

Government of Madras

Publications DEPARTMENT

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Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
13th February 1875.*

No. 305. 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, 15th January 1875, No. 34 :—

With reference to the Order of Government, dated 28th December 1874, No. 3,620, I have the honor to forward a letter from the Agent, Madras Railway, in which, and its enclosures, the

questions raised by the Chairman of the Chamber of Commerce in his letters of the 3rd and 17th December are fully dealt with by the Agent and the Traffic Manager.

2. In Mr. Elwin's letter to the Chamber, dated 11th instant, and Mr. Church's report of the same date, it is shown how impossible it was that the transport of goods could have been resumed earlier than was the case, and I agree with the Agent in thinking that the difficulties to be overcome have been underrated by the mercantile community. Mr. Church explains that on the interruption of traffic on the 24th of October, 135 wagon loads of goods in transit were stopped to the north of the Pennair river, and nine at Camalapoor on the north bank of the Paupugnee. Up to the 10th November all the rivers were impassable except for light baggage, but on that date an experiment was made of conveying goods across the Paupugnee by rafts. Three days were occupied in transporting the nine wagon loads, and it was at once evident that the cost necessary to be incurred in conveying across the four breaks the goods to the north of the Pennair would be altogether prohibitory, without taking into account the carriage by cart from the Pennair to the Chittravutty, a distance of 22 miles, which had been left without either engine or train.

3. On the 17th November an engine and train were safely brought across the Pennair bridge, and on the same date the work of hand-shunting wagons across was commenced. Four days later goods were conveyed across the Chittravutty by cart, but progress was so slow that up to the 3rd December, the date of Mr. Macfadyen's letter to the Agent, only 69 wagon loads had been taken over, leaving 66 loads still to be transhipped. As Mr. Church observes, it was impossible to undertake new engagements until those on hand had been completed. On the 10th December goods traffic was resumed between Madras and Cuddapah, and on the 21st idem throughout the whole of the North-West Line under special conditions, which were published for general information. The Company has been guided throughout by the opinion of the Advocate-General, with regard to the conditions of booking both passengers and goods; and although these entailed considerable inconvenience, it is felt that, under the circumstances, they were unavoidable.

4. With regard to the second point, viz., the date on which it is expected that goods traffic will be resumed in the ordinary way, the Government in their Order under reply sanctioned a time-table to be introduced on the completion of the temporary roads through the beds of the rivers, and although some delay has been caused by a slight rise of water in the Chittravutty, it is hoped that these arrangements will come into force about the 20th instant. The Advocate-General recommends, however, that an Indemnity Bond should, as at present, be required from all consignors until traffic can again be carried over the damaged bridges.

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13th February 1875.

5. The next point referred to by Mr. Macfadyen is the charge of 5 Annas (afterwards reduced to 3 Annas) per maund for transshipment of goods, for which receipts had been granted before the interruption of traffic. Although, in the opinion of the Company's Officers, this charge might fairly be levied, its payment has not been pressed in face of the great disfavor with which the charge was viewed by the merchants. On all goods booked since the resumption of traffic, transshipment charges have been levied, but these will be discontinued on the introduction of the new service.

6. With reference to the points urged in Mr. Macfadyen's letter of the 17th December, the new time-table provides for the mail leaving on Saturday morning, and will therefore be an improvement on the arrangement proposed by the Chamber. The Company is willing to book passengers through, and a proposal to this effect was submitted to Government with my endorsement, dated 4th instant, No. 1, but as trains will run through to Raichore in a few days, it is perhaps unnecessary now to disturb existing arrangements.

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 January 1875, No. 36.

With reference to your letter, No. 2 of the 4th instant, I have the honor to enclose you a copy of the reply which I yesterday made to the letter addressed to me by the Chairman of the Madras Chamber of Commerce on the 3rd ultimo. In that reply I deal with the first three points raised by Mr. Macfadyen with reference to the arrangements for the conveyance of traffic over the breaks on the North-West Line.

2. The other two points noticed in the letter subsequently addressed to the Government by the Chamber of Commerce are dealt with in the enclosed copy of the Traffic Manager's letter, No. C/915-1,114, of the 11th instant, and to what Mr. Church has therein stated I will only add, with regard to the booking of passengers through, that I submitted to Government a proposal with that object on the 4th instant, upon which I have as yet received no orders. It is now however scarcely worthwhile to disturb existing arrangements, as we expect to be able in the course of a few days to run trains through to Raichore by means of roads laid upon the beds of the rivers.

3. I need hardly inform you that it is with extreme regret that I have observed the tone of complaint with which the Chamber of Commerce have written on the subject of the unavoidable delays to traffic on the North-West Line, and I can only think that the feeling must be attributed to a misapprehension with regard to the extent of the damage sustained by the Railway works, and the great difficulties which have had to be overcome by the officers of the Traffic Department.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to the Chairman of the Chamber of Commerce, dated Madras, 11th January 1875, No. 156.

I have the honor to express my regret that the letter which was addressed to me by the late Chairman of the Chamber of Commerce on the 3rd of December last, with reference to the carriage of goods over the breaks on the North-West Line, has not received an earlier reply. On its receipt it was referred by me to the Traffic Manager, and the delay in dealing with it has been occasioned by that officer's almost constant absence from Madras, his personal superintendence on the North-West Line having recently been absolutely necessary.

2. Mr. Church has to-day sent me in his report, and I lose no time in forwarding you a copy of it for submission to the Chamber of Commerce. In it Mr. Church explains the position of affairs on the North-West Line at the time the floods caused such serious damage to our works in

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13th February 1875.

October last, and shows how impossible it was that the transport of goods could have been resumed earlier or carried on more expeditiously than has been the case. The only ground upon which disappointment at the alleged delay is expressed in Mr. Macfadyen's letter, viz., that while no arrangement had been made by the Company for carrying cotton across the unbridged rivers, a "private firm" had been able to get a supply of cotton down the line is (assuming that Mr. Church is correct in supposing the firm alluded to be Messrs. Dymes and Co.) shown to be without foundation, inasmuch as Messrs. Dymes and Co.'s cotton was conveyed and transhipped at the breaks by the Company under an arrangement which I myself made with Mr. Strange.

3. With regard to the probable date on which it is expected that the railway will be fit for the resumption of cotton and goods traffic in the ordinary way, I beg to say that we hope on or about the 20th instant to have completed roads upon the beds of the rivers which will enable us to run through trains, and to carry merchandize with greater expedition than is at present possible. The exact date will be made known by advertisement as soon as the temporary works have been examined and passed by the Government Officer, but the Advocate-General has advised us that it will still be necessary that the Company should protect itself by taking indemnities from consignors of goods. This arrangement must, I fear, be continued until the end of May, by which time it is hoped that the damaged bridges will have been so far repaired as to withstand all ordinary floods.

4. The extra charge on cotton, for which receipts had been granted before the interruption of traffic, alluded to in the last paragraph of Mr. Macfadyen's letter, has not been pressed, though I cannot agree with the views expressed by the Chamber of Commerce upon the subject. The charge in question was preferred, because it appeared to me to be but right and proper that the owners of the goods should bear the extra expense of carriage occasioned by a great calamity which had befallen the Railway Company through no fault or negligence of their own. Upon the question being raised, I was advised that the charge could only be enforced by means which would have caused delay and great annoyance to merchants, and it was consequently withdrawn without hesitation.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 11th January 1875, No. C/ 915 A. and M. 1,114.

Breaks on the North-West Line.

Your endorsement on a letter to your address from the Chairman of the Madras Chamber of Commerce, dated 3rd December 1874.

2. On the 24th October, when the breaks occurred on the North-West Line, upwards of 135 wagon loads of goods had been booked, and were lying either at stations between Raichore and Royachervoo or on the Great Indian Peninsula and East Indian Railways, consigned to stations on the Madras Railway south of the Chittravutty river. There were also nine wagon loads of goods lying at the Camalapoor station.

3. From that date until the 10th November the rivers were impassable for anything more than light baggage, but on the latter date an experiment of transshipping goods by raft was tried at the Paupugnee river, and three wagon loads were so transhipped from the north to the south bank. On the following day, the current being much stronger, only one wagon was transhipped, and on the 12th the remaining five wagons, making nine in all, left at Camalapoor.

4. This experiment satisfactorily proved that goods could not be transhipped by raft except at a prohibitory charge to the merchant, and as the Pennair and Chittravutty rivers were only passable by raft, and the rest of the accumulated goods were lying north of the Pennair river, it was determined to postpone any further attempts at transshipment until the water in all the rivers had sufficiently subsided to enable carts to be worked across the beds; but, before this was practicable, an engine and train of carriages were safely brought across the Pennair bridge, and on the 17th November the work of hand-shunting loaded wagons across the bridge was commenced. On the 21st idem transshipment by bullock-carts was commenced at the Chittravutty river, but the

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13th February 1875.*

depth of water made it a very tedious and difficult operation, and from that date until the 26th inclusive, a total of 23 wagon loads only were transshipped, being at the rate of less than four wagon loads per diem. From the 27th November to the 2nd December, under more favorable circumstances, 46 wagon loads were transshipped, being at the rate of nearly eight wagons per diem. So that at the date of the letter under reply (3rd December) no less than 60 and odd wagon loads of goods, for which the Company had granted receipts before the 24th October, were still lying north of the Chittavutty river waiting transshipment, and until this work had been completed it was scarcely to be expected that the Company could undertake new engagements by resuming goods traffic on the North-West Line.

5. On the 10th December goods traffic was resumed between Madras and Cuddapah, and on the 21st idem throughout the whole of the North-West Line, under conditions dictated by the Advocate-General, which have been published for general information.

6. The Chief Engineer will be better able to say when it is probable that the Company will be in a position to resume cotton traffic in the ordinary way, but on the completion of the diversions across the beds of the rivers, which will obviate transshipment, the extra charge now imposed of one anna per maund for transshipment at each break will be of course withdrawn.

7. The Advocate-General is however of opinion that the Company should continue to require an Indemnity Bond so long as traffic is carried across the beds of the rivers, and that the Indemnity Bond should specify the consent of owners of goods to pay for transshipment should an interruption to traffic at any time necessitate such a step.

8. The Chamber of Commerce are in error in supposing that a private firm has been able, without the assistance of the Railway Company, "to get a supply of cotton down the line." The facts are simply these:—On the 16th November Messrs. Dymes and Co. offered to indemnify the Company from all loss, and to pay all charges if the Company would undertake to transship the cotton, for which receipts had been granted on or before the 24th October, across the breaks on the North-West Line, and further to assist the Company in the work of transshipment. Native merchants holding the Company's receipts also made similar offers.

9. The charge for transshipment was fixed at 5 Annas per maund, say from Bellary or Ghooty to Madras, but the opening of the Pennair Bridge and greater facilities for transshipping at the Cheyaur river enabled the Company, on the resumption of traffic, to reduce this charge to 3 Annas per maund, being at the rate of one anna per maund per break.

10. With the exception of Messrs. Dymes and Co. the European merchants of Madras have steadfastly refused to pay the extra charge incurred by the Company in transshipping goods for which receipts had been granted before the breaks, and the Railway Company, sympathising with the merchants in the interruption to traffic, has not pressed the demand, though there can be little doubt, I think, that the merchants are morally liable.

From the same Officer, dated Madras, 11th January 1875, No. C. ^{915 A & M}_{1,114}
Complaint of the Chamber of Commerce.

Consulting Engineer's letter, dated 4th instant, No. 2.

An answer to the first three points raised in this letter will be found in my letter to your address of this date C. ^{915 A & M}_{1,111}.

2. As regards the fourth point, there would not appear to be any advantage, under the new service of trains lately sanctioned by the Government for the North-West Line on the completion of the diversions across the beds of the rivers, in despatching the overland mail from Madras on Friday at 7 or 8 P.M., as suggested by the Chamber of Commerce.

3. Under the new service the mail train is to leave Madras at 6 A.M., reach Ghooty at 7 P.M., and Raichore the following day at 11-30 A.M., and I presume the overland mail will be despatched from Madras on Saturday morning. If the mails left Madras at 7 or 8 P.M. on Friday they would have to wait at the Cheyaur river for the mail train leaving Madras on the following

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13th February 1875.*

morning at 6 o'clock, and in this way there would be a loss of at least 10 hours, for letters can be posted in the Post Office van at the Central Station up to the time of the starting of the train.

4. With reference to the fifth point, I see no objection to passengers being booked "through" on the understanding that they will have to change at the rivers, but I am of opinion that it is hardly worthwhile at the present time for the Company to make any arrangement to take passengers across the rivers, because, in the first place, the necessity for such an arrangement will probably cease in a few days, and, in the second place, it would be difficult for the Company to provide better accommodation than already exists or on such reasonable terms.

No. 306. ORDER THEREON, 13th February 1875, No. 408.

RAILWAY, No. 45.

THE Consulting Engineer for Railways now submits explanations of the authorities of the Madras Railway on

the questions raised by the letters of the Chamber of Commerce, recorded with G. O., No. 3,620, dated 28th December 1874, in respect to the carriage of mails, passengers, and goods over the breaks on the North-West Line of the Madras Railway.

2. With regard to the mails, it is observed that the wishes of the Chamber of Commerce are fully met under the new time-table recently approved by Government.

3. The through booking of passengers has received the attention of the Railway officials, and the Chamber of Commerce will be informed that the Company expect to be shortly in a position to run trains through to Raichore by means of rails laid in the beds of the rivers.

4. The Governor in Council is satisfied that the arrangements made by the Company for the conveyance of goods across the unbridged rivers have been the best practicable, and that the Railway authorities will still do all that is possible to meet the requirements of trade.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

.. Chairman of the Chamber of Commerce.
.. Postmaster-General.
.. Public Department.

Exl. S. T. Austin.

Spare Copies

of 915.8 1110
1114

Madras Railway Company
Traffic Managers Office
11 January 1875

The Agent and Manager
Madras Railway Company
Dear Sir

Complaint of the Chamber of Commerce.
Consulting Engineer's letter dated 4th instant No 2.

An answer to the first 3 points raised
in this letter will be found in my letter to your
address of this date of 915.8 1111.

As regards the 4th point, there would
not appear to be any advantage, under the
New Service of Trains lately sanctioned by the
Government for the North West Line on the
completion of the Diversions across the Beds of
the Rivers in dispatching the overland Mail
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Under the New Service the Mail Train
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7 P.M. and Raichore the following day at 11.30 A.M.
and I presume the overland Mail will be
dispatched from Madras on Saturday morning.
If the Mails left Madras at 7 or 8 P.M. on
Friday they would have to wait at the
Bheyair River for the Mail Train leaving
Madras on the following Morning at 6 O'clock,
and in this way there would be a loss of
at least 10 hours, for Letters can be posted
in the Post Office Van at the Central Station
up to the time of the starting of the Train.

With reference to the 5th point, I see no
objection.

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the understanding that they will have to change
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Company to make any arrangement to take
Passengers across the Rivers, because in the
first place the necessity for such an arrangement
will probably cease in a few days, and in the
second place it would be difficult for the
Company to provide better accommodation
than already exists on such reasonable terms.

Yours faithfully
(Signed) H. E. Church
(True Copy) Traffic Manager

W. H. Church
Agent and Manager

P. 98. 272/75

Nº 36 dated 12th January 1895
with three enclosures.

Railway Department

CONSULTING ENGINEER'S OFFICE

No. 36

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.

Porto Saint George.

Sir,

With reference to the Order
of Government dated 28th December
1894, Nº 3620, I have the honour to
forward a letter from the Agent of the
Rivers Railway, in which, and its en-
closures, the questions raised by the
Chairman of the Chamber of Commerce
in his letters of the 3rd and 17th De-
cember are fully dealt with by the
Agent and the Traffic Manager.

2. In Mr. Elvins' letter to the
Chamber, dated 11th instant, and Mr.
Church's report of the same date, it is
shown how impossible it was that
the transport of goods could have been

resumed

resumed earlier than was the case, and I agree with the Agent in thinking that the difficulties to be overcome have been underrated by the mercantile community. Mr. Church explains that on the interruption of traffic on the 24th of October, 135 wagon loads of goods in transit were stopped to the north of the Pennair river, and 9 at Bamalapore on the north bank of the Paupugnee. Up to the 10th November all the rivers were impassable except for light baggage, but on that date an experiment was made of conveying goods across the Paupugnee by rafts. Three days were occupied in transporting the 9 wagon loads, and it was at once evident that the cost necessary to be incurred in conveying across the four breaks the goods to the north of the Pennair would be altogether prohibitory, without taking into account the carriage by cart from the Pennair to the Chittavutti, a distance of 22 miles, which had been left without

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3. On the 17th November an engine and train were safely brought across the Pennair bridge and on the same date the work of hand shunting wagons across was commenced. Four days later goods were conveyed across the Chittavutti by cart, but progress was so slow that up to the 3rd December the date of Mr. Macfadyen's letter to the Agent, only 69 wagon loads had been taken over, leaving 66 loads still to be transhipped. Mr. Church observed it was impracticable to undertake new engagements until those on hand had been completed. On the 10th December goods traffic was resumed between Madras and Baidupah, and on the 21st idem, throughout the whole of the North-west line under special conditions, which were published for general information. The Company has been guided throughout by the opinion of the Advocate-General, with

with regard to the conditions of booking
both passengers and goods, and
although these entailed considerable
inconvenience it is felt that under
the circumstances they were unavoidable.

4. With regard to the second
point, viz, the date on which it is ex-
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resumed in the ordinary way, the
Government in their Order under reply
sanctioned a time-table to be intro-
duced on the completion of the tem-
porary roads through the beds of the
rivers, and although some delay has
been caused by a slight rise of water
in the Lakshmanpatti it is hoped that
these arrangements will come into force
about the 20th instant. The Advocate-
General recommends, however, that
an Indemnity Bond should, as at
present, be required from all consigners
until traffic can again be carried
over the damaged bridges.

The next point referred to by
Mr. Macfadyen is the charge of five
annas / afterwards reduced to three
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of

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of goods for which receipts had been gran-
ted before the interruption of traffic.
Although in the opinion of the Com-
pany's officers this charge might fairly
be levied, its payment has not been
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the merchants. On all goods booked since
the resumption of traffic, transshipment
charges have been levied, but these will
be discontinued on the introduction of
the new service.

6. With reference to the points
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17th December, the new time-table pro-
-vided for the mail leaving on Saturday
morning, and will therefore be an
improvement on the arrangement pro-
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is willing to book passengers through
and a proposal to this effect was
submitted to Government with my
endorsement dated 11th instant No.
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to Poore here in a few days it is pro-
-posed, unnecessary now to disturb
existing

The Consulting Engineer
for Railways now submits
explanations of the au-
thorities of the Madras
Railway on the questions
raised by the letters of the
Chamber of Commerce
recorded with R. C. No. 3620
dated 28th December 1874,
in respect to the carriage
of mails, passengers, and
goods over the breakers
on the S. W. line of the
Madras Railway.
With

With regard to the mails
it is observed that the
wishes of the Chamber
of Commerce are fully
met under the new ^{Time}
Table recently approved
by Government.

The through road of
passengers has received
the attention of the Railway
officials and the Chamber
of Commerce will be
informed that the Com-
pany expect to be shortly
in a position to run
trains through to Raichore
by means of rails laid in
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The Governor in Council
is satisfied that the ar-
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the

178 179
the Company for the
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been the best practicable,
and that the Railway
authorities will still do
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of trade.

Y. W.

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5-

Manager for Rgo. ✓
Chairman C. of C. ✓
Postmaster General ✓
Public Department ✓

Nov 16-2-75.

20/11

From

The Consulting Engineer
for Railways

Read the following

(No. 34 dated 15 Jan 75)

The Consulting Engineer for Railways has submitted explanations of the authorities of the Madras Railway on the questions raised by the letters of the Chamber of Commerce recorded with No. 34 dated 28 December 1874 in respect to the carriage of mails, passengers and goods over the bridge on the N.W. line of the Madras Railway.

With regard to the Mails [the Traffic Manager points

I have the honor to acknowledge the receipt of your letter of the 11th inst. in reference to the above.

Yours faithfully,
Sd/-
20/11

points out that under the
new time table recently
approved by Government
they can, if started at
6 AM on Saturday reach
Raichore at noon on
Sunday which is an
improvement in the
arrangement suggested
by the Chamber of Com-
merce under which the
mails would leave Madras
at 7 AM on Friday
and not arrive at Raichore
till the afternoon of
Sunday.

The through booking
of passengers has received
the attention of the
Railway officials but
any change would be
considered of little
importance the Company
expecting to be shortly
in a position to run
trains through to
Raichore by means of

of rails laid in the
beds of rivers.

The arrangements
made by the Company
for the conveyance of
goods across the bridge
rivers appear to have
been the best practicable
and the Chamber of
Commerce have not
in the opinion of His
excellency the Governor
in Council rightly
apprehended the difficulties
which the officials of
the Railway have had
to contend with under
the trying circumstances
in which they have
been placed by the
widespread disasters
to their works.

Comr. Genl. for Railways
Chairman C. P. L.
P. M. L.
P. M. L.

Col. 272
1875. MADRAS.
PUBLIC WORKS.

The Comptroller General

Recd.

Encl. 3

G. O. 13 Feb 1875, No. 408

Nos. 305-306.

MADRAS RAILWAY PASSING
Orders on letters from the Comptroller
General submitting explanation
to the Authorities of the Madras
Railway on the questions raised
by the Chambers of Commerce
respect to the carriage of
mails, passengers, and goods over
the breaks on the N. B. line
of the Madras Railway -