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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. / B.P. No.	2108 - 2109	Press / ~~Mis.~~
Dated	14 - 8 -	1876 ~~195~~ .

Not to be folded or roughly handled

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, *14th August* 1876.

No. 316.

No. 2,109.

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. 34.

SIR,—In continuation of my letter, No. 2,684, dated 18th September 1875, submitting the Report of the Commissioners appointed to inquire into the traffic of the Madras Railway and the conclusions at which the Government had arrived on the several points brought forward, I am now directed to submit the accompanying Proceedings on the resolutions which have been adopted by a Committee composed of Railway and Government officials with the view to give practical effect to the measures approved by Government and the Board of Directors of the Company.

2. I am to invite special attention to Clause (2) under "Relations of Railway Servants with the Public," and to Clause (2) under "The alignment of the Railway and its connection with Towns;" and to express a hope that the Government of India will, on consideration of the views of the Directors as to the value and importance of the extension of the Bellary branch to Gudduck, be pleased to entertain favorably the proposals which have already been made by the Madras Government.

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

Colonel,
Offg. Under Secy. to Govt., P.W.D.,
for *Secretary to Government.*

Exd. E. C. Shunker.

Spare Copies

Rates and Claſsification.

1. "That the rates be lowered in certain instances for fragile articles:— Salt, Unpreſsed Cotton, Coffee, Timber, and probably for Piece Goods and Twists, Gingelly seeds, Cotton seed"	Concurred in, with opinion that rates should include all work appertaining to the Company as Public Carriers.	*Fragile articles.* Special consideration determine the rates for these. Rates for salt on the Western Coast not to be altered at present. Salt traffic from the East Coast to be specially reported on by the Traffic Manager. Rates for Unpreſsed Cotton have already been reduced. Also those for Coffee. Low special rates for timber already exist. Rates for Piece goods and twist, gingelly seeds and Cotton seeds, with other staples to be reduced.
2. "That publicity be given to special and other rates as detailed in para. 18"	Concurred in.	Special rates and alterations to be placarded in English and the Vernacular within one week of their being made. Also published in the District Gazettes and the leading English News papers within 24 hours.
3. "That the claſsification list be simplified and printed in the vernacular and liberally distributed."	Concurred in.	The claſsification of goods intended for Native Traders to be printed in *Claſses* instead of Alphabetically, the rate for each claſs being shown at the head. Will be printed in English and in the Vernacular and widely circulated. Further report to be made by the Traffic Manager as to the adoption of the simpler Claſsification of the South Indian Railway.

Madras Railway- Tabular Statement of co osals of the Railway Traffic Commission

Railway Commissions' Proposals	Boards views	Disposal in Minutes of Committee	Remarks of Members of Government
4. That a Complaint Depᵗ, under the control of the Agent and Manager, be instituted.	Concurred in.	All complaints now come under the nizance of the Agent and Manager, l an abstract of claims is laid on the mittee Table monthly. The Traffic Manager to submit a report t a statement of recent traffic between Palghat l Tiroor.	

Arrangements for the Receipt, Custody and Despatch of Goods

1. That the existing rule ordering the despatch of all consignments in the order of their numbers be brought under special scrutiny of divisional officer.	Concurred in.	A diary is now kept at each Station ecord detentions of goods, delays of lling Stock, &c., and is open to the rutiny of the Divisional Officer. ceptional despatches of goods by the Station authorities to be specially reported to the Divisional Officer, and the reasons stated.	
2. That the system of charging excess on re-weight for prepaid goods be abandoned.	Consider that the practice of re-weighing, in the case of prepaid goods should, as a rule, be abandoned and original charges adhered to	The system of charging excess on re-weight for prepaid goods has been abandoned.	
3. That trucks delayed at forwarding stations be brought under the same scrutiny as trucks *en route*.	Concurred in.	The delay of trucks at forwarding Stations is provided for by daily report, by Telegraph, to the Traffic Manager of trucks so delayed, as in the case of trucks *en route*.	

Madras Railway - Tabular Statement of co [illegible]osal of the Railway Traffic Commission

Railway Commissions' Proposals	Board's views	Disposal in Minutes of Committee	Remarks of Members of Government
4. That the goods receipt-note give the following information:- Date and hour of receipt, number, description, weight, descriptive mark, rail charge, probable date of arrival.	Concurred in.	Required information to be in future given on the goods receipt note in Tamil and Telegu; 75 miles being assumed as a days run in calculating the probable date of arrival.	
5. That the demurrage charge should not commence till 24 hours after the probable date of arrival.	Concurred in.	24 hours of day-light are already allowed after delivery of the goods advice note before the demurrage charge commences.	
6. That with over-due goods, advice-notes be sent on arrival to the consignees, and the demurrage period be extended to 36 hours.	Concurred in.	With respect to over due goods it is now the practice to send advice notes to the Consignees on the arrival of the goods, and in future 36 hours of day light will be allowed to intervene before demurrage charges commence on such goods.	
7. That extra shed accommodation be provided at Adoni, Cuddapah, and Avenashy.	Concurred in. Arrangements for storage of goods on the Beach and for the better supervision of loading and unloading should be made.	Steps are being taken to provide extra goods shed accommodation at Adoni and Avenashy. Extra accommodation at Cuddapah not required at present. The question of providing storage for goods on the beach at Madras to be postponed until the Harbour is finished.	

Proposals

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Conditions of Railway Service.

1. That a Retiring Fund be instituted.

A scheme for the formation A scheme for the formation of a superannuation fund already Retiring fund has been submitted submitted to Govt. Govt.

2. That no Railway servant drawing more than Rs 20 monthly be dismissed except by the Agent and Manager.

Concurred in as an exper Future dismissals of servants receipt of Rs 20 and upwards reported to the Agent and Manager with full particulars each case.

3. That a 'Conduct Book' to replace the 'fining system' be opened.

Punishment by fine cons most suited to native chara and customs Present practice is to fine after reprimand has ceased to have effect. future reprimands will, at the discretion of Heads of Depts, be published in the Company's Gazette.

Relations of Railway with the Public.

1. That the rules should be rigidly enforced that Station Masters should speak the language of the districts in which they serve, and be as often as possible, men of the locality.

Concurred in As a rule Station Masters speak Local Vernacular, but it is not always possible nor desirable to appoint men of the locality, especially as regards 2d Class Stations. The subordinate staff however, Goods Clerks, booking Clerks &c, speak read and write the local Vernacular.

Proposals

2. That the divisional staff be sufficiently increased, and that each Officer consecutively may be taken off duty to give him time to pass in a vernacular, the pay of passed incumbents being increased, and no appointment on this staff being made except to passed candidates.	Concurred in.	It is considered that the Divisional Staff should be further strengthened by the appointment of another Assistant Traffic Manager in addition to the one recently sanctioned to admit of the study of the Vernaculars. And it is proposed that an Officer who passes in Tamil or Telegu shall receive a personal allowance of Rs 50 per mensem for each language, in lieu of the rewards obtainable under existing Rules.	This might be sanctioned as recommended by the Gov. of I.
3. That the divisional staff be largely augmented, and that in future natives be encouraged to qualify for the appointment.	Concurred in.	It has always been the practice on the Madras Railway to encourage Natives to qualify for Divisional Appointments in the Traffic Dept.	

Railway Agency for the Attraction of Traffic

1. That Native Traffic Canvassers be appointed and paid a commission on the extra goods they attract, in addition to their fixed salary.	Not fully concurred in, but may be adopted as an experiment occasionally. Board are rather inclined to approve of a Commission being paid to Station Masters upon increased traffic receipts.	3 Traffic Canvassers have already been appointed with, in the opinion of the Traffic Manager, some good result. The subject of giving a commission to Station Masters was also referred for the views of the Divisional Officers. Mr Church suggested that the object in view might be attained by giving Station Masters contracts for the loading and unloading of goods at their several Stations.	I do not expect much from traffic canvassers — but the Expermt. will be useful — the Cons. Eng. sd report at the end of 6 mos This arrangemt. wd secure the despatch [illegible]

The Alignment of the Railway in its connection with Towns.

1. That light rail branches, to be worked by the Madras Railway, be opened between the Main line and Vellore, Palghaut, Calicut, and perhaps also Arcot, and Salem, and that with this view the Madras Railway Company be consulted.

Consider that Branch ways would prove of immense convenience, but evidence sh be afforded of their paying character, each case being on its merits. There appears to be sufficient evidence that the traffic would justify the construction of the line to the town of Vellore. Mr Julian Dan calculations are taken to form the basis of this opinion. The sta in regard to Arcot are not favorable. The Board incl to await the result of the experiment at Vellore before taking further extension.

The Board consider all branches should be kept within their own possession and management, or be undert by the Govt.

The Committee had not sufficient information before them to enable them to deal with question of the construction of a branch line to Vellore, but the subject is engaging the attention of the Acting Chief Engineer and the Traffic Manager, and will be specially reported upon.

2. That the Bellary Branch be extended to Gudduck.	Concurred in. The Board consider this proposal as of very great value and importance.	The importance to the trade of this Presidency and to the Madras Railway of an extension of the Bellary Branch to Gudduck is, the Committee are glad to observe, fully recognized by the Board of Directors of the Madras Railway. It is believed however that the Gov^{t}. of India is opposed to the extension, but it is hoped that after the expression of the opinion of the Commission and of the Board, the Gov^{t}. will be induced to reconsider the question.	In what position is this question - Is it possible to bring it under the reconsideration of the Gov^{t}. of India with the expression of the Board's views - The proposal is so reasonable that I think we sh^{d} succeed if persistently reverted to

Passenger Accommodation.

1. That passenger rolling stock be made waterproof.	The Board consider that the Proposals under this head being minute matters of detail may well be left to be dealt with in India. They consider that earnest efforts should be made to attain simplicity in the classification of goods, and their charges for conveyance.	Proposals for rendering Passenger Rolling stock water tight are under the consideration of the Locomotive Superintendent and will be submitted to Gov^{t}. shortly.
2. That reserved 3^{d} class accommodation be provided to the extent of two compartments holding 10, and one compartment holding 20 in every train.		Arrangements are already in force for the provision of 3^{d} class reserved accommodation. An estimate will shortly be submitted for iron railings to divide 3^{d} class Carriages into compartments for the accommodation

3. That the offer of this accommodation receive the greatest poſsible publicity, and the reservation be rigidly enforced.

4. That latrine accommodation in third claſs carriages be tried in the reserved compartments as an experiment.

f 10, 20 and 30 paſsengers.

Publicity will be given to the bove by placards in the carriages and at all Stations in Tamil and Telegu. Rules for the provision of reserved accommodation will be prepared and submitted by the Traffic Manager.

Latrine accommodation will be provided by way of trial in a few of the reserved compartments.

5. That drinking water for all travellers be provided at all stopping Stations.	A water brahmin will be appointed at each principal Station.
6. That the existing latrines be modified and that for the new ones the State Railway plan be adopted.	The new latrines which have been recently constructed are similar to those adopted on the State Railways. The old ones at important Stations will be altered as soon as Estimates are sanctioned.
7. That third claſs waiting rooms be provided at all principal Stations, if not done already.	Roomy third claſs waiting rooms have been provided at all the principal Stations.

8. That the Company be called upon to discourage overcrowding, and to provide sufficient rolling stock for extraordinary occasions-	Over-crowding is discouraged in every way poſsible, but it sometimes happens on the occasion of Festivals, that the regular loads have to be exceeded, or paſsengers left behind. Attention will be given to the distribution of spare paſsenger stock along the line at points, where it is likely to be required.
9. That chuttrums be provided by private enterprize in connection with Local Fund Boards-	The Collectors have been asked by the Govt. to arrange with the Local Fund Boards for the provision of Chuttrums.
10. That names of Stations and stopping times be called out in the Vernaculars, that carriage doors be all thrown open on arrival, and a five minutes bell be rung before departure of each train-	The names of all stations and the length of time the train stops at principal Stations are called out in the Vernaculars, and the doors of the carriages are thrown open at Stations, where the trains stop for more than 5 minutes.

11. That sign boards giving in the Vernaculars the length of stoppage be prominently posted.	If the name of the Station properly called out the exhibition a sign boar d is not considered cessary.
12. That ticket Offices be opened, during fixed periods, before the train departs and the rule be painted in Vernacular over the ticket windows.	Every opportunity is afforded the Public for obtaining Tickets. otices will be posted over the icket windows stating in the naculars the time at which they hen.
13. That time tables and a concise code of rules be posted in the Vernacular and sold at all Stations.	Time Tables with a ncise Code of Rules, will be inted in the Vernaculars, and ll be exhibited at Stations on e platforms and in third class iting rooms and in the carriages.

Gov

22.

Enclo. connect

with G.O. No 2

8/14/8/76

The minutes of the M
P.W. old have been p

Resolution of the Government of India,
No 1702-4 R, dated 5th July 1876.

FOR ORDERS.

Resolutions
1. what are the distances to the towns served?
2. This ~~question~~ suggestion raises the question whether public wants of the district or railway profits are to be kept in view — if the latter doubtless expenditure might of it. but that expenditure should not come out of local or provincial funds to the detriment of works & communications of more importance to the particular district.
3. certainly
4. working vehicles to best advantage means getting the best average load which the traffic will give — & consequent delay in forwarding small lots ~~to~~ road side stations. it is inconsistent with the opinion of Commission under

Circulated for Orders in continuation of the Consulting Engineer's letter of the 17th July (now in Circulation) in which proposals for the improvement of the traffic have been brought forward. Complete file of papers has been put up with the letter in question.

Major Genl. R.E.
Secy to Govt. P.W.D.

- Head III - para. 2 -

5. I sd like to see the registers

6. ~~sd~~ Do. Demurrage rules
Invoices sd have name & address of Consignee - &
goods sd not be received till called for without a distinct
address of Consignee

7 certainly

8. 9. 10. for N.W. officials
& management

11. Yes. with the additional
proviso that all sd be able
to read addresses in
English characters -
(This is strictly enforced in
Germany)

12. - for good traffic agencies
in towns near R.W. will
probably do more than
branch railways -

13 is a question relating to
management

14 points are not mentioned
in detail -

Let it be forwarded to C. E. Mg
for communication to
the L.W. officers drawing their
attention especially to the
resolutions 1. 3. 7. 11. & 12 -
And also drawing attention
of C.E. officers to the necessity
of being exceedingly careful
as to the sanctioning of any
expenditure not needed for
~~[illegible]~~ maintenance of line &
Stock in ~~high~~ the best condition - ~~and~~
for direct return - allowing
~~[illegible]~~ other matters
to stand even at some little
inconvenience until the
return from the line balances
more nearly so far Guarantee -

Bl. 1/8

No. 1 Resolution
I have already
noted against Small
Town extensions - vide
minute on Report of the
Commission - The terms
suggested by the C of S are
useless

(2) The assignment of
1870 were chiefly for the main
-tenance of district Trunks
Local Funds can only be
used for the relief of the
guarantee, if the Local
interests ~~of~~ require the
feeder - The fair
arrangemt. wd be a State
grant - i.e. - aid for Rail
way feeders - of say 1/2

(11) I wd. direct the Estab.
of agencies in several
Towns as a tentative
measure subject to
report after 6 mos. This
wd enable the compa
-rison between this
arrangemt. & that al-
ready on trial by traf-
fic touters.

I have recorded a
minute & the plans -

FOR ORDERS.

~~Minute~~
~~Think that the cost of the distinctly say~~

Minute Recorded
W.B.

No. 1235

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 20 December 1875

From

Robert B. Glinn Esqr
Agent and Manager. M. R. Company

To

Lieutt Colonel J. H. M. Shaw Stewart R.E.
Consulting Engineer for Railways.

SIR,

With reference to my Letter of the 22d of October last, No 1091, I have the honour to enclose for your information copy of a Telegram I have this morning received from the Board of Directors in which I am requested to ask that the discussion of the suggestions made by the Railway Commission may be delayed until the views of the Directors have been received.

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

Agent and Manager

P. W. 5130/7
5

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 20 } Decr 1875
Recd 21

No. 1235

Stating that the Board have asked that the discussion of the suggestions of the Railway Commission may be delayed un their views are receive

---

Telegram

London dated 17th December 1875

From
Secretary of Madras Railway Company
London.

To
The Agent & Manager of Madras Railway
Madras.

Ask delay discussion of commission suggestions till board views received.

(True Copy)

Agent and Manager

No. 248

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 13th March 1876.

From

R. B. Elwin Esqre.

Agent and Manager, of the M. R. Co.

To

Lt. Col. J. H. M. Shaw Stewart, R.E.

Consulting Engineer for Railways.

SIR,

From Cons. Engineer No. 1143 dated 21st October 1875
with orders of Govt. No. 2683 - 18th Septr. "
To Consulting Engineer No. 1091 dated 25th Octr. "
To Do " 1235 " 20th Decr. "

With reference to the correspondence noted in the margin, I have the honour to forward herewith copy of a letter received from the Board of Directors by the last mail, in which their views are communicated upon the various suggestions contained in the Report of the Commissioners appointed to enquire into the traffic of this Railway.

2. In accordance with the instructions of the Board I request that you will be so good as to submit their observations for the consideration of Government and let me know the result in due course for the information of the Directors.

I have the honour to be,

Sir,

Your most obedient Servant

P. W. 5180/76
3

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 13 } March 1876
Recd. 14. }

No. 248.

Communicating the views of the Board upon the Report made by the Commissioners as to the falling off of traffic on the Madras Railway

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No. 570. MADRAS RAILWAY COMPANY,

33, NEW BROAD STREET,

LONDON, 11*th February*, 1876.

SIR,

The Board having carefully perused and considered the Report of the Commissioners on the traffic of the Railway which was forwarded with your letter, No. 1,181, I am instructed to communicate their views upon the various suggestions contained therein, which shall be detailed in the order in which they have been recorded by the Commissioners in para. No. 53 of their Report.

"RATES AND CLASSIFICATION."

(1). *" That the rates be lowered in certain instances for fragile articles:— Salt, Unpressed Cotton, Coffee, Timber, and probably for Piece Goods and Twists, Gingelly seeds, Cotton seed."*

(2.) *" That publicity be given to special and other rates as detailed in para. 18."*

(3.) *" That the classification list be simplified and printed in the vernacular and liberally distributed."*

(4.) *" That a Complaint Department, under the control of the Agent and Manager, be instituted."*

2. The Board concur in the four recommendations made by the Commissioners, though they may probably have to address you separately hereafter on the subject of Nos. 1 and 3.

3. The Board observe that you consider that it would be inexpedient, and probably useless, to attempt to secure a larger portion of the traffic between Palghaut and Ponani by a further reduction of charges. They also think that the rates ought to include all the risks which properly appertain to the Company as public carriers.

"ARRANGEMENTS FOR THE RECEIPT, CUSTODY AND DESPATCH OF GOODS."

(1.) *" That the existing rule ordering the despatch of all consignments in the order of their numbers be brought under special scrutiny of divisional officer."*

(2.) *" That the system of charging excess on re-weight for prepaid goods be abandoned."*

(3.) *" That trucks delayed at forwarding stations be brought under the same scrutiny as trucks* en route."

(4.) *" That the goods receipt-note give the following information:—Date and hour of receipt, number, description, weight, descriptive mark, rail charge probable date of arrival."*

The Agent and Manager,
Madras Railway,
Madras.

(5.) *"That the demurrage charge should not commence till 24 hours after the probable date of arrival."*

(6.) *"That with over-due goods, advice-notes be sent on arrival to the consignees, and the demurrage period be extended to 36 hours."*

(7.) *"That extra shed accommodation be provided at Adoni, Cuddapah, and Avenashy."*

4. No. 1 recommendation is concurred in.

5. No. 2, as to *re-weighing*. The Board notice your objections to this proposal, which they think are of importance. They consider, however, that the regular practice of re-weighing, in the case of prepaid goods, might be abandoned, the Company reserving to themselves the power to adopt this system of check in any case in which they may consider it expedient so to do; at the same time they are of opinion that when goods have been prepaid, the original charge ought to be adhered to; and if on re-weighment an error be found, notice should be sent to the Station Master of the forwarding station, who would be considered to blame if many such errors occurred.

6. The Board are desirous, by every means in their power, to improve the status and prospects of the Station Masters, so as to attract to the service superior men, and induce them to take an interest in their duties; and they have no doubt if this can be done, that great improvement will be the result in this as well as other respects.

7. No. 3. Concurred in.

8. No. 4. Do.

9. Nos. 5 and 6. Advice Notes and Demurrage. On this head the Board are of opinion that the recommendations of the Commissioners should be carried into effect; but they think that, in the case of overdue goods, the period after which demurrage falls due should be reckoned say 36 hours from the time of the delivery of the advice note. These advice notes ought to be despatched immediately after the arrival of the goods.

10. No. 7. This recommendation is concurred in. The Board also think that some arrangement to provide for the storage of goods on the beach, for the convenience of shippers, and some better supervision of the loading and unloading of goods should be established.

"CONDITIONS OF RAILWAY SERVICE."

(1.) *"That a 'Retiring Fund' be instituted."*

(2.) *"That no Railway servant drawing more than Rs. 20 monthly be dismissed except by the Agent and Manager."*

(3.) *"That a 'Conduct Book' to replace the 'fining system' be opened."*

11. The Board have already addressed you on the subject of No. 1 in my letter, No. 564, wherein a scheme for the formation of a Superannuation Fund was sent for submission to Government.

12. No. 2 is concurred in by the Board, as an experiment, but with regard to No. 3, they think that under proper regulation and supervision the infliction of fines is, at present, the punishment most suited to native character and custom.

"RELATIONS OF RAILWAY SERVANTS WITH THE PUBLIC."

(1.) *"That the rules should be rigidly enforced that Station Masters should speak the language of the districts in which they serve, and be, as often as possible, men of the locality."*

(2.) *"That the divisional staff be sufficiently increased, and that each officer consecutively may be taken off duty to give him time to pass in a vernacular; the pay of passed incumbents being increased, and no appointment on this staff being made except to passed candidates."*

(3.) *"That the divisional staff be largely augmented, and that in future natives be encouraged to qualify for the appointment."*

13. Nos. 1, 2 and 3. The Board concur in these recommendations. Rewards have been already established, and every facility ought to be given to induce their servants to acquire the vernacular language of the district in which they are serving.

"RAILWAY AGENCY FOR THE ATTRACTION OF TRAFFIC."

(1.) *"That Native Traffic Canvassers be appointed and paid a commission on the extra goods they attract, in addition to their fixed salary."*

14. No. 1. The Board do not fully concur in this recommendation, although they would not object to the occasional employment by their Agent and Manager of such an officer, as an experiment.

15. If the railway be, as it ought to be, a real convenience and substantial benefit to the community, and if sufficient means be taken to make its terms known, there will be no necessity for sending agents into the interior to invite and persuade the public to use it.

16. The appointment of a Traffic Canvasser would be liable to the objection that it would be impossible to know, with certainty, whether his persuasions or efforts were attended with any result or not. An increase in the use of the line might be expected to follow increased civility, punctuality, and attention to the convenience of traders and passengers, none of which would be within the control of a Traffic Canvasser. If all these points were carefully attended to, the traffic would increase without persuasions; if they were not, the Traffic Canvasser would persuade in vain.

17. The Board are more inclined to approve of a commission being paid to each Station Master, not on the actual amount of all the traffic forwarded from his station, but upon the *excess* at the end of each half-year over the traffic of the previous half-year; any deficiency being carried on as a debit for the next. The plan would need some arrangement in detail, in order to make it work satisfactorily in regard to stations having very different amounts of traffic; but perhaps a commission of 10 per cent. upon the first Rs. 500, 5 per cent. upon the second, and 1 per cent. upon all beyond; thus giving a Station Master who produced an excess receipt of Rs. 5,400 a commission of Rs. 119, would answer the purpose.

18. The reasons why the Board would prefer this proposal to that of a "Traffic Canvasser," besides their objections to the latter, are—

19. 1st. It appears to them an important object to give the Station Masters who have so much local influence, and so very much in their power towards facilitating the transaction of business, and pleasing customers, a real and hearty interest in their work; and as their claim to commission would be confined to the immediate increase of each six months, their additional emolument derived from

this source, though it might be an important benefit to them, could never *grow*, so as to become a serious charge; and it would never be created except as a fractional portion of a much larger benefit to the Company.

20. 2ndly. The Board are very desirous by this method to make a slight increase to the emoluments of the Station Masters, as a means, in conjunction with superannuation pensions, of adding to the value of these situations, without loss to the Company; and thereby attracting to and retaining in their service a superior class of Natives, who would soon effect a great improvement in the popularity of their lines.

"THE ALIGNMENT OF THE RAILWAY AND ITS CONNECTION WITH TOWNS."

(1.) "*That light rail branches, to be worked by the Madras Railway, be opened between the Main Line and Vellore, Palghaut, Calicut, and perhaps also Arcot, and Salem, and that with this view the Madras Railway Company be consulted.*"

(2.) "*That the Bellary Branch be extended to Cuddapah.*"

21. No. 1. In your remarks upon the recommendation of the Commissioners that branch lines should be constructed to connect various stations with the main line, the Board so far concur that they are, with you, satisfied that they would prove of immense convenience to the travelling and trading community. They also think, with you, that in order to their construction being recommended, some evidence ought to be shown that there is a chance of their paying a fair return upon the outlay. But, as the circumstances of each case are different, this evidence can only be arrived at by a careful examination of each particular station; and the Board do not consider that the subject can be fully dealt with if all the stations be treated as a whole.

22. Seeing the immense convenience that is admitted, the Board would be inclined to run a little immediate risk, rather than withhold accommodation so likely to add to the traffic of the country and the prosperity of their lines; but this risk has not been made evident, and you do not give your reasons for the conclusion you have recorded, that if the main line does not yield a return upon the outlay beyond 3 per cent., there is little chance for the branches to do even that.

23. Our main line traverses very many miles of unproductive country, and had the comparison been between it and long branches similarly placed, the conclusion you have arrived at would no doubt be correct; but as the case stands, it is a comparison between a long line through a comparative waste, and very short branches connecting it with the very centres of industry.

24. The circumstances being different, it is probable that with respect to some of the towns mentioned it may be inexpedient to incur the large expense necessary, but in regard to one of them, viz., Vellore, there appears to be sufficient evidence that the traffic would justify the undertaking.

25. If we refer to Mr. Juland Danvers' report on the Indian Railways for 1874-75, the calculations given at page 34, article 8, show that the number of passengers passing over each mile of our line both ways, daily, is 507, and the number of tons of goods 187. If a like calculation be made, based upon the number of passengers and goods leaving the Vellore Station during the same year, supposing them all to have crossed from the town to the station, the numbers would be, of passengers 606, and of goods 138·6 tons.

26. Again, the profit upon carrying each passenger one mile being stated at 0.157d. and for each ton of goods 0·359d., if these sums be multiplied, respectively, by the number of passengers and tons of goods leaving the Vellore station, both ways, and by 3½ for the number of miles traversed over the branch line, the result would be a profit from the former of £506 per annum, and from the latter of £265, or a total of £771, equal to Rs. 8,411. This is not quite sufficient to pay a dividend of 3 per cent. upon the estimated cost of the work, viz., 300,000 Rs., and a considerable deduction may be necessary on account of that proportion of the whole traffic which reaches Vellore station, otherwise than from the town, this deduction probably amounting to as much as one-third, but on the other hand, it cannot be doubted that the immense convenience afforded both to the travelling and trading community would cause a considerable increase upon the previous numbers, so as to make up for the difference; and if not, that the increase of the next few years would certainly do so, but, even assuming that the result shown by the above figures ought not to be taken at more than 2 or 2½ instead of nearly 3 per cent., the following considerations will prove that even a smaller apparent gain so made out is more than sufficient for the purpose.

27. 1st. The statement of charge, cost and profit upon each passenger and ton of goods shown in Mr. Danvers' report is arrived at by dividing the receipts and the entire current expenses of the Company, including the Indian and home establishments, and the whole aggregate outlay, by the actual work done, but in a similar calculation of the profit to be gained by any small extension of the existing system, all the cost of the fixed establishments and the home and general expenses, which would not be in the least augmented thereby, ought to be excluded; and if this were done in the present case, the rate of profit would probably be, in round numbers, at least doubled. Viewed in this light, the actual financial benefit gained by the working of the branch, instead of being 2 or 2½ per cent. would be 4 or 5, a fact which would be certainly shown by the local accounts.

28. Again, a great part of the additional traffic which could not fail to be induced by the great convenience afforded would tell, not only in profits gained by the branch itself, but by profits accruing to the whole line; every rupee of which latter would be equivalent to 20 Rs., more or less, gained by the branch.

29. If to these considerations be added the fact that, owing to unusual expenses of late years, the profits shown in Mr. Danvers' report, above referred to, are considerably less than former years, sufficient reason will have been shown to explain why the Board think you may safely agree to construct the branch to Vellore with guaranteed capital; though not necessarily in precise accordance with Captain Pennycuick's plans.

30. In regard to Arcot, the statistics seem to point to a more unfavourable conclusion than Vellore; but as the difficulties of communication between the town and station are greater than with Vellore, it is probable that the effect of a branch in creating an increase of traffic on the whole line would be much greater, besides the local trade between the two towns, but the Board would prefer waiting to see the effect of the branch to Vellore before coming to any decision regarding this.

31. Perhaps the difficulties in respect to both these towns, as well the cost of protection to some of our bridges would be best obviated by the diversion of

the main line near Sholinghur, as suggested by the late enquiries of the Government Consulting Engineer in his letter No. 1,248, dated 23rd November, 1875.

32. The other proposed branches at Salem, Palghaut and Calicut, cannot be properly considered without further data, showing in each case the probable cost, and the grounds for the expectation of traffic.

33. The Board are of opinion that it is very desirable that all branches made to their line should be kept within their own possession and management, or be undertaken by the Government. If they would be sufficiently remunerative to suit the views of private speculators, they would be more profitable to the Company for the reasons above referred to, that all excepting local services are already provided and paid for. It is of importance to avoid the complication, correspondence, and possible conflict of interests which might arise if separate Companies were engaged together in working parts of the same line.

34. No. 2. Concurred in. The Board consider this proposal as of very great value and importance.

"PASSENGER ACCOMMODATION."

(1) *"That passenger rolling stock be made waterproof."*

(2). *"That reserved 3rd class accommodation be provided to the extent of two compartments holding 10, and one compartment holding 20 in every train."*

(3). *"That the offer of this accommodation receive the greatest possible publicity, and the reservation be rigidly enforced."*

(4). *"That latrine accommodation in third class carriages be tried in the reserved compartments as an experiment."*

(5). *"That drinking water for all travellers be provided at all stopping Stations."*

(6). *"That the existing latrines be modified and that for the new ones the State Railway plan be adopted."*

(7). *"That third class waiting rooms be provided at all principal Stations, if not done already."*

(8). *"That the Company be called upon to discourage overcrowding, and to provide sufficient rolling stock for extraordinary occasions."*

(9). *"That chuttrums be provided by private enterprise in connection with Local Fund Boards."*

(10). *"That names of Stations and stopping times be called out in the Vernaculars; that carriage doors be all thrown open on arrival, and a five minutes bell be rung before departure of each train."*

(11). *"That sign boards giving in the Vernaculars the length of stoppage be prominently posted."*

(12.) *"That ticket offices be opened, during fixed periods, before the train departs, and the rule be painted in Vernacular over the ticket windows."*

(13). *"That time tables and a concise code of rules be posted in the Vernacular and sold at all Stations."*

35. The Board consider that these minute matters of detail may well be left to be dealt with in India.

Madras Railway

36. I am desired to add the opinion of the Board that the efforts of the Traffic Department should be earnestly directed towards the attainment of the utmost practicable simplicity in the classification of goods and the charges for conveyance. Also the prompt attention to and removal of every just ground of complaint; and they cannot withhold the expression of their regret that the evidence before them should exhibit so much cause in the traffic management for the enquiry which has been held.

37. The Board request that you will submit their observations for the consideration of Government, and communicate to them the result of its deliberations.

I am, Sir,

Your most obedient servant,

(Sd) Juland Danvers

Secretary.

Madras Railway

Minutes of Meetings held in the Agent and Manager's Office, Royapuram, on the 16th and 17th of June 1876, for the purpose of deciding upon the measures to be adopted for giving effect to the suggestions of the Railway Commission which have been approved by the Government and by the Board of Directors.

Present.

Lt Col J Hebbshaw Stewart, RE, Cons. Engr for Ry
Major C. J. Smith, RE, Deputy ___ do ___
Mr W. R. Robinson, Ag Chief Engineer, M. R. Company
Mr F. H. Trevithick, Loco. Superintendent ___ do ___
Mr H E Church, Traffic Manager ___ do ___
Mr F. Church, Chief Auditor ___ do ___
Mr R. B. Elwin, Agent & Manager ___ do ___

The Agent and Manager read letter from the Secretary to the Board of Directors No 570, dated London the 11th of February 1876, in which the views of the Board are communicated as to the report of the Commission. A copy of the letter has already been forwarded to the Consulting Engineer for submission to the Government.

with Agent & Manager's letter No 240 dated [illegible] March 1876.

The various headings in the Secretary's letter were then gone through and discussed seriatim, viz.

"Rates and Classification".

(1) Fragile articles.- It was observed that the high rate which is charged for such articles is due to the care necessary in loading and unloading, and to the space which they occupy in waggons. The rates for salt on the Western Coast are not to be altered at present. The Salt Traffic from the East Coast is to be specially reported upon by the Traffic Manager.

The rate for unpressed cotton has already been reduced from 36 pies per ton per mile to 26 pies per ton per mile to Madras, at owners risk, and from any station South of a Cotton pressing station to such Cotton pressing station, to 18 pies per ton per mile.

The rates for Coffee have also been reduced - Bangalore to Madras from 18 to 14 pies per ton per mile, and Coimbatore to Madras from 14 to 12 pies per ton per mile.

There are already low special rates in existence for Timber (vide classification) and it is not proposed to make any further reduction at present.

It was determined to reduce the rate for piece Goods and twist (press packed) from 18 to 14 pies per ton per mile, and Piece Goods (Country packed) from 24 to 18 pies per ton per mile.

It was decided to include Gingelly seeds, and Cotton seed under "Country produce" and to carry them at the special class rate of 8 pies per ton per mile.

The following staples will also be transferred from the 1st Class at 10 and 12 pies per ton per mile to the special class at 8 pies per ton per mile, viz:

Grain of all kinds
Seeds " "
Ground Nuts (in bags)
Jagree
Molasses (in Casks)
Myrabolams (in bags)
Nux Vomica (unprepared) or Yetti Cottay
Oil Cake
Onions
Potatoes
Soap Nuts (in bags)
Soap sand
Scrap iron, or broken Metal
Stone
Sugar, brown Country
Tamarinds (raw)
Turmeric (common)
Wheat.

(2) Special rates and alterations of rates will be placarded at all stations in English and the Vernacular languages within one week of their being made. They are also published in the District Gazettes, and will be hereafter notified in the leading English newspapers, within 24 hours of their being made.

(3) In future the Goods classification intended for Native Traders is to be printed in Classes instead of alphabetically, the rate for each class being shown at the head of each class. These classifications

will be printed in English and in the Vernacular languages of the Districts will be placarded outside every goods shed and will be widely circulated, each Collector being supplied with 100 copies for distribution.
In the Goods Classification for general use all articles will be classified both in the old and new form.

The Collector of each District through which the Railway passes will be supplied with 100 copies of this Classification also for distribution.

In connection with the proposed simplification of the Classification list, the expediency of adopting the system in force upon the South Indian Railway was discussed at great length. The Traffic Manager is to submit a report explaining fully the objections to the adoption of that system (1) for the entire traffic of the Madras Railway, and (2) for the local traffic only leaving the foreign traffic exchanged at Raichore to follow existing classification.

(4) All complaints are now referred to the Agent and Manager by the Traffic Manager, and an Abstract of claims preferred is placed on the Committee table each month. Such Abstract shows all claims made and settled since the previous meeting and all unsettled claims.

With reference to paragraph 4 of Government Order No 2683 of the 18th September 1875 and to paragraph 3 of the Secretary's letter the Traffic

Manager undertook to submit a report, with a statement of recent traffic between Palghaut and Tiroor.

Arrangements for the receipt, custody and despatch of Goods.

(1) With a view to the enforcement of the rule ordering the despatch of all consignments in the order of their numbers, a diary is now kept at each station, in which is recorded detentions of Goods, delays of rolling stock &c &c, and the book is open to the scrutiny of the Divisional Officer whenever he travels. In future every exceptional despatch of Goods by the Station Authorities shall invariably be specially reported to the Divisional Officer and the reasons stated.

(2) The system of charging excess on re-weight for prepaid Goods has been abandoned.

(3) The delay of trucks at forwarding stations is provided for under (1). A Daily Report by telegraph of trucks so delayed will also be made to the Traffic Manager, as in the case of trucks en route.

(4) Information as to date and hour of receipt, number, description, weight, descriptive marks, rail charge, and probable date of arrival will in future be given on the Goods receipt note in Tamil and Teloogoo 75 miles being assumed as a day's run in calculating the probable date of arrival.

(5) 24 hours of daylight are already allowed after delivery of the Goods Advice note, before the Demurrage charge commences.

(6) With respect to overdue goods it is now the practice to send advice notes to the consignees on the arrival of the Goods, and in future 36 hours of day-light will be allowed before the demurrage charges commence on such goods.

(7) Steps are being taken to provide extra Goods shed accommodation at Adoni and [illegible].

It is not considered that extra accommodation is required at Cuddapah at present.
(The Committee here adjourned until Monday the 19th of June).

The Committee on reassembling considered the expression of the Board's opinion contained in paragraph 10 of the Secretary's letter, to the effect that some arrangement to provide for the storage of Goods on the beach at Madras, for the convenience of shippers, should be established, and it was determined to recommend that this question be postponed until the Harbour now in course of construction shall be finished.

Conditions of the Railway Service.

(1) A scheme for the formation of a superannuation fund has been drawn up by the Directors of the Madras Railway Company and was submitted to the Government on the 17th January 1876.

No reply has yet been received.

(2) In future, dismissals of servants in receipt of Rs 20 per mensem and upwards will be reported to the Agent and Manager with full particulars of each case.

(3) The practice on the Madras Railway is to reprimand men in the first instance and only to resort to fining when reprimands cease to have effect. In future the effect of publishing reprimands will be tried, and a column for the purpose opened in the Gazette, but it will be left to the discretion of Heads of Departments to decide whether reprimands shall be made public or not.

Relations of Railway Servants with the Public.

(1) As a rule station masters speak the language of the District in which they serve, but it is not always possible to appoint men of the locality, nor would it always be desirable to do so. The appointment of station masters will continue to receive the best attention of the Traffic Manager, but it is considered that it would be inexpedient to adhere rigidly to the rule as proposed by the Commission in the case of 1st and 2nd Class stations. The subordinate staff at such stations - Goods Clerks, Booking Clerks &c. - speak read and write the language of the District without exception.

(2) Before effect can be given to the suggestion that each Officer in the Traffic Department should be taken off duty consecutively to give him time to pass in a vernacular language, the staff must be increased by one Assistant Traffic Manager in addition to the one recently sanctioned. With a view however to induce Assistant Traffic Managers to pass in one or both of the Vernaculars, viz: Tamil and Teloogoo - it is recommended that an Officer who passes in one or both of those languages shall receive a personal allowance of Rs. 50 per mensem for each language, in lieu of the rewards obtainable under the existing rules.

Cons. Engr's letter No 591 dated 7 June 1876.

(3) It has always been the practice on the Madras Railway to encourage Natives to qualify for Divisional appointments in the Traffic Department.

Railway Agency for the attraction of Traffic.

(1) Three Native Traffic Canvassers have already been appointed as an experiment, - one on the North West Line under Mr Drake, one on the 1st Division South West Line under Mr Craik, and the third on the Western Division under Mr Bailey. The Traffic Manager stated that in his opinion some good had resulted from the employment of these men.

With reference to paragraphs 17 to 20 of the Secretary's letter the question of the payment of a Commission to station masters, as suggested by the Board, was discussed at considerable length, and it was ultimately determined that the Traffic Manager should obtain the views of his Divisional Officers as to the policy of that course being adopted.

As to the desirableness of giving the station masters a personal interest in the increase of traffic there can be no doubt, and the Traffic Manager stated that in his opinion perhaps the best way of giving effect to the wishes and suggestions of the Board in this respect would be by giving to station masters Contracts for the loading and unloading of goods at their several stations. Mr. Church has made one or two such Contracts at certain of the stations with persons unconnected with the Company, with a view to ascertain what rates per ton should be paid to station masters for similar service.

The Alignment of the Railway and its connection with towns.

The Committee had not sufficient information before them to enable them to deal with the question of the construction of a branch line to Vellore, but the subject is engaging the attention of the Acting Chief Engineer and the Traffic Manager, and will be specially reported upon.

(2) The importance to the trade of the Presidency and to the Madras Railway of an extension of the Bellary Branch to Gadduck is, the Committee are glad to observe, fully recognised by the Board of Directors of the Madras Railway. It is believed however that the Government of India is opposed to the extension, but it is hoped that after the expression of the opinion of the Commission and of the Board the government will be induced to reconsider the question

Passenger accommodation.

(1) Proposals for rendering Passenger rolling stock water tight are under the consideration of the Locomotive Superintendent and will be submitted to Government shortly

(2) Arrangements are already in force for the provision of 3rd class reserved accommodation. An estimate will shortly be submitted for new railings to divide 3rd Class Carriages into compartments for the accommodation of 10, 20 and 30 passengers

(3) Publicity will be given to the above by placards in the carriages and at all stations in Tamil and Teloogoo. Rules for the provision of reserved accommodation will be prepared and submitted by the Traffic Manager.

(4) Latrine accommodation will be

provided by way of trial in a few of the reserved compartments.

(5) A water brahmin will be appointed at each principal station.

(6) The new latrines which have been recently constructed are similar to those adopted on the State Railways. The old ones at important stations will be altered as soon as Estimates are sanctioned.

(7) Roomy third class waiting rooms have been provided at all the principal stations.

(8) Overcrowding is discouraged in every way possible, but it sometimes happens on the occasion of Festivals, that the regular loads have to be exceeded, or passengers left behind. Attention will be given to the distribution of spare passenger stock along the line at points where it is likely to be required.

(9) The Collectors have been asked by the Government to arrange with the Local Fund Boards for the provision of Chuttrams.

(10) The names of all stations and the length of time the train stops at principal stations are called out in the Vernacular, and the doors of the carriages are thrown open at stations where the trains stop for more than 5 minutes.

(11) If the name of the station is properly called out the exhibition of a sign board is not considered necessary.

(12) Every opportunity is afforded to the Public for obtaining Tickets. Notices will be posted over the Ticket windows stating in the Vernaculars the time at which they open.

(13) Time Tables, with a concise code of Rules, will be printed in the Vernaculars, and will be exhibited at stations on the platforms and in third class Waiting rooms, and in the carriages.

V. Wentworth Lt Col R.E.

Consulting Engineer
for Railways.

J. H. Mellis
for the Agent & Manager
Madras Railway

the Madras Railway might

P. W. 5130/7
1

x No 1385 dated 20 Decr 1875
" 210 " 13 March 1876

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,
Madras, 17 July 1876.

No. 348

From
LIEUT.-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,
Fort Saint George.

SIR,

Adverting to the Proceedings of Government under date the 18th September 1875 No. 2683, I have the honour to enclose, for the information of His Grace the Governor in Council, two letters x from the Agent of the Madras Railway Company. With the first of those letters Mr. Elwin asked that the discussion of the recommendations made by the Commission appointed to inquire into the Traffic of the Madras Railway might be postponed until the views of his Directors had been received; and with the second he forwarded for submission to Government a copy of the Board's letter No 570, containing their views upon the various points dealt with. Before sending forward that letter, it seemed desirable that I should be in a position to lay before Government definite proposals for giving effect to those of the recommendations made by the Commission which had met with approval; and I now submit, for the consideration of Government, the minutes of a meeting held during last month, in which every point that had been raised was dealt with in detail.

2. Under the head of "Rates and classifications", all the recommendations made by the Commission received the approval of Government, with the exception of the proposal to reduce the rates between Palghat and Ponani; and in the enclosed minutes provision is made for giving effect to the recommendations. With reference to paragraph 4 of the Order of Government under reply, the Traffic Manager is to submit a further report upon the suggested simplification of the classification list, which shall be laid before

Government. It will be observed that the Directors promise to address their Agent again upon this point.

3. Under the head of "Arrangements for the receipt, "custody, and despatch of Goods," the Commission's recommendations were approved by Government in these entirety; and in the enclosed minutes provision is made for giving effect to them.

4. Under the head "Conditions "of Railway Service", the Commission's recommendations also met with approval. With regard to the proposed institution of a Retiring Fund, the scheme drawn

up

Pro. of Govt.
28th March '76
No. 788.

up by the Directors was laid before Government upon the 22d February 1876, and has been forwarded for the consideration of the Government of India. In the enclosed minutes, provision is made for carrying out the other recommendations of the Commission. It will be observed that, in the opinion of the Board, "the infliction of fines is, "at present, the punishment most "suited to native character and "custom". From this opinion I differ entirely; but, granting its correctness, it would seem to be right to attempt to raise the character and to improve the custom of the Company's employés by substituting, so far as possible, a punishment which would appeal to higher motives than the fining system can.

5. Under the head "Relations of Railway Servants with the public," the recommendations made by the Commission received the general approval of Government and the action proposed to be taken is explained in the enclosed minutes. After full discussion, it was determined not to press for the rigid enforcement of the rule that station-masters should always speak the language of the district in which they serve, and that they should be, as often as possible, men

of

of the locality. It was explained by the Traffic Manager that this rule is invariably enforced with regard to those of the station staff who are most brought into contact with the native public, namely, the goods clerks and booking clerks; and that to apply it strictly in the case of station-masters would not be at all times possible, while it would hamper his action to an inconvenient extent. With regard to the suggested augmentation of the divisional staff, the entertainment of one additional Assistant Traffic Manager has lately been* sanctioned by the Government

of

Ro. of Govt.
Ro. 1387 of
3rd June 1896

of India, and it is considered that the addition of one more to the existing strength will satisfy all present requirements. The best mode of securing from the Traffic staff a knowledge of the native languages was discussed at great length, and it was determined to recommend the grant of a small personal allowance to those Assistant Traffic Managers who pass examinations in Tamil or in Teloogoo, in place of the rewards obtainable under existing rules. Under those,* none of the Assistant Traffic Managers now in the service is eligible for a reward; and, taking into consideration the demands upon their time,

*Pro. of Govt. No. 3522 of 15 Decr/74

time, and the great importance of securing from them a knowledge of Tamil or Teloogoo, I trust that the recommendations now made will meet with approval.

6. Under the head "Railway Agency for the attraction of Traffic," the Commissions recommendations were experimentally approved by Government;† and from the inclosed Minutes it will be seen that three Traffic Canvassers have been appointed as an experiment. The Traffic Manager has been asked to report the nature of the instructions given

to these men, and the duties to be performed; and this shall be laid before Government. It will be seen that the Directors are more inclined to favour the payment of a commission to station-masters, as an inducement to them to do all in their power towards increasing the returns from their stations. This measure received full consideration from the Railway Commission, and was generally approved by them; but they forebore to press it out of deference to the adverse opinions of the Railway Authorities. A further report

report upon the subject is to be made by the Traffic Manager, who, as will be seen, has suggested, as an alterative mode of giving effect to the wishes of the Directors, that contracts for the loading and unloading of goods at their several stations should be given to the station-masters. The report, when received, shall be laid before Government.

7. Under the head "Alignment of the Railway and its connection with towns," the recommendations made by the Commission were not fully endorsed by Government. With regard to the proposed short branches on the South-west line, it will be seen that the Board of Directors have gone into the subject at considerable length, and

No. 5130

and a special report upon the question is to be made by the Railway Authorities.

8. Under the head "Passenger accommodation", the Commission's recommendations were approved by Government, and in the enclosed minutes provision is made for giving effect to them.

I have the honour to be,
Sir,
Your Most Obdt Servant
[illegible]
Cons Eng for Railways

G.O. 7 Nov/74 No. 3251 & 52
13 Jany/75 105 & 106

G.O. 15-12-74 No. 3522
" 18-9-75 No. 2683 & 2684
" 28-3-76 " 788 & 789
" 3-6-76 " 1387

15-12-74 - 3522
6-7-76 - 1970 No. 3[illegible]
Ry Commn Report
Recd 1-8-76 [illegible] 14-8-76
[illegible] 22-7-76 [illegible] 1-8-76
Despd to Dept 18-7-76

RAILWAY DEPARTMENT.

From
The Consulting Engineer
for Railways,

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

Dated 17 July 1876.
Received 18 [illegible]
No. 348

Submitted. [illegible] orders of Govt upon the points noticed by the Railway Commissioners in regard to the [illegible]

No. 2108

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the 14 Aug/76

READ the following:—

From
The Cons. Eng. for Railways (H.E. No. 348 d/17th July 1876)

Hd 9/8

The papers recorded above contain the views of the Directors of the Madras Railway Company on the suggestions contained in the Report of the Commissioners appointed to enquire into the condition and prospects of the traffic of the line, together with the resolutions adopted at a meeting of the Railway and Government officers convened to consider the subject and give effect to the measures which had been approved by Govt. and the Board.

2. The minutes of the

Committee are approved with the following remarks.

Relations of Railway Servants with the Public.

(2) The Govt. of India will be requested to sanction the appointment of an additional Assistant Traffic Manager with the view to the study of the Native languages by the divisional staff, and to authorize the payment of the personal allowances recommended for proficiency. The Standard which it is proposed to lay down to entitle to the rewards, and the arrangements under which the examinations are to be conducted should be reported for approval.

Railway Agency for the Attraction of Traffic.

(1) The Consulting Engineer will report at the end of six months on the results of the system of Traffic Canvassers. The arrangement must be regarded as experimental only.

The Governor in Council concurs with the Traffic Manager in the opinion that the object in view might be better attained by giving Station Masters contracts for the loading and unloading of goods at their several Stations.

No. I do not express a contrary opinion that in opinion such a system may perhaps be devised but will require much consideration to mature, & care to prevent undue preference to those goods which pay best for handling.

The alignment of the Railway and its connection with Towns.

(1) The special report promised in connection with the branch line to the town of Vellore will be awaited.

(2) The extension of the Bellary Branch to Guddack has been strongly pressed on the consideration of the Govt. of India, and the importance of the line to the trade of

this Presidency fully explained. His Grace the Governor in Council observes that the Directors of the Madras Railway recognize the value of the extension, and the expression of their views will now be laid before the Govt. of India for reconsideration of the orders conveyed in para 2 of their letter No. 3210 R dated 18th December 1874. * G.O. No. 105 d/ 13th Jany 1875.

Passenger Accommodation

(4) A report on the result of ~~the new arrangements~~ for the passenger traffic & provision of latrine accommodation ~~which has been made~~ by way of trial in a few of the reserved compartments of third class carriages will be awaited.

(H.C. No. 2109 d/ 14 Aug 76.

To,

C.E. for Rys
Rcd. 2 Sept.
Desd 2/9/7

Bd 9/9

To No 2109 d/ 14 Aug 76

The Secy. to the Govt. of India
Public Works Dept.

Sir,

In continuation of my letter No. 2684 dated 18th Septr. 1875 submitting the report of the Commissioners appointed to enquire into the traffic of the Madras Railway and the conclusions at which the Govt. had arrived on the several points brought forward, I am now directed to submit the accompanying Proceedings on the resolutions which have been adopted by a Committee composed of Railway and Govt. officials with the view to give practical effect to the measures approved by Govt. and the Board of Directors of the Company.

I

I am to invite special attention to clause (2) under "Relations of Railway Servants with the Public," and to clause (2) under "The alignment of the Railway and its connection with Towns", and to express a hope that the Govt. of India will, in consideration of the views of the Directors as to the value and importance of the extension of the Bellary Branch to Gudduck, be pleased to entertain favourably the proposals which have already been made by the Madras Government.

Despd 2/9/56

Ex.d E.W.S.