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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	860-61 (Ry)	Press
B.P. No.		Mis.
Dated	1-4-	1876

Not to be folded or roughly handled

Read the following papers:—

- No. 13. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 18th March 1876, No. 146.

With reference to letter from the Government of India, dated the 10th December 1875, No. 3,032 R., embodied in the *Proceedings of Government*, under date the 20th December 1875, No. 3,573, I have the honor to offer the following observations.

2. The Government of India have compared the expenses for the first-half of 1874, with the corresponding period of 1873, which, as is well known, was an exceptional half-year on account of the large increase in the train and ton-mileages due to the carriage of construction material for the Nizam's State Railway. Had any other of the preceding half-years been taken, the comparison would have been very different, though the open mileage worked was practically the same.

3. The total extra charge which, it is contended, has been thrown upon the Revenue Account by the accelerated Mail Service, *viz.*, Rupees 6,036 per mensem, or Rupees 36,216 for the half-year, is thus made up:—

Maintenance (extra watchmen)	Rs. 139 × 6 =	834
Locomotive (extra train mileage and repairs)	„ 5,484 × 6 =	32,904
Traffic (extra train staff, night station staff, lighting and stores)	„ 413 × 6 =	2,478
		<u>Rs. 36,216</u>

It is understood that the Government of India admit the smaller items of increase under traffic and maintenance, and it remains therefore only to deal with the locomotive expenses.

4. The accompanying table shows the locomotive expenses in detail for seven half-years, during the last three of which the accelerated service may be said to have been in operation, it having been introduced on the 31st August 1873. This table also shows the mean mileage worked, traffic train mileage, ton-mileage of freight and dead load, and the quantity of fuel consumed. The totals of the different items for the three half-years ending 31st December 1872 are also compared with those for the three periods ending 31st December 1874. The intermediate half-year being exceptional, has been omitted in the latter comparison.

5. The mean mileage worked during the last three half-years was 855 against 832 during the first three, and the extra train mileage on this account may be set down at 17,000 per half-year, the average number of trains in each direction on the Nilgiri Branch being a little less than two. An increase in the train mileage has also resulted from the opening of the Central Station, the line between Perambore and Royapooram being worked as a branch; while there were also occasional trains between Royapooram and the Central Station. The extra train mileage run on this account may be put down at 10,000 for the half-year. It appears from the table that the total average increase in the train mileage for the last three half-years is 94,141; and, by deducting the items noted above, a balance of 67,141 is arrived at. In my letter No. 475 of the 27th August 1875, the increased train mileage on account of the acceleration of the Mail is taken at

54,000 per half-year, and this is fully borne out by the calculations now given. There was no increase in the traffic to account for any extra train mileage.

6. It will be observed that there is an increased expenditure under all heads, though in some the increase is small. The cost of repairs to engines averaged Rupees 24,685 more during the last three half-years; and, although the whole of this cannot be attributed to the acceleration of the Mail trains, it is reasonable to assume that a portion of it is due to this cause. There was extra wear and tear of engines in hauling the extra goods trains run, and there can be little doubt that the working parts of an engine must wear out more quickly at high speeds. The consumption of fuel is also probably greater at the higher speed. Upon these points I beg to invite

* No 889, dated 1st October 1875, with enclosure.

attention to the enclosed letter * from the Agent, South Indian Railway, which came to hand after my former report had

been laid before Government. It is thought that one half of the increase under Items 2, 4, 5 and 6—say Rupees 14,000—may fairly be attributed to the acceleration of the Mail trains.

7. But it is under the head "Fuel" that we have the most reliable evidence of the extra cost involved. It will be seen that the average consumption of fuel during the last three half-years shows an increase equivalent to 2,192 tons of coal per half-year. This fact, which is evident from paragraph 4 of my letter before referred to, appears to have escaped notice. Taken at the average rate per train mile, the consumption for the extra train mileage run will amount to about 1,000 tons. During the first-half of 1874, the average cost of fuel per ton was Rupees 18½, so that the extra expenditure involved on account of the fast Mail service under this head was Rupees 18,500. This sum, added to the Rupees 14,000, given in the preceding paragraph, makes a total of Rupees 32,500, being very nearly the amount set down under the head "Locomotive" in paragraph 3.

8. It may be said that the sum (Rupees 14,000) above referred to, is an arbitrary assumption; but it is thought that sufficient evidence has been shown to prove that the conclusions arrived at in the former report did not overstate the case. Taken generally, the locomotive expenses in any half-year vary as the train mileage, and this basis of calculation was first adopted. Having again fully considered the matter, I beg respectfully to state my opinion that the remarks of the Traffic Manager, which formed the subject of the reference from the Government of India, could not have been challenged successfully. The increased convenience to the general public by the quicker transit of the Mails may be sufficient to compensate for the extra outlay incurred; but I think it must be conceded that, on a line circumstanced as is the Madras Railway—with a small traffic, heavy gradients, and strong winds—any increase of speed must be purchased by a sacrifice of economy. On a line with easy gradients and a comparatively heavy traffic, an increase of speed in one train daily may not be much felt; but there can be no doubt that the change in the running of goods trains in order to provide the through service which was formerly performed by the Mail train has led to a large increase in the train mileage, and consequently in the working expenses of the Madras Railway.

MADRAS RAILWAY.
Comparative Statement of Locomotive Expenses before and after the introduction of the Accelerated Mail Service.

Half-year ended	LOCOMOTIVE EXPENSES.				FUEL.		Total Locomotive Expenses exclusive of cost of General Superintendence.	Mean Mileage worked.	Traffic Train Miles.	Gross Ton-mileage exclusive of Engines, Tenders and Brakes.
	Running Expenses.	Water.	Oil, Tallow, and other Stores.	Maintenance of Engines.	Total of Columns 1 to 4.	Cost.	Quantity expressed in Tons of Coal.			
31st December 1871	Rs. 1,06,433	Rs. 14,417	Rs. 12,761	Rs. 1,43,864	Rs. 2,77,175	Rs. 2,69,647	13,717	832	879,125	114,724,016
30th June 1872	1,02,247	13,446	10,809	1,46,723	2,72,234	2,38,803	13,450	832	853,544	116,301,576
31st December "	1,01,015	12,630	9,890	1,26,108	2,50,333	2,26,591	13,581	832	885,256	117,201,830
30th June 1873	1,08,235	13,179	11,418	1,53,943	2,86,810	2,80,082	16,191	836	1,040,031	143,503,170
31st December "	1,07,011	13,616	13,796	1,59,433	2,92,736	2,66,173	15,849	850	974,845	123,833,770
30th June 1874	1,04,766	14,269	13,068	1,51,110	2,83,233	2,92,824	15,793	858	907,850	119,635,509
31st December "	1,00,069	14,328	13,093	1,73,996	3,06,486	2,94,900	15,683	858	957,623	123,940,075
Total three half-years ending 31st December 1873	8,10,295	40,493	33,520	1,15,484	7,99,792	7,19,941	40,745	832	2,617,895	343,317,422
Total three half-years ending 31st December 1874	8,11,886	42,233	36,867	4,89,539	8,82,405	8,52,337	47,325	855	2,900,818	366,392,345
Increase..	1,541	1,740	5,867	74,055	83,708	1,32,456	6,577	..	283,423	19,181,923
Average increase per half-year	514	580	1,789	24,685	27,568	44,152	2,192	23	94,141	6,060,641

*Proceedings of the Madras Government, Public Works Department,
1st April 1876.*

From D. LOGAN, Esq., Acting Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Trichinopoly, 1st October 1875, No. 889.

I REGRET the delay that has taken place in replying to your letter under reference, but this was unavoidable, as amid a press of other work a large amount of old detail had to be collected to arrive at even this approximation to the cost of running the Mail trains at an increased rate of speed from 1st September 1873.

2. Attached I hand you a tabulated statement showing the working of the Locomotives, and repairs to engines, carriages and wagons for the six months preceding the increased speed, and the first six months of Mail Train Service as now worked.

3. The Locomotive Superintendent remarks:—"These figures do not represent the true increase of expenditure as incurred by the increased rate of speed. The best guide is the consumption of fuel. The average from March to August 1873 on this train was 23.9 lbs. per mile, from September 1873 to February 1874 it rose to 28.4 lbs. per mile. Engine tyres I find cut away their flanges very much sooner now than they did when the speed was lower. I now require three men and engines to work the Mail where two men and engine did the service before. Before the alteration of speed one man and engine worked the Mail train from Negapatam to Trichinopoly and back the same day. Now the trains are such as to necessitate two engines on the actual trains, one up and one down, and the third in the shed to follow, so as to allow the others time to wash out their boilers. The increased expenditure is in the Drivers and Firemen's pay, say Rupees 150 per month."

The Traffic Manager states that the extra train staff has been per month—

Train Staff	...	...	...	...	...	...	...	RS.
Store, Oil, &c.	...	...	...	...	...	...	...	50
Guards' expenses when from home	...	...	...	...	...	...	...	5
Extra staff for night checking of goods at Terminal Stations	...	...	...	...	...	...	...	20
Total	...	...	...	...	...	...	...	190

"Even these figures are not a fair criterion of what the extra cost might have been had I not pressed for double duty on the Company's servants, being reluctant to increase the staff more than could be helped hoping the many expostulations sent in would have the effect of bringing matters to their former state which was founded upon affording the public the greatest convenience for travelling and for the quickest despatch of goods.

"So far as this department is concerned, the extra cost is not so great as the general inconvenience in delay to passengers and goods and means of utilizing stock. The Locomotive Department will show the increased train mileage and cost per mile which the Mail Service has incurred.

"Previous to September 1873, the hauling capacity of the engines used for the Mail trains was, from Erode to Caroor, sixteen vehicles, but a different class of engine was found necessary for the full load of which is ten vehicles at the increased speed, thus depriving us of hauling power equal to the weight of six loaded vehicles daily in both directions.

"In the half-year ending December 1874, 105 special goods trains alone were run between Erode and Caroor exclusive of other specials, and there remains the inference that thirty-five special trains might have been dispensed with.

"Not only are we obliged to run these special trains, but by not being able to send trucks by the ordinary trains they are in many cases subject to delays, not being able to catch the through trains at points of formation such as Caroor and Trichinopoly. In this manner people are subject to the utmost annoyance by horses, carriages, luggage in large quantities, &c., &c., being delayed, and this delay subjects the Railway Company also to extra risk.

"In fixing the running of trains where everything has to give way to the Mail, the times cannot be so equalized as to suit the convenience of the public, and another inconvenience is not

*Proceedings of the Madras Government, Public Works Department,
1st April 1876.*

being able to utilize the stock so well. Formerly our goods train from Trichinopoly to Negapatam returned the same day and the stock was on emergency brought back the same day; whereas the half-year under reference every carriage was in use daily on account of employment of an extra train or by two sets of carriages being required to do the work formerly done by one and depriving us entirely of spare carriage stock and forcing people to travel in trucks."

As regards the wear and tear of permanent-way, the Chief Engineer says (letter No. 2,212 of the 6th August 1875), "that high speeds do add to the tear and wear of a line is an acknowledged fact, but with a well kept road like ours, and with only a few trains per diem over it, the amount of additional tear and wear during the period it took to have been so slight as to be hardly appreciable.

"The Resident Engineer, Mr. Griffith, tells me that he is unable to say to what extent it has taken place, and that he has not had to increase his staff.
"This points to the damage having been as yet but slight."

Proceedings of the Madras Government, Public Works Department,
1st April 1876.

Cost of Working and Upholding Locomotive Engines and Tenders.

Month.	Train Miles.	Engine Miles.	Enginemen and Firemen's wages.	Cost of Wood consumed.	Cost of Coal consumed.	Cost of Coke consumed.	TOTAL AMOUNT OF FUEL CONSUMED PER MILE EXPENDED IN COST.		Cost of Oil, Tallow, &c.	Cost of Working.	Superintendence.	Total Cost of Working.	Cost per Engine Mile.	Cost per Train Mile.	Cost per Train Mile based on Mean Cost of Coal.
							Quantity.	Cost.							
1873.															
1st March to 31st August.	165,203	208,861	15,255 7 6	9,137 13 11	46,512 12 9	14,920 10 7	29 29	0 5 5	2,523 2 8	89,349 15 5	4,897 13 9	92,747 13 2	0 7 1	0 8 11	0 9 5
1st September to February 1874.	137,319	180,155	16,505 13 0	12,974 7 6	49,136 12 8	791 7 6	29 68	0 5 6	2,319 9 3	81,727 1 11	5,468 0	87,193 1 11	0 7 9	0 10 2	0 9 10

Cost of Repairs to Engines and Tenders.

Cost of Repairs to Carriages and Wagons.

	Workmen's Wages.	Materials.	Total.	Cost per Engine Mile.	Cost per Train Mile.	Workmen's Wages.	Materials.	Superintendence.	Total.	Cost per Engine Mile.	Cost per Train Mile.
1873.											
March to August ...	5,475 4 9	12,833 7 11	18,108 12 8	0 1 4	0 1 8	5,313 5 1	14,108 0 3	3,903 10 4	24,325 2 7	0 1 10	0 2 4
September to February 1874.	5,131 0 9	17,005 8 9	22,126 4 6	0 2 0	0 3 7	5,033 14 10	15,063 7 7	3,116 11 6	23,219 1 11	0 3 1	0 2 8

NOTE.—The average cost of Coal during the first period amounts to Rupees 26.9.3 per ton, the cost during the second period amounts to Rupees 30 per ton. Mean cost for the two periods Rupees 28.4.7 per ton.

NEGAPATAM,
5th August 1875.

(Signed) D. LOGAN,
Acting Agent.

(Signed) E. G. SHEWARD,
Locomotive and Carriage Superintendent.

Proceedings of the Madras Government, Public Works Department,
1st April 1876.

No. 14.

ORDER THEREON, 1st April 1876, No. 860.

RAILWAY, No. 5.

In their letter of the 18th March 1875, No. 751 R., the Government of India, noticing the remarks of the Traffic Manager of the Madras Railway to the effect that the increased working charges of the Company for the half-year ending 30th June 1874 were due to the accelerated Mail Service which had been introduced, pointed out that the details of the expenditure did not bear out the statement. The Consulting Engineer in reply adduced arguments and statistics to show that an extra mileage of 9,000 with a cost of Rupees 5,484 had been entailed, and that a further additional charge of Rupees 552 had been incurred on account of extra train staff, night station staff, watchmen, lighting, &c. Whereupon the Government of India intimated* that the scope of their remarks had been misapprehended by the Consulting Engineer. A comparison of the working expenses during the first-half of 1874 with those for the first-half of 1873, showed that although a large excess appeared under "Renewals of permanent-way" and "Repairs of bridges," the increased charge under "Maintenance," "Locomotive expenses," "Traffic expenses," and "General charges" was either small or due to special causes.

2. The Consulting Engineer explains in the letter above recorded that the first half of 1873, with which the Government of India have contrasted the working expenses of the period under review, was an exceptional half-year; but that had any other of the previous half-years been taken, a different result would have been exhibited. Seven half-years are now taken, and it is shown that to the accelerated Mail Service is due an increased charge of Rupees 32,904 under "Locomotive," besides Rupees 2,478 under "Traffic," and Rupees 834 under "Maintenance."

3. The calculations adduced do not appear to be open to question, and it cannot be contended on general grounds that an accelerated service is not more costly than an ordinary slow service of trains. These Proceedings will be forwarded for the information of the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

No. 15.

(DOCKET, No. 861, dated 1st April 1876.)

COPY of the above forwarded to the Government of India with reference to their letter, No. 3,032 R., dated 10th December 1875.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

Exd. T. O'Connor.
Spare Copies

Madras Railway.

before and after the introduction of the accelerated mail service.

[illegible]

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE.

Madras, 18th March 1876.

No. 146

From

DEPT. 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,

With reference to letter from the Government of India dated the 10th December 1875, No 3032 R-, embodied in the Proceedings of Government under date the 20th December 1875, No 3573, I have the honour to offer the following observations.

2 The Government of India have compared the expenses for the first half of 1874, with the corresponding

corresponding period of 1873, which, as is well known, was an exceptional half-year on account of the large increase in the train and ton mileages due to the carriage of construction material for the Vizam's State Railway. Had any other of the preceding half-years been taken, the comparison would have been very different, though the open mileage worked was practically the same.

3. The total extra charge which, it is contended, has been thrown upon the Revenue Account by the accelerated mail service, vizt., Rupees 6036 per mensem or
Rupees

Rupees 36,216 for the half-year, is thus made up—

Maintenance / extra watchmen /	Rs 139 x 6 =	834
Locomotive— { extra train mile. age and repairs }	5484 x 6 =	32904
Traffic— { extra train staff, night station staff, lighting and stores }	413 x 6 =	2478
		<u>Rupees 36,216</u>

It is understood that the Government of India admit the smaller items of increase under traffic and maintenance, and it remains therefore only to deal with the Locomotive expenses.

4. The accompanying table shows the Locomotive expenses in detail for seven half-years, during the last three of which the accelerated

accelerated service may be said to have been in operation, it having been introduced on the 31st August 1873. This table also shows the mean mileage worked, traffic train mileage, ton mileage of freight and dead load; and the quantity of fuel consumed. The totals of the different items for the three half-years ending 31st December 1872, are also compared with those for the three periods ending 31st December 1874. The intermediate half-year being exceptional, has been omitted in the latter comparison.

5. The mean mileage worked during

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during the last three half-years was 855 against 832 during the first three, and the extra train mileage on this account may be set down at 17,000 per half-year, the average number of trains in each direction on the Nilgiri branch being a little less than two. An increase in the train mileage has also resulted from the opening of the Central station; the line between Perambore and Royapooram being worked as a branch; while there were also occasional trains between Royapooram and the Central station. The extra train mileage run on this account may be put down

at

at 10,000 for the half-year. It appears from the table that the total average increase in the train mileage for the last three half-years is 94,141; and, by deducting the items noted above, a balance of 67,141 is arrived at. In my letter No. 475 of the 27th August 1875, the increased train mileage on account of the acceleration of the mail is taken at 54,000 per half-year, and this is fully borne out by the calculations now given. There was no increase in the traffic to account for any extra train mileage.

b. It will be observed that there is an increased expenditure

Pro: of Govt.
dated 20th
September 1875.
N^o. 2695.

Oct. 89

expenditure under all heads, though in some the increase is small. The cost of repairs to engines averaged Rs. 24,685 more during the last three half-years; and, although the whole of this cannot be attributed to the acceleration of the mail trains, it is reasonable to assume that a portion of it is due to this cause. There was extra wear and tear of engines in hauling the extra goods trains run, and there can be little doubt that the working parts of an engine must wear out more quickly at high speeds. The consumption of fuel is also probably greater at the higher speed. Upon these points I beg

to invite attention to the enclosed letter from the Agent South Indian Railway, which came to hand after my former report had been laid before Government. It is thought that one half of the increase under items 2, 4, 5, and 6, say Rs 14,000, may fairly be attributed to the acceleration of the mail trains.

7. But it is under the head "Fuel" that we have the most reliable evidence of the extra cost involved. It will be seen that the average consumption of fuel during the last three half-years shows an increase equivalent

* No 889, dated
1st October 1875
with enclosure.

21 5 5
equivalent to 2,192 tons of coal per half-year. This fact, which is evident from paragraph 4 of my letter before referred to, appears to have escaped notice. Taken at the average rate per train mile, the consumption for the extra train mile to be added will amount to about 1,000 tons. During the first half of 1874, the average cost of fuel per ton was Rs 18½, so that the extra expenditure involved on account of the fast mail service under this head was Rs 18,500. This sum, added to the Rs 14,000 given in the preceding paragraph, makes

a total of Rs 32,500, being very nearly the amount set down under the head "Locomotive" in paragraph 3.

8. It may be said that the sum of Rs 14,000 above referred to, is an arbitrary assumption; but it is thought that sufficient evidence has been shown to prove that the conclusions arrived at in the former report did not overstate the case. Taken generally, the Locomotive expenses in any half-year vary as the train mileage, and this basis of calculation was first adopted. Having again fully considered the

the matter, I beg respectfully to state my opinion that the remarks of the Traffic Manager, which formed the subject of the reference from the Government of India, could not have been challenged successfully. The increased convenience to the general public by the quicker transit of the mails may be sufficient to compensate for the extra outlay incurred; but I think it must be conceded that, on a line circumstanced as is the Madras Railway, - with a small traffic, heavy gradients, and strong winds, - any increase of speed must be purchased by a sacrifice

at sacrifice of economy. On a
line with easy gradients and a
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the change in the running of
goods trains in order to provide
the through service which was
formerly performed by the mail
train has led to a large increase
in the train mileage, and conse-
quently in the working expenses
of the Madras Railway.

I have the honour to be,

Sir,

Your most obedient servant,

Wm. Thos. Hall

Cons. Engrs. Railways.

24.50.11

Wm. Thos. Hall
Cons. Engrs. Railways.

Ph 1st All-76 Rev 13
Cn 27-3-76

See account on
that page but mine
Boa
M

the details of the expenditure.
A. then did not hear out
the statement. The
Consulting Engineer in
reply adduced arguments
and statistics to show
that an extra mileage
of 9000 with a cost of
Rs 5484 had been entailed
and that a further addi-
tional charge of Rs 552
had been incurred on
account of extra train
staff, night station
staff, watchmen, lighting
&c. &c. Whereupon the Govern-
ment of India intimated
that the scope of their
remarks had been mis-
apprehended by the
Consulting Engineer.

Letter No 3132 P of 18 Oct 1874

13
A comparison of the
working expenses during
the 1st half of 1874 with
those for the 1st half
of 1873 showed that
although a large excess
appeared under "renewals
of permanent way" and
"repairs of locomotives" the
increased charge under
"maintenance, locomotive
expenses," "traffic
expenses" and "general
charges" was either small or
due to special causes. The
Consulting Engineer
explains in the letter
above recorded that the
1st half of 1873 with
which the Government
of India have contracted

the working expenses
of the period under review
was an exceptional
half year; but that
had any other of the
previous half years
been taken a different
result would have
been exhibited. Seven
half years are now
taken and it is shown
that the accelerated mail
service is due an en-
creased charge of Rs
32,904 under "Locomotive",
besides Rs 2478 under
"Traffic" and Rs 884
under "Maintenance".

The calculations
adduced

31 14
adduced do not appear
to be open to question
and it cannot be con-
tended on general
grounds that an
accelerated service is
not more costly than
an ordinary slow ser-
vice of trains. But

His Grace the Governor
in Council must
adhere to the opinion
that the convenience
to the public which the
moderately enhanced
speed affords more
than ~~compensates for~~ ^{compensates for} ~~counter balances~~
the additional cost.

These Proceedings
will

I think that an
enhanced speed might
be justified but the
benefit to the public which
does compensate for the
cost & think it may be
inconvenient in future of
mail express such as
before the
Himself did not think it
for

Madras Dy. Salp. Gen
4th Dec 1875

will be forwarded for the
information of the
Government of India.

14. E. No 861 of 1 April 76
No 861.

Copy of the above
forwarded to the Govt.
of India with reference
to their letter No 3032 dated
10 December 1875.

AMM

1 April 76.

Def. 21-4-76. auto 30.
Spec. Lfr.

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To The Comptroller
for Mys

Def. 21-4-76

Def. 21-4-76

Govt. of Madras.

PUBLIC WORKS.

To

The Com^r Eng^r for Railways

Date

Issued

Recd.

Encl.

G. O. 1st April 1876, No.

862
867

Nos. 13 - 14

15

Forwarding papers
from the Com^r Eng^r for
Rlys reporting the
increase of working
expenses by the accelerated
Mail Service. 16. Rys -

Accelerated Mail Service
Madras Rly - Passing
Orders on letter from the Com^r
Eng^r for Rlys reporting fur-
ther increase of
working expenses occasion-
ed by the

29-4-76