RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated June, 21st.

Recd. Encl.

G.O., 21st June 1890, Nos. 886 R., 887 R.

JUNE.

Villupuram-Guntakal State Railway

Forwarding Proceedings embodying a Note on the Revenue Account of the Nellore Branch of the — for the second half of 1889.

5126.

Govt. of {18 } Madras.

PUBLIC WORKS.

Dated

Recd. Encl.

G.O., 21st June 1890 No. 888-89 R.

S. S. Ry. 11/888/9.

Ordered that the note on the Revenue Account of the — for the second half of 1889 be sent to the Secretary of State for India.

S. S. Ry.

Forty copies of Proceedings embodying a note on the Revenue Account of the — for the second half of 1889.

Forty copies of Proceedings embodying a note on the Revenue Account of the — for the second half of 1889.

10/3 10/2

~~Hon'ble H. E. Stokes Esq~~

P.W.C No. 5126.

Form No. 3.

A No 888 R dy 21st June 1890.

No 5 June

Ordered to be forwarded to the Director Genl. of Railways and to the Secy. of State, in continuation of Progs: No 838 R dy 13 June 1890

Ry

A.E. No 889 R dy 21st June 1890

Forwarded.

To The Consg Insp for Ry Ry
— " — Exr Gl. Rytl Circls

1/
A.E. No. 888 R dy 21st June 1890

To

The Rt. Hon: the Secy. of State for India

My Lord. No 5 June 1890

In continuation of our dispatch No 8/838 R dy 13th June 1890, we have the honour to forward a copy of our Progs: No 888 R dated 21st June 1890, Embodying a note on the Revenue Account of the South Indian Railway for the second half of 1889.

Rnes
4.6.90 Sec W for R

27.6.90
Mm. 4/6. R 5-6-90

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 381.

Dated 20
Received 21 June 1890

No. of Enclosures. 1

Subject.

Submitting, Note on the Capital and Revenue Account South Indian Railway for the half year ended the 31st December

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 2nd June 1890.

Note on the Capital and Revenue account South Indian Railway for the half year ended the 31st December 1889

No. 381.

~~Government.~~

SUBMITTED to Government for transmission to the Director general of Railways.

2. The note has been prepared in accordance with the views expressed by the Government of India in its circular no III R dated 3rd February 1890 embodied in G.O. no 314R dated 1st March 1890.

Submitted

Major R.E.

Off. C. Con. Engr. for Rys.

Pw Encl 5726/90

15-P

with Con 5726

4/6/90

Abstract G. Special and miscellaneous expenditure

The increase of Rs 1564 under "compensation for goods lost or damaged" is due to a larger number of claims during the half year.

The earnings on the Rail are Branch of the Villupuram Gudalur State Railway are not included in these accounts, and the working expenses have been deducted from each abstract.

Sidney Smith
Major R.E.
Off. Civ. Engr. for Rly.

2/6-90

Off. Civ. Engr. for Rly.

2/6/90

the Department averaged annas 3.77 against 3.36 per train mile in the corresponding half of 1888.

Abstract H. General charges

The increase under this head is principally due to excesses under "Home expenditure" on account of Home remittances of employes; and under "Salaries of Indian Management including offices, 5-Stores department" in consequence of the entertainment of an additional clerks to cope with temporary increase of work and watchmen for ~~book~~ stores depôts.

Abstract

Printing Stationery and tickets" is due to an increased issue of Stationery and printed forms during the half year.

The tonnage of goods lifted and the ton mileage of goods carried, the charges for Station and Train Staff compare as follows:—→

	2d half of 1888	2d half of 1889	Difference	
	Tons	Tons	Tons	Percent-
Tonnage of goods	325,778	355,513	+29,735	+9.13
	Ton miles	Ton miles	Ton miles	
Ton mileage of goods	27,867,829	28,524,158	+656,329	+2.36
	Rs	Rs	Rs	Rs
Station Staff	119,157	123,212	+4,055	+3.40
Train Staff	23,212	24,572	+1360	+5.86.

The total cost of the

Abstract D. Traffic

The variations chiefly consist of increases of Rs 5742 under "Fuel lighting &c", Rs 9240 under "clothing", Rs 6,233 under "Printing Stationery and tickets" and Rs 4507 under "Loss by exchange" The increase under "clothing" is due to the cost of the yearly supply of uniform suits to the Company's Staff. In 2/88 these charges were not entered in the accounts as they were not paid till 1/89 which is the reason of the apparent excess during the present 1/2 year.

The increase under Printing

this head is Rs 31,180

The noticeable variations
comprise an increase
of Rs 18,934 under "Repairs
and Renewals of vehicles
and Machinery" due
to a larger number of
coaching and goods
vehicles having undergone
repairs; an increase of
Rs 6,098 under "Loss by exchange"
and an excess of Rs 1,314
under "cleaning carriages
and wagons & oiling"
due to increased mileage
run. The carriage and
wagon expenses per train
mile were annas 2.52
against 2.06 and per
1000 vehicle miles run
by home vehicles Rs 7.77
against Rs 6.45 in the
corresponding half of 1886.

Abstract

There is also an increase
of Rs 15,752 under loss
by exchange.

The savings of Rs
3,718 under "fuel" is due
to the consumption of coal
being 106 tons less and
that of wood 860 tons
less than during the
corresponding period
of 1886.

The total cost of
the department per
train mile was
annas 9.59 against
annas 8.76 in the
corresponding half
of [illegible] and per engine
mile annas 8.08 against
annas 7.48

Abstract C. Carriage
and wagon — The
increase under
this

head is mainly accounted for as follows:—

The increase of Rs 6,811 under "General Superintendence" is due to the entertainment of an additional assistant and increase of salaries to covenanted employes under agreement. The excess of Rs 6,152 under "Running expenses" is in consequence of the increased mileage run. The increase of Rs 20,416 under "Maintenance & renewal of Locomotive Engines & Machinery" is due to a larger number of engines having been repaired during the half year under review. There

Reconstruction, Enlargement and raising of bridges and altering gradients ... 45,639

Additional Sidings and accommodation at Stations ... 2,874

Removing existing broad gauge weighbridge and re-erecting a narrow gauge weighbridge at Trichinopoly ... 123

Rs 48,636.

The cost of maintaining a mile of single track including sidings compares as follows:—

Inclusive of Extraordinary Charges	2nd half of 1888. Rs	2nd half of 1889. Rs
	1007.47	877.93
Exclusive of Extraordinary Charges	958.09	812.29

Abstract B. Locomotive Department — The excess of Rs 62,108 under this

The decrease under "Loss on stores" is due to the transfer of materials from higher to lower classes being greater in the half year ending December 1888 than in the period under review.

The decrease under "Carriage of Revenue Stores" is due to the smaller quantity of material particularly of 50lb permanent way being transported.

The Sub-heads "Maintenance and renewal of Permanent way", Repairs of Bridges & "Repairs of Stations and Buildings" include the following abnormal expenditure :—

Re-construction

There

The decrease under "Superintendence" is due to members of the regular staff being employed on the Villupuram Gudalur State Railway and to higher paid, and a more numerous Subordinate staff being engaged during the 2nd ~~half~~ half of 1888.

The decrease under "Permanent way" is due to the laying of 24 miles of 50lb road during the half year under report against 31 miles in the corresponding period of 1888.

The decrease under "Tools and Plant" is due to the smaller quantity required for laying the 50lb road.

The

Working Expenses.

	Second half 1888		Second half 1889		Difference	
	Amount	Percent on gross earnings	Amount	Percent on gross earnings	Amount	per cent
	Rs		Rs		Rs	
Maintenance	745,524	27.10	650,544	22.93	−94,980	−12.74
Locomotive	562,670	20.45	624,778	22.02	+ 62,108	+ 11.04
Carriage & Wagon	132,807	4.83	163,987	5.78	+ 31,180	+23.48
Traffic	215,789	7.84	245,835	8.66	+ 30,046	+ 13.92
General	176,591	6.42	185,805	6.54	+ 9,214	+ 5.22
Steamboat	"	"	"	"	"	"
Special & Miscellaneous	11,352	0.41	13,285	0.47	+ 1,933	+ 17.03
Total	1,844,733	67.05	1,884,234	66.40	+ 39,501	+ 2.14

Abstract A Maintenance

The decrease of Rs 94,980 under this head is principally due to the following items:—

Superintendence ...	−4,542
Permanent way	−51,178
Tools and Plant ...	−13,877
Loss on stores ——	−5,250
Carriage of Renewal stores ...	−6,114

is due to less materials carried during the half year under review.

Under "renewal Stores" there is a decrease in tonnage carried 35,235 and in receipts of Rs 5,617 due to less stores conveyed.

Abstract K. Sundries

The net decrease under this abstract is Rs ... which is practical obtained by the decrease under "Unpaid or unclaimed Salaries" of R. 9,374, counterbalanced by increases under almost all the other headings in the abstract.

Working

the Trichinopoly and Tanjore Districts these places having been supplied from Nagapatam which gives a very much shorter lead.

The decrease under "Stone and Lime" is due to the smaller quantity of road metal carried for the Madras Municipality, and to smaller traffic, under other heads than stone, for the Madras Harbour works.

Under "Railway Materials for construction" there is a heavy decrease in tonnage of 72,311 and in receipts of Rs 23,091 over the corresponding period of 1888 which is the half year.

Under "jute" a considerable traffic was done in gunny bags and cloth, contrasting favorably with the absence of traffic in these commodities during 2/88.

The increase under "provisions" is due to the carriage of dried fruits and nuts, commodities in which no traffic was recorded during the corresponding half year.

In "Salt" traffic there was a decrease both in tonnage and receipts, due to the demand in 1889 being less than in 1888. The large falling off occurred principally between Tuticorin and the

The total quantity of raw cotton carried was 11,021 tons yielding a receipt of Rs 52,074 against 6,319 tons and a receipt of Rs 29,350 showing an increase both in tonnage and receipts over the corresponding half year.

The Total quantity of "grains" carried over the whole system was 96,563 tons yielding a receipt of Rs 3,07,928 against 88,389 tons and Rs 3,01,629 showing an increase alike in tonnage and in money.

The decrease in "Hides and Skins" is due to a small quantity of sheep Skins having come forward during the

is

of ordinary goods (exclusive of Harbours materials) was 85.6 miles as compared with 91-2 miles in corresponding period of 1888.

The following is an abstract of the chief fluctuations in the principal commodities carried during the 2d half of 1889 as compared with the corresponding half of 1888.

Commodities	Increase		Decrease	
	Tons	Rs	Tons	Rs.
Cotton raw	4,702	22,724	"	"
Drugs and chemicals	1547	8887	"	"
Grains	8,174	6,299	"	"
Hides and Skins	"	"	747	7,302
Jute	2,209	13,694	"	"
Metals	7,500	13,669	"	"
Provisions	5,740	32,043	"	"
Salt	"	"	1535	14,141
Stone and lime	"	"	9,682	7,774
All other articles of merchandise	"	"	4321	44,029
Total	29,892	97,316	16,285	73,246

year were higher than those of any preceding period.

Abstract I Goods Traffic

The "General Merchandise" traffic exhibits an increase the tonnage lifted being 355,513 against 325,778 in the 2d half of 1888 or an increase of 9.1 per cent; the ton mileage 28,524,158 against 27,867,829 or an increase of 2.4 per cent: and the earnings Rs 11,96,955 against Rs 11,44,249 or an increase of 4.6 per cent. The average rate charged charged per ton per mile was pies 8.06 against pies 7.88

The average load of

numbers and 4.7 per cent in receipts. This class contributed in cash 94.7 per cent against 93.9 per cent and in numbers 98.4 per cent against 97.6 per cent. The average amount paid by a third class passenger was 5 annas 4 8 pies and the average distance travelled 34 miles. The increase in the 3d class traffic is partially due to the Nungany feast at Segafatane being very numerously attended, and to the large number of marriages celebrated.

Parcels for the Public

The Earnings were Rs 29,748 or Rs 2326 more than those of the corresponding half year and the receipts realized during the half year

classes. The loss per vehicle mile contrasts with that incurred in 2d half of 1888 as under.

	2nd half of 1888.	2d half of '89
1st class	8.62 pies.	7.77 pies
2d class	10.44 - do.	7.12 pies
Intermediate	4.81	

Owing to the 2nd class fare being reduced from 6 to 4 pies per mile on the abolition of the intermediate class, the receipts in the former class are when compared with former half years disproportionate to the number of travellers.

The 3d class passenger traffic continues to improve in an encouraging manner, the increase in numbers being 263,130 and in receipts Rs 60,715 or 7.4 per cent in numbers

Abstract H. Coaching Traffic.

The first class traffic shows an increase in numbers carried of 730 and in earnings of Rs 3,765. and the 2d class an increase in numbers of 39,458 and in earnings of Rs 25,550. This development is probably due to the abolition of the intermediate class from 1st February 1889 and the consequent class to class transfers resulting from the influx of intermediate passengers into the 2nd class.

The suppression of the intermediate class has resulted in a decided reduction in the cost of working coaching vehicles of 1st and 2nd ~~and intermediate~~ classes.

Gross Earnings.

	2d half of 1888	2d half of 1889	Difference Amount	Difference Per cent.
	Rs	Rs	Rs	
Coaching	14,37,877	15,05,607	+67,730	+4·71
Goods	12,65,551	12,87,599	+22,048	+1·74
Electric Telegraph	7,744	8,706	+ 962	+12·42
Steam boat	"	"	"	"
Sundries.	40,025	35,615	— 4,410	—11·02
Total	27,51,197	28,37,527	+86,330	+3·14

The numbers of passengers of the various classes, carried including troops and police and season tickets and the earnings there from compare as follows:—

	1st class		2d class		Intermediate class		3d class		Total	
	No.	Earnings	No.	Earnings	No.	Earnings	No.	Earnings	No.	Earnings
		Rs		Rs		Rs		Rs		Rs
2d half of 1888	6,412	22,418	17,416	23,798	61,858	38,410	3560940	12,90,926	3646626	13,75,552
2d half of 1889	7,142	26,183	56,874	49,348	..	..	3,824,070	13,51,641	3888086	14,27,172
Increase	730	3,765	39,458	25,550	..	..	263,130	60,715	241,460	51,620
Decrease	..	..	..	..	61,858	38,410	..	..	..	..

The former is due to the larger receipts derived from 3d class passengers and the latter to the increase in the transport of general merchandise.

The working expenses, which include abnormal items to the extent of Rs 48,636 shew an increase of Rs 39,502 due to additional expenditure in all departments except Engineering under which there is a saving of Rs 14,980.

The net earnings, which are at the rate of 4·12 per cent per annum fall short of the guaranteed interest for the half year by £ 15,362.

The Gross Earnings per open mile per week averaged 165.06 against 160.04 and were realised at a cost of 66.40 per cent against 67.05 per cent in the corresponding period of 1888.

The increase under Train Mileage is largely due to the running from 1st September 1888 of an additional train on the Limerelly Branch.

The Gross Earnings shew an increase of more than 3/4 of a lakh of rupees over the corresponding period of 1888 which is due to development in Coaching and Goods traffic. The

5 Carriage and Wagon Stock.

The total capital outlay, including Suspense, from the commencement of operations to the end of the half year under review was Rs 462,05,766 and the expenditure excluding Suspense, Rs 459,58,914 which gives an average of Rs 70,273 per mile open.

Revenue

General results

	2nd half of 1888	2nd half of 1889	Difference	
	Miles	Miles	Miles	Percent
Mean Mileage worked	654	654	"	"
Or in Mileage	10,28,033	10,42,003	+13,970	+1·36
	Nos	Nos	Nos	
Average number of trains over the whole line daily in both directions.	8·544	8·659	+0·115	+1·34
	Rs	Rs	Rs	
Gross Earnings	2,75,197	2,83,527	+8,330	+3·14
Working Expenses	1,84,733	1,88,234	+3,501	+2·14
Net Earnings	90,464	95,293	+4,829	+5·16
Percentage of working expenses to gross earnings.	67·05	66·40	−0·65	"
Percentage of net Earnings on Capital outlay including suspense	1·98	2·06	+0·08	"

The

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated June, 21st.

Recd. *Encl.*

G.O., 21st June 1890, Nos. 888 R., 889 R.

JUNE.

South Indian Railway

Forwarding copy of Proceedings embodying a Note on the Revenue Account of the — for the second half of 1889.

Note

on the Capital and Revenue accounts South Indian Railway for the half year ended the 31st December 1889.

Capital

Statements Nos V and VI

The Capital expenditure for the half year amounted to Rs 100,572, incurred chiefly on the following works:—

1. Addition of 5 Spans to the Gadilam Bridge at 124 miles.

2. Converting one 30 ft girder into a 40 ft girder at 151 miles.

3. Re-arrangement of Villupuram Station

4. Providing fittings for the General Stores Building at Negapatam.

Note

On the Capital and Revenue accounts South Indian Railway for the half year ended the 31st December 1889.

Capital

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated June, 21st.

(Signed)

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.

ENDORSEMENT—dated 21st June 1890, No. 889 R., Public Works.

Forwarded.

(By Order.)

(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.

Exd. J. Moses.
Spare Copies

due to the Valangany feast at Negapatam being very numerously attended and to the large number of marriages celebrated.

Parcels for the public.—The earnings were Rs. 29,748 or Rs. 2,326 more than those of the corresponding half-year and the receipts realised during the half-year were higher than those of any preceding period.

Abstract I, Goods traffic.—The "General merchandise" traffic exhibits an increase, the tonnage lifted being 355,513 against 325,778 in the second half of 1888 or an increase of 9·1 per cent.; the ton mileage 28,524,158 against 27,867,829 or an increase of 2·4 per cent.; and the earnings Rs. 11,96,955 against Rs. 11,44,249 or an increase of 4·6 per cent. The average rate charged per ton per mile was pies 8·06 against pies 7·88.

The average lead of ordinary goods (exclusive of Harbour materials) was 85·6 miles as compared with 91·2 miles in corresponding period of 1888.

The following is an abstract of the chief fluctuations in the principal commodities carried during the second half of 1889 as compared with the corresponding half of 1888:—

Commodities.	Increase.		Decrease.	
	TONS.	RS.	TONS.	RS.
Cotton, raw	4,702	22,724	...	...
Drugs and chemicals	1,547	8,887	...	...
Grains	8,174	6,299	...	...
Hides and skins	...	...	747	7,302
Jute	2,209	13,694	...	...
Metals	7,500	13,669	...	...
Provisions	5,740	32,043	...	...
Salt	...	...	1,535	14,141
Stone and lime	...	...	9,682	7,774
All other articles of merchandise	...	...	4,321	44,029
Total ...	29,872	97,316	16,285	73,246

The total quantity of "Raw cotton" carried was 11,021 tons yielding a receipt of Rs. 52,074 against 6,319 tons and a receipt of Rs. 29,350, showing an increase both in tonnage and receipts over the corresponding half-year.

The total quantity of "Grains" carried over the whole system was 96,563 tons yielding a receipt of Rs. 3,07,928 against 88,389 tons and Rs. 3,01,629, showing an increase alike in tonnage and money.

The decrease in "Hides and skins" is due to a small quantity of sheep skins being conveyed during the half-year.

Under "Jute" a considerable traffic was done in gunny-bags and cloth, contrasting favorably with the absence of traffic in these commodities during February 1888.

The increase under "Provisions" is due to the carriage of dried fruits and nuts, commodities in which no traffic was recorded during the corresponding half-year.

In "Salt" traffic there was a decrease both in tonnage and receipts, due to the demand in 1889 being less than in 1888. The large falling off occurred principally between Tuticorin and the Trichinopoly and Tanjore districts, these places having been supplied from Negapatam which gives a very much shorter lead.

The decrease under "Stone and lime" is due to the smaller quantity of road metal carried for the Madras Municipality, and to smaller traffic, under other heads than stone, for the Madras Harbour Works.

Under "Railway materials for construction" there is a heavy decrease in tonnage of 72,311 and in receipts of Rs. 23,091 over the corresponding period of 1888, which is due to less materials carried during the half-year under review.

Under "Revenue stores" there is a decrease in tonnage carried 35,235 and in receipts of Rs. 5,617 due to less stores conveyed.

The working expenses, which include abnormal items to the extent of Rs. 48,636, show an increase of Rs. 39,502 due to additional expenditure in all departments except Engineering under which there is a saving of Rs. 94,980.

The net earnings, which are at the rate of 4·12 per cent. per annum, fall short of the guaranteed interest for the half-year by £ 15,362.

Gross Earnings.

—	Second half of 1888.	Second half of 1889.	Difference. Amount.	Difference. Per cent.
	RS.	RS.	RS.	
Coaching	14,37,877	15,05,607	+ 67,730	+ 4·71
Goods	12,65,551	12,87,599	+ 22,048	+ 1·74
Electric Telegraph	7,744	8,706	+ 962	+ 12·42
Steam-boat	...	...	...	...
Sundries	40,025	35,615	— 4,410	— 11·02
Total ...	27,51,197	28,37,527	+ 86,330	+ 3·14

The number of passengers of the various classes carried including troops and police and season tickets and the earnings therefrom compare as follows:—

—	First Class.		Second Class.		Intermediate Class.		Third Class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		RS.		RS.		RS.		RS.		RS.
Second half of 1888.	6,412	22,418	17,416	23,798	61,858	38,410	3,560,940	12,90,926	3,646,626	13,75,552
Second half of 1889.	7,142	26,183	56,874	49,348	..	..	3,824,070	13,51,641	3,888,086	14,27,172
Increase	730	3,765	39,458	25,550	..	..	263,130	60,715	241,460	51,620
Decrease	..	..	..	..	61,858	38,410	..	..	..	..

Abstract H, Coaching traffic.—The first class traffic shows an increase in numbers carried of 730 and in earnings of Rs. 3,765 and the second class an increase in numbers of 39,458 and in earnings of Rs. 25,550. This development is probably due to the abolition of the intermediate class from 1st February 1889 and the consequent class to class transfer resulting from the influx of intermediate passengers into the second class.

The suppression of the intermediate class has resulted in a decided reduction in the cost of working coaching vehicles of first and second classes. The loss per vehicle mile contrasts with that incurred in second half of 1888 as under:—

	Second half of 1888.	Second half of 1889.
	PIES.	PIES.
First class	8·62	7·77
Second class	10·44	7·12
Intermediate	4·81	...

Owing to the second-class fare being reduced from 6 to 4 pies per mile on the abolition of the intermediate class, the receipts in the former class are, when compared with former half-years, disproportionate to the number of travellers.

The third-class passenger traffic continues to improve in an encouraging manner, the increase in numbers being 263,130 and in receipts Rs. 60,715, or 7·4 per cent. in numbers and 4·7 per cent. in receipts. This class contributed in cash 94·7 per cent. against 93·9 per cent. and in numbers 98·4 per cent. against 97·6 per cent. The average amount paid by a third-class passenger was 5 annas and 8 pies and the average distance travelled 34 miles. The increase in the third-class traffic is partially

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Consulting Engineer for Railways, dated Madras, 2nd June 1890, No. 381.

Note on the Capital and Revenue Accounts, South Indian Railway, for the half-year ended the 31st December 1889.

Capital.

Statements Nos. V and VI.—The Capital expenditure for the half-year amounted to Rs. 1,00,572, incurred chiefly on the following works :—

(1) Addition of 5 spans to the Gadilam bridge at 124 miles.
(2) Converting one 30-feet girder into a 70-feet girder at 151 miles.
(3) Rearrangement of Villupuram station.
(4) Providing fittings for the General Stores buildings, &c., at Negapatam.
(5) Carriage and wagon stock.

The total Capital outlay including suspense, from the commencement of operations to the end of the half-year under review, was Rs. 4,62,05,766 and the expenditure excluding suspense Rs. 4,59,58,914, which gives an average of Rs. 70,273 per mile open.

Revenue.

General Results.

—	Second half of 1888.	Second half of 1889.	Difference.	
	MILES.	MILES.	MILES.	PER CENT.
Mean mileage worked	654	654	..	..
Train mileage	1,028,033	1,042,003	+ 13,970	+ 1·36
	NO.	NO.	NO.	
Average number of trains over the whole line daily in both direction	8·544	8·659	+ 0·115	+ 1·34
	RS.	RS.	RS.	
Gross earnings	27,51,197	28,37,527	+ 86,330	+ 3·14
Working expenses	18,44,733	18,84,234	+ 39,501	+ 2·14
Net earnings ..	9,06,464	9,53,293	+ 46,829	+ 5·16
Percentage of working expenses to gross earnings	67·05	66·40	— 0·65	..
Percentage of net earnings on Capital outlay including suspense.	1·98	2·06	+ 0·08	..

The gross earnings per open mile per week averaged 165·06 against 160·04 and were realized at a cost of 66·40 per cent. against 67·05 per cent. in the corresponding period of 1888.

The increase under train mileage is largely due to the running from 1st September 1888 of an additional train on the Tinnevelly branch.

The gross earnings show an increase of more than three-fourths of a lakh of rupees over the corresponding period of 1888 which is due to development in coaching and goods traffic. The former is due to the larger receipts derived from third-class passengers and the latter to the increase in the transport of general merchandise.

GOVT. OF MADRAS.

PUBLIC WORKS DEPARTMENT.

(Copy.)

Letter to the Right Honorable the Secretary of State for India.

No. $\frac{11}{888\ R.}$, dated 21st June 1890.

South Indian Railway

Forwarding copy of Proceedings embodying a Note on the Revenue Account of the — for the second half of 1889.

21st June 1890, No. $\frac{11}{888\ R.}$, Public Works.

PUBLIC WORKS DEPARTMENT.

Letter—to

The Right Honorable the SECRETARY of STATE for INDIA.

My Lord,

In continuation of our despatch No. $\frac{8}{838\ R.}$, dated 13th June 1890, we have the honor to forward a copy of our Proceedings No. 888 R., dated 21st June 1890, embodying a Note on the Revenue Account of the South Indian Railway for the second half of 1889.

We have the honor to be,
My Lord,
Your Lordship's most obedient, humble servants,

(Signed) CONNEMARA.
(,,) C. G. ARBUTHNOT.
(,,) H. E. STOKES.
(,,) J. H. GARSTIN.

Ootacamund,
21st June 1890.

Exd. J. Moses.

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Floods.—G.O., No. 2752 R., dated 17th November 1891, passing orders on report by Lieutenant Smyth, R.E., on — which occurred on the South Indian Railway during the third week of October 1891, communicated to Superintending Engineer, V Circle, for report, with reference to para. 12 of the inspection report.	11th Feb. 1892, No. 421 W.	.....
Madura Water Works.—Proceedings, Local and Municipal, sanctioning the revised estimate of Rs. 4,24,360 submitted by the Sanitary Engineer for the —, communicated to the Superintending Engineer, VI Circle.	11th do. do. No. 422 W.	16th Sept. 1884, No. 2288-A W. 19th Aug. 1885, No. 1923 W. 4th June 1886, No. 1424 W. 2nd May 1888, No. 1299 W. 19th June 1888, No. 1811 W. 7th Jan. 1889, No 7 W. 7th Mar. 1889, No. 1153 C. 14th May 1889, No. 1233 W. 20th Jan. 1891, No. 187 W. 3rd Feb. 1890, No. 360 W.
Funds.—Allotting by transfer a sum of Rs. 88 from the reserve with the Government under Imperial Civil Works, Telegraph repairs, for repairing the Post office buildings at Tekkádi.	11th do. do. No. 423 W.	.....
Mr. J. C. Larminie, Executive Engineer.—Altering the date of first appointment of — to February 1869.	11th do. do. No. 424 W.	23rd Jan. 1892, No. 354 C.
Lieutenant-Colonel D. McNeil Campbell, R.E., Superintending Engineer.—Permitting — to apply for the post of Chief Engineer, Mysore.	11th do. do. No. 425 W.	21st Jan. 1892, No. 206 W.
Suit brought against Lascars, Lower Coleroon Anicut.—Payment of Rs. 84-11-7 being expenses in defending a — for acts done in the execution of their duty, sanctioned.	11th do. do. No. 426 W.	.....
Light-house, Madras.—Proceedings, Marine Department, regarding the removal of a portion of railing round the — and the construction of another latrine, communicated to the Consulting Architect for report.	11th do. do. No. 427 W.	.....
Cyclostyle purchased in Tinnevelly Division.—The Examiner authorized to admit the charges incurred on account of a —.	11th do. do. No. 428 W.	29th Sept. 1891, No. 4277 C. 6th Oct. 1891, No. 2667 W. 8th Jan. 1892, No. 138 C. 28th Jan. 1892, No. 252 W.

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Commissariat Department, Transport—Proceedings, Military Department, relative to the utilization by the civil authorities of — in time of peace, communicated to officers of the Public Works Department.	11th Feb. 1892. No. 429 W.	.....
Expenditure on Jail Buildings.—Proceedings, Judicial Department, requesting that orders may be issued to the Examiner, Public Works Accounts, for furnishing the Inspector-General of Jails with the accounts regarding — for the calendar year, communicated to the Examiner for compliance.	11th do. do. No. 433 W.	30th June 1891, No. 478 D. 21st July 1891, No. 560 D. 11th Nov. 1891, No. 3008 W. 17th Nov. 1891, Nos. 3395-96 W.
Funds.—The surrender of Rs. 1,800 from the grant for constructing a new court-house for the District Munsif at Ambásamudram in the Tinnevelly district, resumed and credited to the Provincial reserve.	12th do. do. No. 434 W	22nd Oct. 1891, No. 2779 W.
Chembrambakam Tank Superintendent.—Increase of Rs. 2 to the pay of the — proposed by the Superintending Engineer, V Circle, sanctioned.	12th do. do. No. 435 W.	12th Jan. 1892, No. 202 C. 27th Jan. 1892, No. 415 C.
Harbour at Vizagapatam.—Despatch from the Secretary of State forwarding copy of a letter and its enclosure addressed to him on the subject of the construction of a —, communicated to Mr. Thorowgood.	12th do. do. No. 436 W.	.....
Captain W. M. Ellis, R.E., Assistant Engineer.—The application from — for a transfer to the Military Works Department, ordered to be forwarded for consideration to the Government of India.	12th do. do. No. 437 W.	.....
Forwarded	12th do. do. No. 438 W.	.....
Establishment under Mr. Thorowgood.—Proceedings, Financial Department, sanctioning proposition statement for —, recorded.	12th do. do. No. 441 W.	.....
Mr. H. E. Clerk, Assistant Engineer.—Permission granted to — for applying for an extension of leave as requested by him.	12th do. do. No. 442 W.	.....
Funds.—Sum of Rs. 1,85,060 being the balance of the reserve with the Public Works Department, under 45. Provincial Civil Works replaced at the disposal of the Financial Department.	12th do. do. No. 443 W.	10th Dec. 1891, No. 3330 W. 17th Dec. 1891, No. 3407 W.
Captain Ellis, R.E.—Letter from the Government of India stating that — can only draw officiating allowance subject to the 30 days limit for the period he acted as the Consulting Architect to Government, communicated to the Consulting Architect.	12th do. do. No. 444 W.	28th Aug. 1890, Nos. 1273-74 R. 11th Oct 1889, No. 2838 W. 28th Feb. 1890, Nos. 645-46 W. 16th April 1890, No. 1127 W.

5729

1890.

Public Works Department.

Proof for Dr's approval -

No.

Dated

Despatched 3/7 16/7/90

Received

24th June 1890 No. 896

SUBJECT.

Boat Rock at Bezwada.

Sanction of the Govt of India to the Executive Engineer's Estimate of Rs 3400 for the Construction of a — Canal to the Chief Engineer

70/4

5/90.

P.W.C. No. 5729

No. 1 Bezvada Extension Railway of 1890-91.

Rd. 18-6-90

A

No. 896 R

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 24th June 190.

READ again the following

Progs: of the Madras Govt: P. W. Deptt:- } M.E. No 725-26 Rly 26 May 90

Read also the following.

Letter from the Govt: of India P. W. Deptt. } M.E. No. 507 R.C. 4/9 June 1890

Communicated to the Chief Engineer for Irrigation with reference to his Note No. 17 W dated 13th May 1890.

2. This sanction has been registered as No 8 R of 1890-91.

Rueda
21-6-90
W for R

To
The Chief Engr for Irrigation
" Consg Engr for Rys.
" Exam P.W.O. Accts Hyderabad

I have the honour to be,

Sir,

Your most obedient servant

A.M. Mackenzie Major R.E.

Under Secretary.

Documents accompanying
- Nil -

D.

9/9/6.

Mem. 21/6 R 23.6.90

Fr. Nos 79 dy 10.1.89
" " 229 dy 16.3.88
" " 967 R dy 24.12.89

P.W.C. No. 4688.

Rd 17-5-90
Enc 2.

No. 507 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction.

All communications should be addressed to the Secretary.

To

The Joint Secretary to the Government of Madras
(Railway Branch), Public Works Department.

Simla, the 9th June 1890.

Sir,

I am directed to acknowledge the receipt of your No. 726 R dated 26th May 1890 and in reply to communicate the sanction of the Government of India to the revised estimate therewith forwarded, amounting to Rupees 63,400 - or Rupees 11,540 in excess of the sanctioned estimate for the construction of a Boat Dock at Bezvada.

2 This sanction, which is chargeable to Capital, has been registered as

Sent to Orissa on the 29-5-90

B. No. 725-26 R dy 26th May 90.

Subject

Bs. No. 725 R dy 26th May 90.

Ord
23 May
Ordered to lie for-

- warded for the sanction

of the Government of India

with reference to its letter

No. 298 R.C. dated 3rd March

1888, embodied in Proc: of

this Government No. 229 R,

dated 16th March 1888.

Ath. No. 726 R dy 26th May 90.

Forwarded.

Rueby
22.5.90
W
for R

letter asking that

sanction may be obtained

to the revised Estimate

for the Construction

of Boat Basin at Bezvada

Dr 29/5

0
20/5
Ath. 23/5 R 23.5.90

Instr despatched to India - 26-5-90

29/5

All communications should be addressed to the Secretary.

No. 507 R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction.

To

The Joint Secretary to the Government of Madra
(Railway Branch), Public Works Departmen

Simla, the 9th June 1890.

Sir,

I am directed to acknowledge the receipt of your No. 726 R dated 26th May 189 and in reply to communicate the sanction of the Government of India to the revised estimate therewith forwarded, amounting to Rupees 63,400 - or Rupees 11,540 in excess of the sanctioned estimate for the construction of a Boat Dock at Bezvada.

2 This sanction, which is charge able to Capital, has been registered as

No.

sent to orly on the 29-5-90

No. 174 W.

Note by the Chief Engineer for Irrigation

With his letter No. 137 K.S. dated 15th April 1890, the Superintending Engineer Second Circle forwards a revised estimate for construction of the Boat basin or dock at Bezvada approved in P. Mg. No. 229 R. dated 16th March 1888. and formally sanctioned for execution of by the Public Works Department in G. O. No. 7 I. dated 9 10th January March 1889.

Enc: 2

2 January

2. The anticipated excess over the original estimate of Rs 51,860 is Rs 11,540 or upwards of 22 percent which it appears is chiefly due to a serious omission in the original estimate of any provision for "filling in" and for removal of the Canal bank which occupied part of the site for the basin and to a Considerable excess in the cost of concrete chiefly due, it appears, to executive mismanagement.

3. The original estimate was submitted by the late Major Langley R.E. through the then Superintending Engineer Mr. J. W. Rundall and the execution has been chiefly carried out under the late Major Langley R.E.

4.

4. The work is far advanced and will, it is believed, be brought into use on the re-opening of the Canals in June and the undersigned has to ask that sanction to the revised estimate may be obtained and to express his regret at the shortcomings of the Department in connection with the matter.

Colaba
13 May 1890

C. Crawford
Chief Engineer for Irrign

To
The Secretary to Govt. P.W.D.
Railway Branch

P.W.
17.5.90
papers

Boat Basin.

ESTIMATE FORM.—Comparative Statement of Differences.

Description of Work.	Unit.	Original Estimate. Quantity.	Rate.	Amount.	Revised Estimate. Quantity.	Rate.	Amount.	More.	Less.	Explanation of Difference.
1		2	3	4	5	6	7	8	9	10
				Rs.			Rs.	Rs.	Rs.	
(1) Concrete in Chunam	100 cft	491.05	12-0-0	5.893	245.46	12-0-0	2.946	-	2.947	The excess in the quantity of concrete and
Do Surki	100 cft				308.53	22-11-1	7001	7001		the saving in the quantity of rubble is due
(2) Rough stone in Chunam	100 cft	891.92	16-0-0	14.270	222.41	16-0-0	3.559	-	10.711	to an authorized deviation from
Do Surki	100 cft				618.63	18-10-	11.523	11.523		sanctioned plan & estimate.
(3) Cut stone work	cft	46.00	0-10-0	2.875	4600	0-10-9	3.091	216		
(4) Cut stone steps	cft	89.04	-8-0	4.452	7167	-8-	3584	-	868	The saving is due to the steps being altered from
										3 to 1 to 2 to 1.
(5) Dressed faces	100 sft	118.51	16-0-0	1894	118.51	22-12-0	2696	799	-	
(6) Pointing	100 sft	361.51	3-0-0	1085	361.51	3-0-0	1085	-	-	
(7) Broken stone with clay	100 cft	260.76	8-0-0	2086	260.76	8-0-0	2086	-	-	
(8) Rough stone pavement	100 cft	200.72	8-8-0	1706	200.72	8-8-0	1706	-	-	
(9) [illegible]	100 cft	172	3	517	233.49	3-0-0	700	183	-	
(10) Earthwork	1000 cft	727.858	8-0-0	5823	953.275	9-15-4	9493	3670	-	See covering letter for cause of excess.
Do Filling in Ramming	Do				324.341	7-10-3	2478	2478	-	
(11) Baling				1000			1500	500	-	
(12) Hand wharf Crane				4500			4500	-	-	
(13) Iron lattice girder Bridge				593			900	307	-	
(14) Lock gates				1343			1343	-	-	
(15) Brick arch work	100 cft	2.47	25-0-0	62	3.06	24-0-0	73	11		
(16) Iron work for Standard Trails	lbs	1754	0-2-6	274	1754	0-2-6	274	-	-	
(17) Lead for do do	lbs	50	-3-0	9	-		9	-	-	A separate statement of explanation is attached.
(18) Sheds for storage of materials				300			600	300	-	
(19) Grooving work	Rft	20	0-6-0	8	-	-	8	-	-	
(20) Petty Supervision				1064			728		336	
(21) Contingencies				2113			1000		1113	
(22) Raising bund in front of Basin	1000 cft	-	-	-	75.207	-	527	527		
				51860			63400	27515	15975	
								15975		
		Nett increase to be sanctioned						11540	-	

STATION

Dated 188.

(12) J Hannan
Supg Engineer.
2nd Circle.

(True Copy).

(10) W Jopp
Executive Engineer. E Div Kistna.

Chief Engineer for Irrigation.

10,000—26-9-88.

in the estimate -

5 The excess in concrete is very unsatisfactory - I attribute it almost entirely to bad management, want of proper supervision and lack of judgment. Bad management in that no site plan was made showing where the different descriptions of materials were to be stacked &c, the result being that unnecessary expense was incurred in shifting materials - When sending the estimate for execution to the Division Officer, Mr Hayes, I gave special orders to have a site plan prepared Want of proper supervision - in as much as unsuitable material for Concrete was supplied, accepted, and paid for - Want of judgment in having stone pre-broken when it was quite small enough. In this Connection, I enclose Copies of Major Langley's letter No 4265 dated 10th December 1889 and my reply No 2017 K.S. dated 11th December 1889.

6. The excess in quantity in concrete and saving on rubble are due to an authorized deviation from sanctioned estimate -

7. Detailed explanations of savings and excesses accompany the Comparative statement -

8. There has been most unnecessary delay

delay on the part of Major Langley in submitting this revised estimate. It was called for 6 or 7 months ago -

I have &c

(sd) J Hannay

Supg Engineer 2 Circle.

True Copy.

C. Stewart

Chief Engineer for Irrigation

Encl to accompany Note

No 1712 S 13/5/90

Pw Genl
4688/90.

5717

1890.

Public Works Department.

No.
Dated
Despatched
Received

24th June 1890 No: 900
901

SUBJECT.

Kellore - Guntoor Survey.

Ordered that the Guard Book
of the Bright Estimate
of the — for 1890-91 be
forwarded to the Govt India.

Nellore Guntoor Survey.

Forwarding the Guard Book
of the Bright Estimate
of the — for 1890-91.

7816. 7816

P W C No. 5718

Form No. 3.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 432

Dated 19th
Received 19 } June 1890

No. OF ENCLOSURES. 2

Subject.

Final Issue of the Budget Estimate of the Kellare-Gudur Survey for 1890-91 prepared in the form prescribed in P.W.D. Circular No 9 Railway of 23.8.1877.

A

No. 900-901 R dy 24-June/90.

No. 900-~~901~~ R dy 24-June/90.

Ordered to be forwarded to the Govt. of India with reference to its letter No 246 A.R. dated 6th May 1890.

No. 901 R dy 24th June 1890

Forwarded.

Rueds
21.6.90
W
for R.

Imp despts to India with budget Estimate issued:
24-6-90.

SCP 3/7

The Controller for Rys:
" Exr. Rly Acts
" do. P. Dr. Acts
" Financial Departt

D 3/7

O 19/6/90 R 26.6.90
R 23.6.90

Form No. 1.

Public Works Department.

Office of Consulting Engineer for Railways,

Madras. 19th June 1890.

Final Issues of the Budget Estimate of the Nellore Gunture Survey for 1890-91.

No. 432 H.P

Submitted _____ to _____ Government. for transmission to the Government of India, in compliance with its letter No: 246 A.R dated 6th May 1890, referred to in P. W. D. No: 2326 C, dated 20th May 1890 (returned herewith).

Subject.—

A.D.G. Shelley
Cap. R.E.

for Off. Cons. Engr. for Rys.

heave

Nellore Guntur

Budget Estimate for Survey the year 1890-91.

PWC No. 442 Encr

REGISTER No. 307 FILE No.

R 12.5.90

Main and Sub Heads of Account	Budget Grant 1889-90	Revised Estimate 1889-90	Expenditure: Estimated during 1890-91	Expenditure: Incurred to end of 1888-89	Expenditure: Total	Expenditure: Future years
Construction Accounts						
I. Preliminary Expenses						
Survey Expenses	Rs. 20,000	2,000	5,370	"	7,420	"
Plant		1,950	1,000	"	2,950	"
Establishment including salaries, Allowances and Contingencies		2,000	7,630	"	9,630	"
Total	20,000	6,000	14,000	"	20,000	"

Madras Railway
Chief Engineer's Office
12th June 1890

Sd. Ross Chisholm
for Agent & Manager

Submitted to Government for transmission to the Government of India in compliance with its letter No. 246 A.R., dated 6th May 1890, referred to in Public Works Department No. 2326 C., dated 20th May 1890 (returned herewith).

ORDER—dated 24th June 1890, No. 900 R., Public Works.

Ordered to be forwarded to the Government of India with reference to its letter No. 246 A.R., dated 6th May 1890.

(Here enter No. 901 R., dated 24th June 1890.)

(True Extract.)

(Signed) SIDNEY SMITH, Major, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.
" Examiner, Public Works Accounts.
" Financial Department.

ENDORSEMENT—dated 24th June 1890, No. 901 R., Public Works.

Forwarded.

(By Order.)

Lt.-Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated June, 24th.

Recd. *Encl.*

G.O., 24th June 1890, Nos. 900, 901 R.

JUNE.

Nellore-Guntur Survey

Forwarding the Final Issue of the Budget Estimate of the — for 1890-91.

5808/1 Leave

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated June, 26th.

Recd. *Encl.*

G.O., 26th June 1890, No. 926 R.

JUNE.

Madras Railway

Amended rules for working passenger trains on —, approved.

1. *Speed of trains.*—The speed of trains on descending a ghât must never exceed *twelve miles* per hour, but a lower speed is necessary when the train is heavy or the rails are slippery.

2. *Extra brakes and brakesmen when required.*—When a train conveying passengers consists of more than *twelve* passenger vehicles (two of which must in all cases be brake vans or brake carriages) an *extra brake* carriage for every *five* additional vehicles must be attached to the train (except as provided for in para. 7) and an *extra* guard or ghât brakesman appointed to work it on the ghât; if no guard or ghât brakesman be available, the second assistant fireman must work the brake.

EXTRA BRAKES MUST BE ATTACHED AT KUPPAM, MALLAPURAM, PODANUR AND KODUR.

3. *When trains are to stop at top of incline.*—When a train conveying passengers consists of more than *twelve* vehicles and the number in excess of twelve consists of *goods* wagons, an *extra* brake is *not* necessary, but the train must be brought to a stand at the *top* of the incline, and the *brakes* of *all* the goods wagons dropped.

BRAKES MUST BE TAKEN OFF AT PATCHUR, KADIAMPATTI, KANYIKOD, AND AT THE 96TH MILE, NORTH-WEST LINE.

4. *Goods trains to stop and drop brakes.*—Goods trains without exception must stop at the *top* of the incline to allow of the *brakes* of *all* wagons being dropped, and guards must also work the *brakes* of their own *vans*, in order to prevent their trains attaining a higher speed than *twelve* miles an hour.

5. *Skidding wheels to be avoided.*—Guards are particularly cautioned against "*skidding*" the wheels by applying their brake so as to prevent the wheels revolving. "*Skidding*" not only reduces the resistance which the brake is intended to cause, but also injures the wheels and rails.

6. *Signal on Tiger Rock.—A semaphore signal is erected on the Tiger Rock at 145th mile, Kuppam ghât; drivers on approaching this signal must give one long whistle and must be prepared to bring their trains to a stand if the signal be kept against them.*

7. Passenger trains which do not consist of more than 12 passenger vehicles may be worked up or down the ghâts by two of the heavy 6-wheeled or 27-feet long brake vans, making 14 vehicles in all, these brake vans being attached one in front and one in rear of the train.

Proposed rules for dividing trains.

25. The following amended rules for the guidance of engine drivers and guards, when it is found necessary to divide trains in ascending ghâts or steep inclines, have been authorized by His Excellency the Governor in Council, and are circulated for the information and guidance of those concerned:—

(1) When the weather is unfavorable or when from any other cause an engine driver has reason to apprehend a difficulty in ascending a ghât with his full load, he is to make such arrangements as may be considered necessary in consultation with the stationmasters and locomotive foremen at Salem, Jalárpet or Rénigunta, and the stationmaster at Olavakód or Kanyikod, according to the nature of each particular case, but, as far as it is possible to judge, the load must be limited so as to avoid all risk of the necessity of parting the train on the road.

(2) No train, or part of a train, must ascend a ghât without a brake van attached as the last vehicle thereof and a guard in charge. No train or part of a train (except as provided for in para. 9) must ascend a ghât without at least one brake van or brake carriage to every *five* passenger vehicles or to every *ten* goods wagons and a guard or brakesman in charge of each such brake vehicle. The brake power (except as provided for in para. 9) must be distributed as equally as possible over the train, the first brake being separated from the engine by a number of vehicles equal to its proportion of the total load. When a train is ascending a ghât and an assisting engine is attached in rear to push the train, the brake of the assisting engine may be counted in lieu of an extra brake van required to be attached under above rule.

(3) No train which consists of more than 10 passenger or 20 goods vehicles, and 2 brake vans (except as provided for in para. 9) shall be allowed to start from Olavakód *eastward*, from Salem *eastward* from Jalárpet *westward* on the Bangalore Branch, or from Rénigunta *northward*, unless accompanied by one or more ghât brakesmen *in addition to the regular guards of the train*, and it will be the duty of the stationmaster and of the chief guard to see that he or they accompany the train. Ghât brakesmen will act under the instructions of the chief guard.

(4) The loads of engines are limited according to the gradient of the various portions of the line so as to obviate the necessity of dividing a train, excepting under very exceptional circumstances, and engine driver must in all cases satisfy himself that it is impossible to take his whole train up an incline before he decides on dividing it. On being satisfied as to the necessity of parting his train, the driver must bring his train to a stand. The chief guard must then proceed at once to the engine, and, on being informed that the train is to be divided, will strictly act up to the following instructions. The guard must detach such number of vehicles as may best divide the load, but must on no account (except as provided for in para. 9)

depart from the regulations laid down in clause 2 of these rules although their observance may render necessary an unequal division of the train.

(5) The first portion of the train must be taken up the ghât and placed in the nearest siding *above* the ghât The guard in charge will be held responsible that the brakes of all goods wagons are let down and pinned down *tight*, and that the brakes of his own and every other van on the portion of the train in his charge are tightly screwed down and secured before the engine is detached. Similar precautions must also be taken by the guard, should the train from any cause come to a stand-still before reaching the siding at the top of the ghât, and, in case of the breakage of a coupling, the guard must immediately screw his own brake down tight and proceed at once to pin down the wagon brakes.

(6) The chief guard will remain in charge of the portion of the train left behind. He will be responsible that the carriages, &c., are protected in the manner provided for in rule 179 of the general rules, and upon the return of the engine will see that the portion of the train under his charge is properly attached, and on arrival at the top of the ghât will take care that it is left on the main line *clear of the siding*, and that the first part of the train is taken out and properly coupled on to it. Before detaching the engine, both before ascending the ghât and on arrival at the top, the chief guard must be very careful to secure his vehicles by screwing down his own brake, and must see that all van and carriage brakes are screwed down and all wagon brakes pinned down *tight*, in order to prevent any risk of their running back when the engine is uncoupled.

(7) The engine driver, before taking up the first portion of his train, must carefully note the position in which he leaves the remainder, and must exercise great caution in returning for it by keeping his engine at all times under perfect control, so as to avoid moving the vehicles previous to attaching. The chief guard must take care that proper signals are shown in front of his vehicles for the guidance of the driver.

(8) In ascending inclines the whole of the guards must keep a sharp look-out and be always on the alert and prepared to apply their brakes. In case of any portion of the train breaking away, the guards of the rear portion must immediately apply their brakes, and when the train is brought to a stand-still after screwing his brake down tight, each guard must pin down the breaks of such wagons as may be in front of his van, beginning at the wagon nearest thereto, and must then protect the train, or portion of train, by exhibiting the proper signals in both directions. It will be the duty of the guard in charge of each part of the train to satisfy himself that the brakes of all vehicles under his charge, as well as that of his own van, are in good working order.

(9) Passenger trains which do not consist of more than 12 passenger vehicles may be worked over the ghâts by two of the heavy 6-wheeled or 27-feet long brake vans, making 14 vehicles in all, these brake vans being attached one in front and one in rear of the train.

NOTE.—Similar rules will in case of necessity for dividing trains by reason of failure of engine or otherwise be observed on any other part of the line as well as on the ghâts.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 10th June 1890, No. 6210/627.

[*Your No.* 418, *dated* 12*th May* 1890].

Proposed alterations in rules for working trains on the ghâts.

I have the honor to retransmit, for your consideration, the printed draft of proposed alterations in the "rules for dividing trains" and to invite attention to the following extract from a letter from the Traffic Manager which embodies further alterations now proposed in order to meet the objections raised in your letter:—

"There is no objection to the addition of the words 'except as provided for in para. 9' after the words 'the brake power' in para. 2, rule 25.

"Paragraph 3 of rule 25 may commence as follows and this will probably meet the objection raised to the rule as it was last submitted to you:—

"(3) No train which consists of more than 10 passenger or 20 goods vehicles and two brake vans (except as provided for in para. 9) shall, &c., &c.

"I am still of opinion reference to the new paragraph should be given in paras. 2 and 4, rule 25, and para. 2, rule 26.

"The fact of attention being specially drawn to the new paragraph will make it clear to the staff what exception is alone authorised.

"To avoid reference to any particular paragraph the insertion of the clause you suggest, viz.:—

'A special exception to these rules is allowed in the case of short passenger trains not exceeding 12 passenger vehicles which may be worked over the ghâts by two of the heavy

5808/1

1890.

Public Works Department.

17-7-90

No.

Dated

Despatched 21/7/90

Received

26th June 1890 No 926 R.

SUBJECT.

Ghauts
S. Ry.

Amended rules for
working Ry passenger
trains on — approved

1/2

19/8/90

26th June 1890, No. 926 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Consulting Engineer for Railways, dated Madras, 19th June 1890, No. 437.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 17th June 1889, No. 6210/236.

I have the honor to quote the following letter from the Company's Traffic Manager regarding the revision of the rules for working mail trains over the ghâts :—

"With reference to the recent discussions in committee on the subject of the rules for working trains over the ghâts, I beg now to ask for sanction to the addition of the following note to rule 23 printed on page 68 of the working time-table :—

"The proposed note particularly affects paras. 2, 3 and 4 to rule 23.

"*Note.*—Limited mail trains which do not consist of more than 12 passenger vehicles may be worked over the ghâts by two of the 6-wheeled or 27-feet long brake vans, making 14 vehicles in all, these brake vans being attached one in front and one in rear of the train. Paras. 2, 3 and 4 of the above rule will not be held to refer to such limited mail trains.

"I beg also to ask for sanction to the addition of the words 'and is about to descend a ghât and' to the first line of para. (2) of rule 24 printed on page 69 of the working time-book after the word passengers, as well as the addition of the following note at the close of rule 24 :—

"*Note.*—Limited mail trains which do not consist of more than 12 passenger vehicles may be worked down the ghâts by two of the 6-wheeled or 27-feet long brake vans, making 14 vehicles in all, these brake vans being attached one in front and one in rear of the train. Para. 2 of the above rule will not be held to refer to such limited mail trains.

"Rules 23 and 24 were specially framed to meet long and heavy trains, and it has been found in practice that the paragraphs I now propose to alter have, in their strict reading, caused much inconvenience to the public, and in some cases loss to the Company, inasmuch as it has been held that the third brake van required to be attached under the present rules must count as one of the very limited maximum load of the mail trains when passing up or down the ghâts.

"Although we have on record instances in which we have had to divide long trains on the ghâts, we have no instance recorded where a limited mail train has either been divided or broken away, and should such a contingency hereafter arise, there is, I think, no doubt that the 6-wheeled brake vans recently built and now used with the mail trains have sufficient brake power to prevent the passenger carriages, even when separated from the engine, from getting beyond control."

The matter has been thoroughly discussed by the Company's officers including the Acting Locomotive Superintendent and as it is considered desirable to bring the proposed alteration into force as early as possible, I request that the approval of Government may be conveyed to me for the revised rules to take effect as early as may be convenient.

—

From the Agent and Manager, Madras Railway Company, dated 2nd May 1890, No. 6210/492.

—

ENCLOSURES.

Proposed rules for working Ghâts.

The Kuppam ghât extends from	147¾	mile to	143¼	miles	(	between	Jalárpet and Kuppam).
The Salem	„	„	„	188¼	„	187¼	„	(| „ | Mallapuram and Salem).
The Coimbatore	„	„	„	315½	„	312½	„	(| „ | Pódanúr and Olavakód).
The Ballipalle	„	„	„	98	„	96	„	(| „ | Rénigunta and Kódúr).

15

eb the case of loco and heavy

Mr. H. L. S. K. of 9

No. 3. 926 R. 26th June 1890.

The amended rules

working passenger trains

ghauts are approved.

Rness
23.6.90
W for R

G.O. No 926 R. 26-6-90

H.C

Secto

Please submit
this No. for Press for
D. R's approval post

Gl
27/6

Jo DR 30/6/90

R
30/6/90

=ing p
the Ghauts. Madras Railway.

A

No 926 R. 26th June 1890.

To 2016
The Consulting for Rys
& Exr Gl Rly Accts.

1017

...ect the case of long and heavy
..., but in practice have
...ed inconvenience to the
...lic, and in some cases loss
...the Company, as it is ruled
...t the third brake van re=
...uired to be attached under the
...resent regulations must
...unt towards making up the
...ry low maximum load of
...mail trains working over certain
...shants, where the load is
...limited to 14 vehicles.

4. There is no case on record where
a mail train has either been divided,
or has broken away, on the shants, and
with the increased brake power of
the 6-wheeled vans, such a contin=
=gency is not likely to occur.

5. The amended rules are re=
=commended for Sanction.

R.D.G. Shellen — Capt. Major R.E.

for Offg: Secy: — Engr: for Rys:

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILW

Madras, 19th June 189

Letter from the Agent and Manager, Madras Rail
No. 6210/236 dated 17th June 1889.
Do Do No. 6210/492 dated 2nd May 1890.
Do Do No. 6210/627 dated 10th June 1890 (with this enclosure)

No. 437

SUBMITTED _____ to _____ Government.

2. The Agent and Manager submits amended rules regarding the working of passenger trains over the Ghauts. Under the present regulations every train consisting of ten passenger carriages requires two brake-vans. It is now proposed to utilize the greater brake power of the new 6 wheeled vans, and to run twelve passenger carriages in trains to which two of these new vans are attached.

3. The existing rules were intended to

13 P

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

Dated 10th June 1890

Rcvd. 13 June 90

No. 627

Papers

Re: Proposed alteration in rules for working passenger trains over the Ghauts.

REGISTERED No. 847 FILE No. 1

PW Dec 5 1890 5508

FORM No. 1.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

Read.

No.

188

conform to the above rules
for dividing trains they
must not be divided. In
all cases of doubt as to
the ability of an engine to
take one of these trains over
the ghats the existing
Engine is to be attached
in rear or the load must be
reduced.

I would very possibly answer
all purposes and simplify the
alteration in the rules."

"I am loth however to
send forward a rule to replace
rule 9 if the Consulting Engineer
will accept the additions sug-
gested in paras: 1 & 2 of this letter."

I have the honour to be,
Sir
Your most obed.t Servant

Asst. Engineer.

Dy: Agent & Manager

10 P

the objections raised in your letter.

"There is no objection to the addition of the words 'except as provided for in para: 9' after the words 'the Brake power' in para: 2 rule 25."

"Para: 3 of rule 25 may commence as follows and this will probably meet the objection raised to the rule as it was last submitted to you."

"(3) No train which consists of more than 10 passenger or 20 goods vehicles and 2 Brake vans (except as provided for in para: 9) shall &c &c."

"I am still of opinion reference to the new paragraph should be given in paras: 2 & 4 rule 25 and para: 2 rule 26."

&c

W. Smith

Sy: Agent & Manager

5,000—14-11-85.

(No. 1.)

No. 6210
627

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 10th June 1890.

From

The Ag. *Agent and Manager,* M. R. Ry.

To

The *Consulting Engineer for Railways.*
Madras.

SIR,

Your No. 418 d/ 12th May 1890.

Proposed alterations in rules for working trains on the Ghats.

I have the honour to return for your consideration the printed draft of proposed alterations in the "Rules for Dividing Trains" and to invite attention to the following extract from a letter from the Traffic Manager which embodies further alterations now proposed in order to meet the

PRESENT RULES.

RULES FOR DIVIDING TRAINS.

25. The following amended Rules for the guidance of Engine Drivers and Guards, when it is found necessary to divide trains in ascending Ghauts or steep inclines, have been authorized by His Excellency the Governor-in Council (see G. O. No. 1642, dated 18th June 1874), and are circulated for the information and guidance of those concerned:

(1.) When the weather is unfavourable or when from any other cause an Engine Driver has reason to apprehend a difficulty in ascending a Ghaut with his full load, he is to make such arrangements as may be considered necessary in consultation with the Station Masters and Locomotive Foremen at Salem, Jalarpet or Renigunta and the Station Master at Olavakode or Kanyikod, according to the nature of each particular case, but, as far as it is possible to judge the load must be limited so as to avoid all risk of the necessity of parting the train on the road.

(2.) No train, or part of a train, must ascend a Ghaut without a brake van attached as the last vehicle thereof and a Guard in charge. No train, or part of a train, must ascend a Ghaut without at least one brake van or brake carriage to every *five* Passenger vehicles or to every *ten* Goods wagons and a Guard or Brakesman in charge of each such brake vehicle. The brake power must be distributed as equally as possible over the train; thr first brake being separated from the engine by a number of vehicles equal to its proportion of the total load. When a train is ascending a Ghaut and an assisting Engine is attached in rear to push the train, the Brake of the assisting Engine may be counted in lieu of an extra Brake Van required to be attached under above rule.

(3.) No train shall be allowed to start from Olavakode *eastward*, from Salem *eastward*, from Jalarpet *westward* on the Bangalore Branch, or from Renigunta *northward*, unless accompanied by one or more travelling Porters, *in addition to the regular Guards of the train*, and it will be the duty of the Station Master and of the Chief Guard to see that he or they accompany the train. Travelling Porters will act under the instructions of the Chief Guard.

(4.) The loads of Engines are limited according to the gradient of the various portions of the line so as to obviate the necessity of dividing a train, excepting under very exceptional circumstances, and the Engine Driver must in all cases satisfy himself that it is impossible to take his whole train up an incline before he decides on dividing it. On being satisfied as to the necessity of parting his train, the Driver must bring his train to a stand. The Chief Guard must then proceed at once to the engine, and, on being informed that the train is to be divided, will strictly act up to the following instructions. The Guard must detach such number of vehicles as may best divide the load, but must on no account depart from the Regulations laid down in clause 2 of these Rules although their observance may render necessary an unequal division of the train.

(5.) The first portion of the train must be taken up the Ghaut and placed in the nearest siding *above the* [illegible]. The Guard in charge will be held responsible that the brakes of all goods wagons are let down and pinned down and that the brakes of his own and every other [illegible] on the portion of the train in his charge are tightly screwed and secured before the engine is detached. Similar precautions must also be taken by the Guard, should the from any cause come to a stand-still before reaching the siding at the top of the Ghaut, and, in case of the breaking a coupling the Guard must immediately screw his own brake down tight and proceed at once to pin down the wagon brakes.

(6.) The Chief Guard will remain in charge of the portion of the train left behind. He will be responsible that the carriages, &c., are protected in the manner provided for in Rule 179 of the General Rules, and upon the return of the engine will see that the portion of the train under his charge is properly attached, and on arrival at the top of the Ghaut will take care that it is left on the main-line *clear of the siding*, and that the first part of the train is [illegible] out and properly coupled on to it. Before detaching the Engine, both before ascending the Ghaut and on arriving at the top, the Chief Guard must be very careful to secure his vehicles by screwing down his own brake, and must see that all van and carriage brakes are screwed down and all wagon brakes pinned down *tight*, in order to prevent risk of their running back when the Engine is uncoupled.

(7.) The Engine Driver, before taking up the first portion of his train, must carefully note the position in which he leaves the remainder, and must exercise great caution in returning for it by keeping his Engine at all times under perfect control, so as to avoid moving the vehicles previous to attaching. The Chief Guard must take care that proper signals are shown in front of his vehicles for the guidance of the Driver.

(8.) In ascending inclines the whole of the Guards must keep a sharp look-out and be always on the alert and prepared to apply their brakes. In case of any portion of the train breaking away the Guards of the rear portion must immediately apply their brakes, and, when the train is brought to a stand-still after screwing his brake down tight, each Guard must pin down the brakes of such wagons as may be in front of his van, beginning at the wagon nearest thereto, and must then protect the train, or portion of train, by exhibiting the proper signals in both directions. It will be the duty of the Guard in charge of each part of the train to satisfy himself that the brakes of all vehicles under his charge, as well as that of his own van, are in good working order.

NOTE.—*Similar rules will in case of necessity for dividing trains by reason of failure of engine or otherwise observed on any other part of the line as well as on the Ghauts.*

PROPOSED.

RULES FOR DIVIDING TRAINS.

25. The following amended Rules for the guidance of Engine Drivers and Guards, when it is found necessary to divide trains in ascending Ghauts or steep inclines, have been authorized by His Excellency the Governor-in-Council, and are circulated for the information and guidance of those concerned :—

(1). "When the weather is unfavourable or when from any other cause an Engine Driver has reason to apprehend a difficulty in ascending a Ghaut with his full load, he is to make such arrangements as may be considered necessary in consultation with the Station Masters and Locomotive Foremen at Salem, Jalarpet or Renigunta, and the Station Master at Olavakode or Kanyikod, according to the nature of each particular case, but, as far as it is possible to judge, the load must be limited so as to avoid all risk of the necessity of parting the train on the road.

(2). No train, or part of a train, must ascend a Ghaut without a brake van attached as the last vehicle thereof and a Guard in charge. No train or part of a train, (except as provided for in para 9) must ascend a Ghaut without at least one brake van or brake carriage to every *five* Passenger vehicles or to every *ten* Goods wagons and a Guard or Brakesman in charge of each such brake vehicle. The brake power must be distributed as equally as possible over the train, the first brake being separated from the engine by a number of vehicles equal to its proportion of the total load. When a train is ascending a Ghaut and an assisting Engine is attached in rear to push the train, the Brake of the assisting Engine may be counted in lieu of an extra Brake Van required to be attached under above rule.

(3). No train (except as provided for in para 9) shall be allowed to start from Olavakode *eastward*, from Salem *eastward* from Jalarpet *westward* on the Bangalore Branch, or from Renigunta *northward*, unless accompanied by one or more Ghaut brakesmen *in addition to the regular Guards of the train*, and it will be the duty of the Station Master and of the Chief Guard to see that he or they accompany the train. Ghaut brakesmen will act under the instructions of the Chief Guard.

(4). The loads of Engines are limited according to the gradient of the various portions of the line so as to obviate the necessity of dividing a train, excepting under very exceptional circumstances, and Engine Driver must in all cases satisfy himself that it is impossible to take his whole train up an incline before he decides on dividing it. On being satisfied as to the necessity of parting his train, the Driver must bring his train to a stand. The Chief Guard must then proceed at once to the engine, and, on being informed that the train is to be divided, will strictly act up to the following instructions. The Guard must detach such number of vehicles as may best divide the load, but must on no account (except as provided for in para 9) depart from the Regulations laid down in clause 2 of these Rules although their observance may render necessary an unequal division of the train.

(5.) The first portion of the train must be taken up the Ghaut and placed in the nearest siding *above* the Ghaut. The Guard in charge will be held responsible that the brakes of all goods wagons are let down and pinned down *tight*, and that the brakes of his own and every other van on the portion of the train in his charge are tightly screwed down and secured before the engine is detached. Similar precautions must also be taken by the Guard, should the train from any cause come to a stand-still before reaching the siding at the top of the Ghaut, and, in case of the breakage of a coupling the Guard must immediately screw his own brake down tight and proceed at once to pin down the wagon brakes.

(6.) The Chief Guard will remain in charge of the portion of the train left behind. He will be responsible that the carriages &c., are protected in the manner provided for in Rule 179 of the General Rules, and upon the return of the engine will see that the portion of the train under his charge is properly attached, and on arrival at the top of the Ghaut will take care that it is left on the main-line *clear of the siding*, and that the first part of the train is taken out and properly coupled on to it. Before detaching the engine, both before ascending the Ghaut and on arrival at the top, the Chief Guard must be very careful to secure his vehicles by screwing down his own brake, and must see that all van and carriage brakes are screwed down and all wagon brakes pinned down *tight*, in order to prevent any risk of their running back when the Engine is uncoupled.

(7.) The Engine Driver, before taking up the first portion of his train, must carefully note the position in which he leaves the remainder, and must exercise great caution in returning for it by keeping his Engine at all times under perfect control, so as to avoid moving the vehicles previous to attaching. The Chief Guard must take care that proper signals are shown in front of his vehicles for the guidance of the Driver.

(8.) In ascending inclines the whole of the Guards must keep a sharp look-out and be always on the alert and prepared to apply their brakes. In case of any portion of the train breaking away the Guards of the rear portion must immediately apply their brakes, and when the train is brought to a stand-still after screwing his brake down tight, each Guard must pin down the brakes of such wagons as may be in front of his van, beginning at the wagon nearest thereto, and must then protect the train, or portion of train, by exhibiting the proper signals in both directions. It will be the duty of the Guard in charge of each part of the train to satisfy himself that the brakes of all vehicles under his charge, as well as that of his own van, are in good working order.

(9.) Passenger trains which do not consist of more than 12 passenger vehicles may be worked over the Ghauts by two of the 6 wheeled or 27 feet long Brake Vans making 14 vehicles in all, these Brake Vans being attached one in front and one in rear of the train.

NOTE.—*Similar rules will in case of necessity for dividing trains by reason of failure of engine or otherwise be observed on any other part of the line as well as on the Ghauts.*

PRESENT RULES.

RULES FOR WORKING GHAUTS.

SANCTIONED 23RD JULY, 1866.

26. *(See Acting Consulting Engineer's letter, No. 406, dated 22nd Aug., 1866.)*

The Kuppam Ghaut extends from 147¾ mile to 143½ miles (between Jalarpet and Kuppam).
The Salem „ „ „ 188¼ „ 187½ „ („ Mallapuram and Salem).
The Coimbatore „ „ „ 319½ „ 312½ „ („ Podanur and Olavakode).
The Ballipalle „ „ „ 98 „ 96 „ („ Renigunta and Kodur).

1. The speed of trains on descending the Incline must never exceed *twelve miles* per hour, but a lower speed is necessary when the train is heavy or the rails are slippery. — Speed of Trai

2. When a Train conveying Passengers consists of more than *twelve* Passenger vehicles (two of which must in all cases be Brake Vans or carriages) an *extra Brake* carriage for every *five* additional vehicles must be attached to the train, and an *extra* Guard appointed to work it on the Ghaut; if no Guard be available, the second Assistant Fireman must work the Brake. — Extra Brakes Guard when quired.

Extra brakes must be attached at Kuppam, Jalarpet and Kodur.

3. When a train conveying Passengers consists of more than *twelve* vehicles, and the number in excess of twelve consists of *Goods* wagons, an *extra* Brake is *not* necessary, but the train must be brought to a stand at the *top* of the Incline, and the *Brakes* of *all* the Goods wagons dropped. — When trains to stop at top Incline.

Brakes must be taken off at Patchur, Kadiampatti, Kanyikod and at the 96th mile, N. W. Line.

4. *Goods* trains without exception must stop at the *top* of the Incline to allow of the *Brakes* of *all* wagons being dropped, and Guards must also work the *Brakes* of their own *Vans*, in order to prevent their trains attaining a higher speed than *twelve* miles an hour. — Goods trains stop and Brakes.

5. Guards are particularly cautioned against "*skidding*" the wheels by applying their Brake so as to prevent the wheels revolving. "*Skidding*" not only reduces the resistance which the Brake is intended to cause, but also injures the wheels and rails. — Skidding to be avoided.

6. *A Semaphore Signal is erected on the Tiger Rock at 145th mile, Kuppam Ghaut; Drivers on approaching this Signal must give one long whistle and must be prepared to bring their trains to a stand if the Signal be kept against them.* — Signal on

following two more vehicles to be worked on the Ghauts in passenger trains to which are attached the heavy 27 feet long Brake Vans.

In Rule 25, the addition will be found in a new para viz No 9; and in the insertion in paras 2, 3 & 4 of the words, "except as provided for in para: 9."

In Rule 26 the addition will be found in the form of a new para: viz etc 7; and in the words "except as provided for in para: 7" added to para: 2.

I have the honour to be
Sir,
Your most obedt Servt

H. Leuchtweth

ag agent & manager

2

(No. 1)

No. 6210
492

5,000—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 2nd May 1890

From

The Ag *Agent and Manager.*
A.R.C.

To

The *Consulting Engineer for Railways.*

SIR,

Proposed alteration in Rules for working the Shanto

In continuation of this office letter No. 6210/236/671 dated 17th June 1889, I have the honor to enclose a printed copy of the rules as at present in force and as proposed and to request that if you see no objection authority may be communicated for their insertion in the Working Time table.

The alteration consists

REGISTER
No. 1028
FILE
No.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

Dated 17th June 1889

Read

No. 6711

Answered

Vide 6210/236/671 492

4

"there is I think no doubt that the
"6 wheeled Brake Vans recently built
"and now used with the mail trains,
"have sufficient brake power to pre-
"vent the passenger Carriages even
"when separated from the Engine from
"getting beyond control"

The matter has been thoroughly discussed by the Locn. Cos Offrs including the Acting Locomotive Superintendent and as it is considered desirable to bring the proposed alteration into force as early as possible I request that the approval of Government may be conveyed to me for the revised rules to take effect as early as may be convenient.

I have the honour to be
Sir,
Your most obed.t Servant,

W. Read

Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

Dated 188

Read.

No

3P

"front and one in rear of the train.
"Para: 2 of the above rule will not
"be held to refer to such limited
"mail Trains"

"Rules 23 and 24 were specially
"framed to meet long and heavy trains,
"and it has been found in practice
"that the paragraphs I now propose
"to alter, have in their strict reading
"caused much inconvenience to
"the public and in some cases loss
"to the Company, inasmuch as it
"has been held that the third Brake
"Van required to be attached under
"the present rules must count as
"one of the very limited maximum
"load of the mail trains when passing
"up or down the Ghats.

"Although we have on record
"instances in which we have had
"to divide long trains on the Ghats,
"we have no instance recorded where
"a limited mail train has either been
"divided or broken away, and should
"such a contingency hereafter arise,

there

Agt: Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

No.

Dated 188

Recd.

"'do not consist of more than 12 pas-
"'senger Vehicles may be worked over
"'the Shats by two of the 6 wheeled or
"'27 feet long Brake Vans making
"'14 Vehicles in all, three Brake
"'Vans being attached one in front
"'and one in rear of the train.
"'Paras: 2, 3 & 4 of the above rule will
"'not be held to refer to such limited
"'mail Trains".

"I beg also to ask for sanction
"to the addition of the words "and is
"'about to descend a Shat and" to the
"first line of para: (2) of rule 24 as
"printed on page 69 of the working
"Time Book after the word passengers
"as well as the addition of the follow-
"ing note at the close of Rule 24.

"'Note. Limited mail Trains
"'which do not consist of more than
"'12 passenger Vehicles, may be worked
"'down the Shats by two of the 6
"'wheeled or 27 feet long Brake Vans,
"'making 14 Vehicles in all, these
"'Brake Vans being attached one in
front
there