[Ref. 4]
8,000—26-9-07.

DEPARTMENT.

Paper taken out of the Records from the charge of the Referencer.

Press / Miscellaneous / Routine No. 1286, dated 28 8 1890

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
18-12-08	for Dy Agt	for Agt	for 26		29-11-09	

28TH AUGUST 1890, No. 1286 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Consulting Engineer for Railways, dated Madras, 22nd August 1890, No. 571 D.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 7th July 1890, No. 937.

Will you please bring under the notice of Government the following proposal which has been made to me by the Chief Engineer :—

"I beg to suggest that the advisability of using up some of our large stock of second-class 40 lb. rails on the Tiruválúr-Mutupet section be considered.

"At the end of June we had approximately—

13,257-21 foot rails
and 16,631-24 "

this should be sufficient to lay about 64 miles of track.

"During the last five months we have had to renew on the open line—

398-24 foot rails
and 269-21 "

equivalent to about 1½ mile of track.

"We have therefore quite sufficient rails in stock for the Tiruválúr-Mutupet section and for our own renewals.

"The traffic is not likely to be very heavy on this section, and assuming that the rails only lasted 5 or 6 years, which is a very low estimate, I think Rs 35 per ton (at the depôts where the rails are now stacked) would be a very fair rate for the M. M. Railway to pay for them. This price is about one-third of the rate which would have to be paid for new rails.

"I have not gone into the question of the supply of fish plates and fish bolts available, but I have no doubt that the general Storekeeper has sufficient to meet the requirements of the Máyavaram-Mutupet Railway.

"If the proposal to use second-class 40 lb. rails, fish plates and fish bolts is agreed to, the only new material required from England will be spikes."

From the Consulting Engineer for Railways, to the Agent, South Indian Railway, dated Madras, 15th July 1890, No. 714.

With reference to your No. 937, dated 7th July 1890, proposing to issue second-class rails from those in stock on the South Indian Railway to the Tiruválúr-Mutupet branch for use on that line, I have the honor to inquire whether the use of these second-class rails would cause any modification in the terms under which the South Indian Railway have agreed to work the branch.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 25th July 1890, No. 1035.

Your letter No. 714 of the 15th instant. In the event of its being decided to lay the Tiruválúr-Mutupet section with second-class rails, and of the South Indian Railway Company working the line, I consider the Company should receive the

actual cost of maintenance of way and works—the same arrangement as that agreed to by the Company in working the Nellore branch of the Villupuram-Guntakal State Railway.

———

Submitted to Government.

2. In letter No. 937, dated 7th July, above quoted, the Agent, South Indian Railway, suggests that the old 40 lb. iron rails removed from the main line, South Indian Railway, which are good enough to use again, should be laid in the Máyavaram-Mutupet branch. The cost would be about 35 per ton against about Rs. 100 per ton for new rails, and they would last about 5 or 6 years.

3. Before proceeding further, the Agent was asked in this office No. 714, dated 15th July, what alteration this would make in the agreement for working the branch; and he replied in letter No. 1035, dated 25th July, that the Company would charge the actual cost of maintaining the branch as on the Rénigunta-Nellore line.

4. The actual cost of maintaining the Rénigunta-Nellore branch has been about Rs. 36,000 per half-year, or Rs. 16·7 per mile per week, and the financial results of working the Máyavaram-Mutupet branch under the original agreement and under the proposal to charge the actual cost of maintenance would work out as follows for gross earnings of Rs. 60 and Rs. 90 per week :—

Heads of charges.	Original Agreement.	Agreement charging actual cost of maintenance.	—
Earnings, Rs. 60 per milt per week.			
	RS.	RS.	
Five per cent. for Rolling-stock ...	3·00	3·00	
Maintenance	12·00	16·70	
Other charges, 46 per cent.	27·60	27·60	
Total ...	42·60	47·30	
or net earnings ...	17·40	12·70	
Twenty per cent. for South Indian Railway.	3·44	2·54	
Balance to shareholders	13·96	10·16	Per mile per week.
Earnings, Rs. 90 per mile per week.			
	RS.	RS.	
Five per cent. for Rolling-stock ...	4·50	4·50	
Maintenance	18·00	16·70	
Other charges, 46 per cent	41·40	41·40	
Total ...	63·90	62·60	
or net earnings ...	26 10	27·40	
Twenty per cent. to South Indian Railway.	5·22	5·48	
Balance to shareholders	20·88	21·92	Per mile per week.

From the above it appears that, if the earnings were Rs. 60 per week, as they probably will be, for the first 4 or 5 years, the shareholders would lose about Rs. 4 per mile per week if actual maintenance charges were debited against them; and if the earnings were 90 miles per week, they would probably neither gain nor lose, as the actual maintenance charges would probably be slightly greater than Rs. 16·70 per mile per week as the earnings of the Rénigunta-Nellore line are rather under Rs. 60 per mile per week. After the first 4 or 5 years, the renewals of rails would commence,

and the actual maintenance charges would probably be not less than 30 per mile per week with a corresponding less return to the shareholders.

5. Assuming, therefore, as is probable, that for the first 4 or 5 years the gross return will not exceed Rs. 60 per week and that subsequently they may rise to Rs. 90 per mile per week, it appears that if old rails are used the shareholders would lose at least 30 per cent., whilst the corresponding saving in capital by the use of the old rails would not exceed 15 per cent. Under these circumstances I do not think the use of old rails should be sanctioned.

6. Moreover, net earnings of Rs. 14 per mile per week will only amount to Rs. 728 per annum, or only $1\frac{1}{2}$ per cent. on the capital cost of Rs. 49,000 per mile, and ignorant shareholders are certain to think that the small return was due to the fact that old rails entailing heavy maintenance charges were used.

7. I recommended the use of the old rails in a former note under the impression that the South Indian Railway would be prepared to work the Railway on reasonable terms, but under existing circumstances I am compelled to recommend that old rails be not used.

———

ORDER—dated 28th August 1890, No. 1286 R., Public Works.

Under the circumstances explained by the Consulting Engineer for Railways, His Excellency the Governor in Council declines to admit the proposal made by the Chief Engineer, South Indian Railway, to use the old rails taken out of the main line on the Triuválúr-Mutupet branch.

(True Extract.)

Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

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

Exd. T. K. Narayana Aiyangar.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated August, 28th.

Recd. *Encl.*

G.O., 28th Aug. 1890, No. 1286 R.

AUGUST.

Tiruvalur-Mutupet Branch,
South Indian Railway

The proposal of the Chief Engineer to use the old rails taken out of the main line on the —, declined.

Referred to C R in No: 1447
Letter to A No 7147 dt 15.7.90
Office note from C R No. 10236 dt 14.7.90

No 937

Filed

South Indian Railway,
AGENT'S OFFICE,

Endt to

TRICHINOPOLY, 7th July 1890

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Will you please bring under the notice of Government the following proposal which has been made to me by the Chief Engineer

"I beg to suggest that the advisability
"of using up some of our large Stock of 2nd class
"40 lb rails on the Tiruvalur-Mutupet Section
"be considered.

"At the end of June we had approximately
"13,257 - 21 foot rails
"and 16,631 - 24 " "
"this should be sufficient to lay about 64 miles
"of track.

"During the last five months we have had
"to renew on the open line.
"398 - 24 foot rails
"and 269 - 21 " "
"equivalent to about 1½ mile of track

"We have therefore quite sufficient rails

in

"in Stock for the Tirivalur-Arkonum Section 76-
"and for our own renewals.

"The traffic is not likely to be very heavy
"on this Section and assuming that the rails
"only lasted 50 & 6 years, which is a very low
"estimate, I think Rs 35/- per ton (at the depôts
"where the rails are now Stacked) would be a
"very fair rate for the M. M. Railway to pay
"for them. This price is about 1/3 of the rate
"which would have to be paid for new rails.

"I have not gone into the question of
"the supply of fish plates and fish bolts
"available, but I have no doubt that the
"General Storekeeper has sufficient to meet the
"requirements of the Mayaveram Arkonum Railway.

"If the proposal to use 2nd class 40 lb
"rails, fish plates and fish bolts is agreed to, the
"only new material required from England
"will be Spikes."

I am,
Sir,
Your most obedient Servant
William Betts
Agent.

REGISTERED
FILE
No.

E.3
1824/90

From
THE AGENT,
South Indian Railway,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated 14th July 1890
Received 15/7/90
No. 937
ENCLOSURE.

FORM No. 8.

Private

Madras, 15 July 1890.

No. 714

From

THE CONSULTING ENGINEER FOR RAILWAYS, MADRAS,

To

THE AGENT,
SOUTH INDIAN RAILWAY.

SIR,

Enclosures

With reference to your No. 937 dated 7th July 1890, proposing to issue second class rails from those in stock on the South Indian Railway to the Tirivalur-Arkonum branch for use on that line, I have the honor to inquire whether the use of these second class rails would cause any modification in the terms under which the South Indian Railway have agreed to work the branch.-

I have &c.
Sd/ T. Gracey Lt Col: R.E.
W.S. Consulting for Railways

E.2

P/8243/90

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras,

To

THE AGENT,
SOUTH INDIAN RAILWAY.

Dated
Received } 188 .

No.

ENCLOSURES.

No 1035

South Indian Rail...

AGENT'S OFFICE,

TRICHINOPOLY, 25th July 1890.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your letter No 714 of the 15th inst. in the event of its being decided to lay the Tiruvallur Muttupet Section with second class rails, and of the South Indian Railway Company working the Line, I consider the Company should receive actual cost of maintenance of Way and Works; the same arrangement as that agreed to by the Company working the Vellore Branch of the Villupuram Gudalore State Railway.

I have the honor to be,
Sir,
Your most obedt. Servt.
William Betts
Agent

Before

REGISTER
No. 7[illegible]
FILE
No.

E1
PW8243/90

FORM No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 22nd August 1890.

Letter from the Agent, South Indian Railway, No. 937, dated 7th July 1890.
Letter to — Do - Do - No. 714, dated 15th July 1890.
Letter from - Do. Do - " 1035, " 25th — do —

No. 571-D

SUBMITTED _____ to _____ Governmetn.

2 In letter No. 937, dated 7th July above quoted, the Agent, South Indian Railway, suggests that the old doubtful iron rails removed from the main line South Indian Railway, which are good enough to use again should be laid in the Mayavaram - Mutupet branch - the cost would be about 35/- per ton against about Rs 100/- per ton for new rails and they would last about 5 or 6 years.

Before

From
THE AGENT,
South Indian Railway,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated 25th August 1890
Received 27th " 1890
No. 1035
Enclosure. 188

Please say what the actual cost of laying the rails and the sleepers, between Mayavaram and Mutupet branch can be done for and the price of the rails and sleepers should be charged to the Railway.

E.R.

3. Before proceeding further the agent was asked in this office No. 714, dated 15th July, what alteration this would make in the agreement for working the branch and he replied in letter No. 1035, dated 25th July, that the Company would charge the actual cost of maintaining the branch as on the Renigunta Nellore line.

4. The actual cost of maintaining the Renigunta Nellore branch has been about Rs 36,000 per half year or Rs 16.7 per mile per week and the financial results of working the Mayavaram-Mayuvet branch under the original agreement and under the proposal to charge the actual cost of maintenance would work out as follows for gross earnings of Rs 60 and Rs 90 per week.

Earnings 60 Rs per mile per week

Heads of charges	original agreement Rs	agreement charging actual cost of maintenance Rs	
5 per cent for Rolling stock	3.00	3.00	
Maintenance	12.00	16.70	
Other charges 46 per cent	27.60	27.60	
Total	42.60	47.30	
or net earnings	17.40	12.70	
20 per cent for S. I. Ry.	3.44	2.54	
Balance to shareholders	13.96	10.16	per mile per week

Earnings 90 Rs per mile per week.

5 per cent for Rolling stock	4.50	4.50	
Maintenance	18.00	16.76	
Other charges 46 per cent	41.40	41.40	
Total	63.90	62.66	
or net earnings	26.10	27.40	
20 per cent to S. I. Ry.	5.22	5.48	
Balance to shareholders	20.88	21.92	per mile per week

From the above it appears that if the earnings were Rs 60 per week as they probably will be for the first 4 or 5 years the

small return was due to the fact that old rails entailing heavy maintenance charges were used.

7.- I recommended the use of the old rails in a former note under the impression that the South Indian Rail-way would be prepared to work the Railway on reasonable terms but under existing circumstances I am compelled to recommend that old rails be not used.

Yours Ltly

Offg: Consulting Engr for Railways.

Form No. 3.

From THE CONSULTING ENGINEER FOR RAILWAYS,
Madras,

No. 571 D

Dated 22nd August 1890.
Received 25.8.90

No. of Enclosures. 3

Subject.

Submitting a proposal from the Agent S. I. Railway to use the old rails of the S.I.R on the Tirivalur - Tindivanam branch

A
No 1286 R dy 28th August 1890.

A
No 1286 R dy 28th August 1890.

Under the circumstances explained by the Consulting Engineer for Railways H.E. the Governor in Council declines to admit the proposal made by the Chief Engineer South Indian Railway to use the old rails taken out of the main line on the Tirivalur - Tindivanam Branch.

H
Secy R.

Dy 9/9

To
The Consulting Engr for Rys
Govt Railways
Secretariat Dept.

8243

Govt. of {18 } Madras.

PUBLIC WORKS.

15.12.08

Dated

Recd. Encl.

G.O., 28 Augt 1890 No. 1286 R

Tiruvalur Mutupet Branch

S. I. Ry

The proposal of the Chief Engineer to use the old rails taken out of the main line on the —, declined.

10⁰/5

E.I.C.C
3/9/90

25TH AUGUST 1890, No. 1256 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Consulting Engineer for Railways, dated Madras, 22nd August 1890, No. 570.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 8th August 1890, No. 6619/846.

Revised Train Service.

I have the honor to submit a proposed time-table for this railway in connection with the accelerated mail service which it is proposed to introduce on the 1st of October next, and to request that, if approved, the sanction of Government may be conveyed to me at an early date.