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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	430- Rly	Press
B.P. No.		Mis.
Dated	17 - 2 - 18 76	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
17th February 1876.*

No. 299. Read the following despatch from the Right Honorable the Secretary of State for India :—

Railway.
No. 9.

INDIA OFFICE, LONDON,
30th November 1875.

MY LORD DUKE,—In continuation of my despatch of the 23rd September last, No. 6, in which I noticed certain features connected with the traffic operations of the South Indian Railway, which appeared to me to call for explanation, I now transmit for your Grace's information a copy of a letter, No. 141, dated 1st instant, from the Directors of the South Indian Railway Company, together with copies of its enclosures, being memoranda by the Company's Agent, their Chief Auditor, and their Traffic Manager, containing the result of the further inquiries on the subject which the Board, in accordance with the intimation contained in their letter of 23rd August, have directed to be made on the subject.

2. This explanation has not satisfied me that the working of the line has been conducted with the proper degree of economy, but I now leave the question to be dealt with by your Grace's Government as you may think proper.

I have, &c.,
(Signed) SALISBURY.

His Excellency the Right Honorable
the Governor in Council, Fort St. George.

From H. W. NOTMAN, Esq., Managing Director, South Indian Railway Company, to the Under Secretary of State for India, dated 2, Leadenhall Street, London, E.C., 1st November 1875, No. 141.

WITH reference to the correspondence noted in the margin, relative to the Revenue Account of this Company for the second half-year of 1874, and to the conclusion deduced from the results exhibited therein, that the number of

trains run is in excess of the requirements of the traffic, I have now to state that the Directors, taking advantage of the recent visit paid to this country by the Agent of the Company (Mr. Betts,) obtained from him a general explanation on the question under reference, and a copy of his notes on the subject is now enclosed. Copies of explanatory memoranda by the Traffic Manager and the Chief Auditor of the Company, dated respectively 27th September and 6th October 1875, are also forwarded for information. The Directors feel that, having regard to the whole circumstances, it will be found on further inquiry that the number of trains run was not greater than was necessary to meet the requirements of the public and efficiently to provide for the general traffic on the Railway.

2. I am desired to add, that the whole subject of the train service must necessarily have again recently engaged the attention of the Executive Officers of the Company, in communication with the Government, in view to the opening of the line to Madura on 1st September last, and to the anticipated opening of a further portion from Madura to Tuticorin, which is expected to take place on 10th December next.

The papers which accompanied Sir Louis Mallet's letter of 17th August 1875 are now returned.

MEMORANDUM upon India Office letter, dated 17th August 1875.

In calculating the average paying load per train upon the mileage of 163,000, the India Office has excluded the mileage tonnage of "Railway materials for construction," and of "Stores carried free for Revenue." All the former and part of the latter was worked on the train mileage recorded against the Traffic Department.

*Proceedings of the Madras Government, Public Works Department,
17th February 1876.*

2. The mileage of passengers is quoted as about 25,400,000. The average mileage of each passenger was arrived at, I presume, by dividing the receipts shown (on page 13) under each class by the number of passengers who travelled in that class, and on the assumption that the mileage rate for each class applied to all the receipts shown in that class. This will not give a correct result, as the traffic shown under the heading Return Journey was not carried at the ordinary mileage rates; I have not by me the analysis of passenger traffic for the period under review, but in that statement the exact mileage is recorded.

3. In the Analysis, too, will be found the mileage of dead load which had to be hauled. In forming an opinion regarding the work performed by our engines this should receive consideration. At least times, in consequence of our short supply of rolling stock, we have to work back train loads of empty vehicles in order to clear off the passengers. For a similar reason, and in order not to delay the laying of permanent-way, the vehicles used for the carriage of materials for construction have to be worked back empty. The flow of traffic for the Madras Railway considerably exceeds that passing to that line; the consequence is that the Madras Railway Company's trucks have to be returned empty. These items fact the average paying load per train.

4. The ton mileage of live stock and of horses and carriages (which has also been omitted in the India Office calculations) is not so important, but in nearly every case in which such traffic is worked the empty vehicle mileage equals the mileage for which toll is realised.

5. The Locomotive Superintendent fixes the maximum load his engines can haul at the rate of speed which Government calls upon us to work the trains. If that speed was reduced we could take additional vehicles on our trains, and we might occasionally save the running of a special train, but I do not think the work could be transacted with a less number than the trains now run in each direction.

19th October 1875.

(Signed) W. S. BETTS.

LETTER from the Chief Auditor, to the Agent, dated Negapatam, 6th October 1875, No. G-1,952.

I beg to submit the following notes upon the letter from the India Office (in re train service requiring reduction) which accompanied your letter No. 3,091 of the 18th ultimo.

Firstly.—In taking the figures which the India Office officials have adopted, an actual reduction in the ton mileage carried, so far as goods are concerned, has been made something like 14½ per cent. by the exclusion of the traffic in Railway material carried, and

Secondly—that this traffic being excluded “every allowance for the inequality of the up and down traffic” cannot have been made.

A reference to the Revenue Account for the half-year in question will show that the ton mileage of goods traffic amounts in gross to 3,956,304, of which 589,109 represents the portion due to Railway materials. The inclusion of these figures raises the average train load of goods to about 23 tons, not a material increase certainly, and one which did not the conveyance of this material involve other considerations would not invalidate the inference drawn by the Secretary of State. But this traffic prejudices to a great extent the useful effects of the train mileage, inasmuch as it entails a large percentage of empty vehicle mileage.

As you are aware, the greater portion of our ordinary goods traffic is conveyed in covered goods trucks, and a comparison of the empty running of these vehicles, with the empty running of open goods trucks, in which material is carried, will to some extent show how the train mileage must necessarily be affected thereby.

Under the former the loaded vehicle mileage during the half-year amounted to 540,157, and the empty to 72,704, or in the proportion of 743 loaded vehicles to one empty, of the latter, however, (i.e., open trucks) the loaded mileage was 169,825 to 107,776 empty, or a proportion of about fifteen loaded vehicles to one empty.

The light weight of some of this material, viz., sleepers, which formed a large proportion of the quantity carried, tended to lower the average per vehicle, and thus to some degree render unfavorable the results of the train service.

*Proceedings of the Madras Government, Public Works Department,
17th February 1876.*

I cannot see upon what grounds this traffic has been excluded from consideration. The same if not greater facilities in the general interest of the Company have to be given to this; as to the public traffic, and far from it not entering into the general question, it is, it appears to me, an important element in the unfavorable results which the Marquis of Salisbury deduces. But be this as it may, I feel confident that a reduction in our present train service would have a very unfavorable effect upon the net earnings of the Company. It might and probably would compare *prima facie* very favorably with the present more accommodating one, but I question whether the results would be more useful, either to the interests of the public or those of the Company. With the traffic less developed than it now is, with far fewer passengers and higher fares in force, a smaller train service has been found not to meet the requirements of the public, and I doubt not that with less material for construction purposed to carry, the ordinary train service as now constituted will not give such unfavorable results as the Secretary of State considers it did during the half-year which he had under his review.

(True Copy.)

(Signed) DAVID LOGAN,
Acting Agent.

TRICHINOPOLY,
7th October 1875.

LETTER from the Traffic Manager, to Agent, dated Trichinopoly, 27th September.

Revenue Account of this Company for the second-half of 1874.

With reference to your letter, No. 3,100, enclosing extract of letter from the India Office, the apparently small loads of trains is accounted for by the large empty mileage we were obliged to run during the half-year ending December 1874.

To keep up the proper supply of material to the Chief Engineer to prevent delays to works, almost all the trucks conveying material loaded to Trichinopoly had to be returned empty, and the trucks of sleepers (averaging per truck only 2½ tons) help to give a poor account of the loads on trains.

The following are the reasons for the unsatisfactory result mentioned in the letter under reference, viz:—

Goods.

- Light loads of sleepers.
- Return empty mileage of the same trucks.
- Return empty Madras vehicles.
- Small hauling power of engines on mail trains.
- Return of empty converted covered goods trucks used on one journey for passengers.

Coaching.

- Return empty Madras Railway carriage stock used for feast passengers.
- Return empty coaching vehicles of other descriptions.
- Small stock of carriages necessitating use of converted covered goods trucks.
- Small capacity of converted covered goods trucks for carrying passengers.

These are evils which we endeavour to remedy as much as possible, but the circumstances of the traffic, viz., want of back carriage when trucks are required back again to starting point, renders it impossible without causing disastrous delays which would militate seriously the interest of the Company to overcome.

These have always been a great drawback to us, but now that material is being conveyed the returns are made to appear much worse.

(Signed) A. STANTON,
Traffic Manager.

(True Copy.) (Signed) DAVID LOGAN,
Acting Agent.

He / I / He /

Proceedings of the Madras Government, Public Works Department,
17th February 1876.

No. 300.

ORDER THEREON, 17th February 1876, No. 430.

RAILWAYS, No. 39.

COMMUNICATED to the Consulting
Engineer for Railways in continuation of
G.O., No. 3,087, dated 1st November 1875,

for such remarks as he may have to offer. It would appear from the explanations given that the half-year under review was an exceptional one; and the Government are not prepared to direct a reduction of the number of trains run. But other suggestions for effecting economy in working the traffic may possibly be brought forward.

(True Extract.)

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

To the Consulting Engineer for Railways.

Encl. S. T. Austin.
Spare Copies

South Indian Railway Company,
2, Leadenhall Street.

London 1st November 1875
E. C.

No. 141

From Secy. of State
dated 17 August 1875
To Secy. of State 23rd
-D:-

Sir, With reference to the correspondence noted in the margin relative to the Revenue Account of this Company for the 2nd Half Year of 1874 and to the conclusions deduced from the results exhibited therein, that the number of trains run is in excess of the requirements of the Traffic, I have now to state that the Directors, taking advantage of the recent visit paid to this country by the Agent of the Company (Mr. Belts) obtained from him a general explanation of the question under reference and a copy of his Notes on the subject is now enclosed - Copies of explanatory Memoranda by the Traffic Manager and the Chief Auditor of the Company dated The Under Secretary of State for India } respectively
&c &c

respectively 27 September and 6th October
1875 are also forwarded for information
The Directors feel that, having
regard to the whole circumstances,
it will be found on further enquiry
that the number of trains run was
not greater than was necessary to
meet the requirements of the public
and efficiently to provide for the general
traffic on the Railway.

I am desired to add that
the whole subject of the Train Service
must necessarily have again recently
engaged the attention of the Executive
Officers of the Company, in communication
with the Government, in view to
the opening of the line to Madras
on 1 September last, and to the
anticipated opening of a further
portion from Madras to Tuticorin
which is

which is expected to take place on
10th December next.

I am,
Sir,

Your obedient servant
(signed) Henry W. Holman.
Genl. Director

The Papers which accompanied
Sir Louis Mallet's letter of 17th August
1875 are now returned —

Memorandum upon India Office letter dated
17th August 1875

Copy

In calculating the average paying load per train upon the mileage of 163,000, the India Office has excluded the mileage tonnage of "Railway Materials for construction" and of "Stores carried free for Revenue". All the former, and part of the latter was worked on the train mileage recorded against the Traffic Department.

The mileage of Passengers is quoted as about 25,400,000. The average mileage of each passenger was arrived at I presume by dividing the receipts shown (on page 13) under each class by the number of passengers who travelled in that class and on the assumption that the

1/10/75

the mileage rate for each class applied to all the receipts shown in that class. This will not give a correct result as the traffic shown under the heading Return journey was not carried at the ordinary mileage rates. I have not by me the Analysis ^{of passenger traffic} for the period under review, but in that statement the exact mileage is recorded.

In the Analysis too will be found the mileage of dead load which had to be hauled. In forming an opinion regarding the work performed by our Engines this should receive consideration. At least times in consequence of our short supply of rolling stock, we have to work back train loads of empty vehicles in order to clear off the passengers. For a similar reason and in order not to delay the laying of permanent way the vehicles used for the carriage of materials for construction have to be worked back empty.

6
empty. The flow of traffic from the Madras Railway considerably exceeds that passing to that line; the consequence is that a large number of the M.R. Co's trucks have to be returned empty. These items seriously affect the average paying load per train.

The ton mileage of Live Stock and of Horses & Carriages (which has also been omitted in the India Office calculations) is not so important, but in nearly every case in which such traffic is worked, the empty vehicle mileage equals the mileage for which toll is realised.

The Locomotive Superintendent fixes the maximum load his Engines can haul at the rate of speed which Government calls upon us to work the trains. If that speed was reduced we could take additional vehicles on our trains, and we might occasionally save the running of a special train.

train, but I do not think the work
could be transacted with a less number
than the trains now run in each
direction.

(Signed) William J. Belts

19th October 1875

H. S. P. 7

South Indian Railway. Letter from
the Chief Auditor to the Agent, dated
Negapatam 6th October 1875 No. 1952.

I beg to submit the following
notes upon the letter from the India
Office (in re. train service requiring
reduction) which accompanied your
letter No. 3091 of the 18th ulto.

Firstly. In taking the figures which
the India Office Officials
have adopted, an actual
reduction in the tonnage
carried, so far as goods are
concerned, has been made
something like 14 1/2 per cent
by the exclusion of the traffic
in railway material carried
and

Secondly. that this traffic being
excluded "very allowance
for the inequality of the
up and down traffic"
cannot have been made.

Reference to the Revenue Account for the half year in question will show that the ton mileage of goods traffic amounts in gross to 13,956,304 of which 589,109 represents the portion due to Railway materials. The inclusion of these figures raises the average train load of goods to about 23 tons, not a material increase certainly and one which did not the consequence of this material involve other considerations would not invalidate the inference drawn by the Secretary of State. But this traffic prejudices to a great extent the useful effects of the train mileage inasmuch as it entails a large percentage of empty vehicle mileage.

As you are aware the greater portion of our ordinary goods traffic is conveyed in covered goods goods trucks and a comparison of the empty running of these vehicles with the empty running of open goods

81
goods trucks, in which material is carried, will to some extent show how the train mileage must necessarily be affected thereby. Under the former the loaded vehicle mileage during the half year amounted to 540,457 and the empty to 71,704 or in the proportion of 7.43 loaded vehicles to empty, (if the latter however (i.e. open trucks) the loaded mileage was 169,823 to 107,776 empty or a proportion of about 1.5 loaded vehicles to empty.

The light weight of some of this material viz. Sheeps which formed a large proportion of the quantity carried, tended to lower the average per vehicle and thus to some degree render unfavorable the results of the train service.

I cannot see upon what grounds this traffic has been excluded from consideration. The same if not greater facilities

facilities in the general interest of the
Company, have to be given to this.
As to the Public traffic, and far from
it not entering into the general question
it is, it appears to me an important
element in the unfavorable results
which the Marquis of Salisbury
deduces. But be this as it may, I
feel confident that a reduction in
our present train service would have
a very unfavorable effect upon the
net earnings of the Company. It
might and probably would compare
prima facie very favorably with
the present more accommodating
one, but I question whether the
results would be more useful, either
to the interests of the public or those
of the Company, with the traffic
less developed than it now is, with
far fewer passengers and higher
fares in force a smaller train service
has

9h. 9.
has been found not to meet the
requirements of the public, and I
doubt not that with less material
for construction purposed to carry
the ordinary train service as now
constituted will not give such unfavor-
able results as the Secretary of State
considers it did during the half
year which he had under his review.

True Copy

Signed David Logan
Acting Agent

Agents Office
Trichinopoly
7 Feb 75.

SP 10 11

South Indian Railway, Letter from
the Traffic Manager to Agent dated
Trichinopoly 27th Sept.

Revenue &c of this Coy for the second
half of 1874.

In reference to your letter No. 3100
enclosing extract of letter from the
India Office. The apparently small
loads of trains is accounted for by
the large empty mileage we were
obliged to run during the half year
ending December 1874.

To keep up the proper supply of
material to the Chief Engineer to
prevent delays to works almost
all the trucks conveying material
loaded to Trichinopoly had to be
returned empty and the trucks of
sleepers (averaging per truck only
2 3/4 tons) help to give a poor account
of the loads on trains.

The following are the reasons
for the same.

Wm.

for the unsatisfactory result mentioned
in the letter under reference viz

Goods

Light loads of Sleepers
Return empty mileage of the same
trucks

Return Empty Motor Vehicles
Small hauling power of Engines
or Trail Tractors

Return of empty converted covered
Goods Trucks ^{used} on one journey for
passengers

Coaching

Return empty M. R. Carriage Stock
used for Least Passengers

Return empty Coaching Vehicles
of other descriptions

Small Stock of Carriages necessitating
use of converted Covered Goods
Trucks.

Small.

Small Capacity of Converted Covered
Goods Trucks for carrying Passengers.

These are evils which we endeavour
to remedy, as much as possible but
the circumstances of the Traffic viz want
of back Carriage when Trucks are
required back again to starting
point renders it impossible without
causing disastrous delays which
would militate seriously the interest
of the Company to overcome.

There have always been a great
draw back to us but now that
Material is being conveyed the
returns are made to appear much
worse.

Yours faithfully
Sig^d Alf^d Stanton
Traffic Manager.

True Copy
15/ David Logan.

Acting Agent.

W^d

No 16.

Copy letter from the Directors of
the South Indian R.R. Co. dated
Nov 1875, with enclosures

Referred to in Railway letter to
Madras No 9 dated 30 Nov 1875
Para 1.

M. 21/76

No. 17 + Feb 1st B.N. 299

Railway
No 9

India Office, London
30 November 1875

My Lord Duke,
In continuation
of my Despatch of the
23rd September last,
No 6.3 in which I
noticed certain features
connected with the
traffic operations of
the South Indian Railway,
which appeared to me
to call for explanation,
I now transmit for
your Grace's information
a Copy of a letter,
No 10

His Excellency,
The Right Honorable,
The Governor in Council,
Fort St George.

No 141, dated 1st instant
from the Directors of
the South Indian Railway
Company, together with
Copies of its enclosures,
being Memoranda by
the Company's Agent,
their Chief Auditor,
and their Traffic Manager,
containing the result
of the further enquiries
on the subject which
the Board, in accordance
with the intimation
contained in their
letter of 23rd August,
have directed to be
made on the subject.

2) This explanation
has not satisfied me
that the working of
the

the line has been
conducted with the
proper degree of
economy, but I now
leave the question to
be dealt with by your
Grace's Government
as you may think
proper.

I have the honor to be,

My Lord Duke,

Your Grace's most obedient

humble servant,

Salisbury

per-20 p. 10
and 100 p. 10
100 p. 10
100 p. 10
100 p. 10
100 p. 10

485 June 75 No. 153-155
 L. to Amalav. No 59 16 June 75
 G. D. to Amalav. No 3-4
 Re. Guise for Amalav. 75

W. 18/5 Sept
 No 15. No 21
 Railway

The
 Letter to Mr. George
 No 9.
 30th Nov 1875.
 Recd 4th Jan 1876

E. I. V

Transmitting copy of
 letters from the Dir. of
 the S. I. Ry. Co. on the
 subject of traffic opera-
 tions of the S. I. Ry.

Rev. 17th Feb 76 B.N. 299

17. 2. 76

No 430

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 17th Feb 1876

Read the following:—

Despatch from the Secretary
 of State for India } (H.L. No 9 of 31 Nov 1875)

Bol-

The line is evidently in a
 state of development -
 Economy must be obtained by
 making use of experience
 now obtained in the traffic
 arrangements & organization
 as the extended services
 take place. rather than in
 diminishing present
 accommodation. I should
 recommend leaving matters
 as they are until at least the
 result of the Southern Extension
 opening is seen six 1/2 years
 hence.

PM

Communicated to the
 Consulting Engineer for Railways
 in continuation of L.S. No 3087
 dated 1st November 1875 for
 such remarks as he may
 have to offer. It would ap-
 pear from the explanations
 given that the half year
 under review was an excep-
 tional one; and the Govern-
 ment are not prepared to
 direct a reduction of the
 number of trains now. But
 other suggestions for effecting
 economy in working the
 traffic may possibly

be brought forward

Q.M.W.

Dec 1876

CNO: 21

1876-77 Madras.

PUBLIC WORKS.



To Comd. Engg. for

Ry

Dated

Issued

Recd

Encl.

G. O. 17th Feb. 1876, No. 430

Nos. 279 300

Traffic Operations of the
S. M. V. Despatch from
the Secy of State trans-
-mitting copies of letter from
the Director of the S. M. V.
on the subject of—
Commd to the Comd. Engg. for
Engg. for each remark as
he may have to offer.