1890.

Public Works ~~(1900)~~ Department.

RAILWAY BRANCH.

G.O., No. 1455 Ry.

DATED 25th September 90

[Despatch Abstract.]

Patrol Establishment, South Indian Railway.—

The proposed increased to the — in the maintenance Estimate for the half-year ended 30th June 1891, Sanctioned.

Indexed.

[P. W. Ry. 1,000—7-2-00.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Letter, SA No 21, 23-3-88

No. 209
127

South Indian Railway,
AGENT'S OFFICE,

TRICHINOPOLY, 17th February 1888.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

In reply to your letter of the 4th February, 1888, No 91, I send you herewith:-

(1) All the diaries of the Prosecuting Inspector in original from 21st November, 1885, up to 4th January 1888.-

Returned to Agent

(2) A copy of the Chief Engineer's instructions to Prosecuting Inspector when the latter took up his appointment.-

(3) Diagrams of cattle trespass during the years 1886 and 1887.

do

do

As the diaries and diagrams are original records of the Chief Engineer's office will you please return them to me when done with?

In a day or two I hope to submit a Statement of the estimated cost of the additional gatemen that would be necessary, if all gates were guarded.

I am,
Sir
Your most obedient Servant

William Betts.
Agent.

do

State on the greater part of the length and open gates

135

C.2

PW 2763/88

From
THE AGENT,
South Indian Railway,
Trichinopoly,

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated 17th February 188 8.
Received
No. 125

ENCLOSURE.

South Indian Railway

Letter from the Chief Engineer to the Agent, dated Trichinopoly 26th January 1888 No 1/88 C/896-9/160.

X X X

Para. 68. On a reference from you[1] in 1886 on this subject I reported[2] that "every effort is being made to watch and keep down cattle trespass. The accompanying diagram of this "trespass during the last ten years shews that it "has been greatly reduced, and although there "may be slight fluctuations up and down we "hope by continued attention to secure as "heretofore a downward resultant."

(1) Agent's letter No 13670/1518 of 16-12-86.
(2) Chief Engineer's letter No 115 of 16-12-86.

I can only reiterate this Statement - Effort still continues to be devoted to the exclusion of cattle and to enforcing the closing of gates, and the proof that this is so is the non increase of the cases of cattle trespass. I do not concur in the view that the fences between Chingleput and Cuddalore might as well not exist. In my opinion the fences are in fairly effective State on the greater part of the length and open gates

gates notwithstanding the 127 miles of fencing must to a great extent keep down trespass. I can well believe that the same difficulty is not experienced in keeping gates shut on the Madras Railway. The fact is that the two lines are not comparable as a whole. It is well known that a considerable portion of the Madras Railway was - upon grounds which have since proved delusive - laid out along a course which avoided some of the principal centres of population, while on other portions it perforce traverses extensive plains upon which there is not to be seen a tree or a village or house for many miles, one compensation for this state of matters is that the gates opening on to the Railway are neither so numerous nor so frequented, nor is cattle trespass so great as on the greatly more populous country traversed by the South Indian Railway. No useful comparison can therefore in my opinion be made in the absence of data as to the nature and population - man and beast - of the respective localities.

Our efforts are daily given to the enforcement of the Railway Act so far as lies in our power. We have a prosecuting Inspector engaged, now on one part of the line and now on another, and a perusal of his diaries ought to satisfy anyone that we are doing what we can to carry out our duty in respect of preventing cattle trespass by the shutting of gates.

We have warned and prosecuted many transgressors, we have gone the length of fining the gang and watchmen on the lines regardless of whether they were within sight of left open gates or not, in the hope that they would at any rate use their influence with their friends and neighbours to enforce the shutting of gates but without much success. Gates have on many parts of the line been made self closing with the result that unless there is a gate keeper at each, every cartman has to tie or fasten open the gates until he drives his cart and oxen through - and it is not in the nature of a Tamil cooly to go back and close a gate noticed open, unless he knows that instant retribution will overtake him.

Our Engineers have done and do their duty in other respects and there can be no possible reason

reason or motive why they should neglect or treat with indifference a matter which they all know is considered of very great importance by Government and the Board. They all maintain and I have every reason to believe their contention, that they do all in their power to enforce the shutting of gates and to keep down cattle trespass.

Although we do what we can to enforce the rules I am of opinion that it is not within the bounds of possibility to ensure all gates being constantly kept shut in the absence of a gate keeper at each — only those who live and work among the people and know their apathy indifference and perfunctoriness in such matters can realize the hopelessness of expecting them to be galvanized into a sense of active duty by the sight of an unguarded open gate. Nothing short of a gate keeper at each gate will tend to ensure its being kept shut — I say <u>tend</u> because our experience teaches us that even with gate keepers we have gates left open or kept shut across the line to their destruction when they should be open.

J.

I have to apologise for being so long in answering your reference so much of it was answered bits by bit at various times and in various ways. I rather overlooked the necessity for a connected review of the subjects enumerated in your letter.

I am
Sidney Smith
Major R.E.
For Constructing for Railways

E1

P/2763/88

Form No. 1.

Public Works Department.

Office of Consulting Engineer for Railways,

Madras, 21st March 1888.

Letter from the Agent, South Indian Railway

No 127 dated 17th February 1888.

Report from the chief Engineer, South Indian Railway on para 68 of the Consulting Engineer's Inspection Report for the 1st half of 1887

No. 92

Submitted _____ to _____ Government.

with reference to Government order No 727 R dated 4th October 1887.

The Agent was asked to submit his views on the present prevalent practice on the South Indian Railway of leaving gates open and to state what measures he considers indispensable to secure gates being kept closed and what would be the probable additional cost thereof.

The Agent concurs with the chief Engineer in opinion that the only way to reduce the number of instances in which

which gates are left open will be by the appointment of a gateman to every gate which is at present unguarded, and Estimates the cost of this additional Staff at 4000 Rs per month.

The Agent recommends that the results of renewed efforts that are being made should be awaited say for 6 months longer before any alteration is made in the Existing arrangements.

The chief Engineer calls attention to the difference in Character of the country traversed by the Madras and the South Indian Railways, but even if this be admitted it does not account for the fact that on such portions of the country traversed by the two Railways as happen to be similar, it is rarely that an open gate is seen on one line and that at one time it was almost as rare to see one shut on the other.

The Agent has favoured me with a perusal of the Diaries of the prosecuting Inspector appointed for the purpose of enforcing the Railway Act in respect mainly of trespassing and leaving gates open. In my opinion one such Official for over 600 miles of line is quite inadequate, while the paucity of precautions speaks for itself.

I recommend that the Government await a further report by the Agent say in July next.

Lichney Smith
Comptroller. R.E.

for Consulting Engineer for Railways

Form No. 1.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras,

No. 92

Dated 21st
Received 21 } March 1888.

No. of Enclosures. 8
(+4 diagrams)

Subject.

Submitting, for the orders of Government, the papers regarding the subject of fencing on the S. I. Ry.

Cir. S.M. 21.III.88
R 23.III.88

PUBLIC WORKS SECRETARIAT,

RAILWAY BRANCH.

OFFICE NOTE.

Station Madras date Mar. 17 1888.

~~From~~ The proper way, in my opinion, to get ~~To~~ the fences on the S.I.R. kept closed would be to take up a certain mileage, say 50, and appoint special watchmen in groups of others, giving each man a beat; it would probably include a dozen fences in two miles; I would then alter make the grants and drivers into all open fences on [illegible] a travelling Inspector to note them. At notorious fences, I would put a policeman on [illegible] & prosecute all offenders; & should then advise the Local Govt to close the

I think this not to be tried in one of the worst sections say between [illegible] & Madura [illegible] the special reporter [illegible] 22 miles

Refer to E.R. for instructions. "F.W." C.E. 23-3-88

Cir S.M. 21.III.88
R 23.III.88

gates. The station
staff have to attend closing
gates as per time table.
Station masters to see that
all cows on the line
and the gang men
have left the line before
gates are closed closing
it.

C. J. Smith Lt R.S.

Sanctioning No. 7194/19-1088.

No. 872

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 13th October 1888.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Referring to your letter of the 23rd March, 1888, No. 214, I have to inform you that sanction for the expenditure proposed was conveyed to me by your letter No. 406, 25th June last, and a patrol staff consisting of 23 men and an Inspector was employed on the length between Chingleput and Tindivanam on the following dates.

10th July	between Chingleput and 42nd mile	3	men
14th	- - - - - Perambair and Tindivanam	6	"
15th	- - - - - - - do - and Padalam	14	"
		Total 23	men

The following Statement shews the amount of cattle trespass on the length of line referred to during the first 9 months - January to September inclusive - of the years 1887 and 1888 respectively.

Patrol staff employed in 1888		1887		1888	
	January	nil		1	
	February	1		2	
	March	nil		1	
	April	1		nil	
	May	2	10	2	10
	June	nil		2	
	July	2		1	
	August	2		1	
	September	2		nil	
		Total 10		10	

REGISTER
No. 881

From this it will be seen that although the total number of cases in both periods is the same, the three months ending September 1888 shew a decrease of 4 cases compared with the corresponding period of 1887.

P.W. Secy 2841/90

The cost of the Establishment for the (say) 2½ months was about Rs 437 or at the rate of Rs 109. per head of cattle kept off the line supposing the lessened trespass to be the result of employing the staff. But the staff had to be trained to their duties and considerable difficulty was encountered and many fines were inflicted before the Travelling Inspector of patrol got his men into anything like proper order, and the result of this 2½ months cannot fairly be taken as a measure of efficiency.

Will you please let me know whether Government will sanction the experiment being continued for a further period of three months?

I am
Sir
Your most obedient Servant
Walter F. Hooper
for Agent

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Dated 13th 188 A.
Received 15th
No. 872
Enclosure.

252a

Communicate Section K. Intimation to be given of any further letter

No. 317

South Indian Railway,

AGENT'S OFFICE,

Trichinopoly, 15th March 1889.

From
The Agent,
SOUTH INDIAN RAILWAY.

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Referring to your letter of the 22nd ultimo, No. 181, I submit the Chief Engineer's report on the patrol staff between Chingleput and Tindivanam:—

"The following comparative Statement shews (1) number of cattle run over and (2) cattle trespass during the years 1887 and 1888."

	Cattle run over		Cattle trespass	
	1887	1888	1887	1888
January	"	1	1	4
February	1	2	2	4
March	"	3	4	5
April	2	1	5	6
May	3	2	8	6
June	1	2	16	15
	7	11	36	40
July	2	1	12	8
August	2	1	13	5
September	4	1	12	15
October	2	"	11	7
November	3	3	10	18
December	1	"	19	3
	14	6	77	56
	21	17	113	96

gate. The ratio

"From January to June inclusive there REGISTERED
"was an excess of 4 cases of cattle run over and No. 2 83
"of 4 cases of cattle trespass in 1888 Compared with FILE
"1887"

"From July the month during which the
"patrol system was introduced to December
"inclusive there was a diminution in 1888 of
" Cattle run over-8 or 57 o/o
" Cattle trespass-21 or 27 o/o
"as Compared with 1887."

"For the whole year January to Decr.
"inclusive the diminution in 1888 Compared
"with 1887 was of
" Cattle run over-4 or about 20 o/o
" Cattle trespass-17 " " 15 o/o."

I shall be obliged by your Communicating the sanction applied for in my letter No 185, 14th ultimo.

I am
Sir
Your most obedient Servant
Walter F. Hoofan
for Agent.

To
The Consulting Engineer for
Railways,
Madras.

From
The Agent,
South Indian Railway,
Trichinopoly.

Dated 15th March 188 9
Received
No. 313
Enclosure.

Re. Patrol staff
Requiring Sanction
& Recommending

Sanction as ER the
Situations mentioned
in Supdt's
185

No 186

South Indian Railway,
AGENT'S OFFICE,
TRICHINOPOLY, 13th July 1889.

From
The AGENT,
SOUTH INDIAN RAILWAY,
To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Referring to your letter No 273 of the 20th March 1889 I have the honor to forward herewith a Comparative Statement of the Cattle run over in 1888 & 1889 received from the Chief Engineer from which you will see that the number of Cattle run over by trains in the first half of 1889 is only two as Compared with ten run over in the Corresponding period in 1888.

The return shews a large increase in Cattle straying in the Chinglepet Station ground; the Cause of this increase is said to be due to Bullock & fram bandies waiting to be loaded up at the Goods Sheds and steps will be taken to remedy this.

As the Patrollers are supposed to attend to the main line beyond stations I Consider that the result recorded in the statement justifies a Continuance of their employment.

I am,
Sir,
Your Most Obedient Servant
Williams Betts
Agent.

R.A.

REGISTER
No. 765
FILE
No.

pw Line 3
2841/90

From

The Agent,
South Indian Railway,
Trichinopoly.

To

The Consulting Engineer for
Railways,
Madras.

Dated 13th July 1889
Received 15th "
No. 2841
Enclosure. 1

Comparative Statement showing the Month January to June 1889

Name of Stations	Cattle trespass								
	Jany 1889	June 1889	Jany 1889	Feb 1889	March 1889	april 1889	May 1889	June 1889	
Chingleput				5	9	4	16	30	
On line									
North Kolathur									
On line	1								
Padalam						1			
On line				3					
Maduranthakam									
On line									
Acharapakam									
On line				1					
Peranbair									
On line									
Olakur									
On line									
Tindivanam								5	
On line				2					
Mailam									
On line							1		
Vikravandy									
On line									
Villupuram									
	1	2		6	5	9	5	17	35
Total for 6 months			2						77

Chief Engineer's Office
Trichinopoly 11th July 1889

for Chief Engineer

Railway
Department.

accidents rum over by trains during the month January to June
Villupuram ——— 1889

Cattle trespasses				Cattle accidents rum over by trains						Cattle trespasses					
...ch	April	May	June	Jany	Feb	March	April	May	June	Jany	Feb	March	April	May	June
...8	1888	1888	1888	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889
	4	8	18							5	9	4	16	30	
	2														
			2						3			1			
	2	3							1						
	8	5	1						2					5	
													1		
6	18	28	1				1		6	5	9	5	17	35	
														77	
		77							2						

for Chief Engineer

South Indian
Engineering.

Comparative Statement showing Cattle trespasses and Cattle accidents between Chingleput and Villupuram for the years 1888 and 1889.

Name of Stations	Cattle accidents rum over by trains									Cattle trespasses					
	Jany 1889	Feb 1889	March 1889	April 1889	May 1889	June 1889	Jany 1889	Feb 1889	March 1889	April 1889	May 1889	June 1889	Jany 1889	Feb 1889	March 1889
Chingleput							8	1							
Ow line		2													
North Kolathur															
Ow line	1														
Padalam					1	1									
Ow line															
Maduranthakam					1										
Ow line															
Acharapakam									4						
Ow line															
Perambair					2	1		1							
Ow line															
Olakur			1				4	2							
Ow line															
Tindivanam							1								
Ow line															
Mailam															
Ow line															
Vikravandy															
Ow line															
Villupuram															
	1	2	1		4	2	8	7	16						
Total for 6 months						10									

Chief Engineer's Office
Trichinopoly 11th July 1889

REGISTER
No. 765
FILE
No.

pw Lucy
2841/90

South Indian Railway
Engineer Department

Abstract of Cattle run over and Cattle trespass for 1887, 1888 and 1889 between Chingleput and Tiruvannamalai.

	Cattle run over			Cattle trespass including Station yards			Cattle trespass excluding Station yards		
	1887	1888	1889	1887	1888	1889	1887	1888	1889
January	-	1	-	1	4	3	1	-	-
February	1	2	-	2	4	3	-	3	-
March	-	3	-	4	6	4	-	4	-
April	2	1	-	5	6	3	2	1	1
May	3	2	-	8	6	5	3	2	1
June	1	2	2	16	15	7	5	2	-
	7	11	2	36	40	25	11	12	2
July	2	*1	-	12	*8	6	7	*2	-
August	2	1	1	13	5	2	3	1	-
September	4	1	-	12	15	2	1	2	-
October	2	-	2	11	7	5	2	-	2
November	3	3	-	10	18	4	3	8	1
December	1	-	-	19	3	11	9	1	5
	14	6	3	77	56	30	25	14	8
Total for the year.	21	17	5	113	96	55	36	26	10

* Patrol System was introduced from Chingleput to Tiruvannamalai in July 1888.

Chief Engineer's office
Vepchimoply 12th March 1890

Jmes. F. Smith
Ver Chief Engineer

1974.

Move.

pw Ltr
2841/90

Form No. 1. RAILWAYS.

No 380

South Indian Railway,
AGENT'S OFFICE,

TRICHINOPOLY, 13th March 1890.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

With reference to your letter No. 214, 23rd March 1888, I have the pleasure to send you "an abstract of Cattle run over and Cattle trespass "between Chingleput and Tindivanam for 1887, "1888, and 1889."

In regard to this Statement the Chief Engineer reports:-

"You will note that the number of Cattle "run over has decreased considerably since the "introduction of the patrol system."

"The last two columns show the Cattle "trespass including and excluding Cases in "Station yards respectively. This separation had "been made as the patrollers are not as a rule "responsible for the trespass in Station yards a "it is considered that the Station Staff ought "to keep Cattle out of the compounds."

"The decrease in trespass on the line is "shews satisfactory progress and I am of opinion "that the patrol system may be considered a succe

I am Sir,
Your most obedient

194.
FILE
1668.

pw Lne 5
2861/90

From

THE AGENT,
South Indian Railway,
Trichinopoly

To

THE CONSULTING ENGINEER FOR
RAILWAYS,

Annual report

Dated 13 1 March 1890

Received 15.3.90

Revd No. 380.

ENCLOSURE. 1

Re. Cattle trespass

1

FORM No. 1.

PUBLIC WORKS DEPARTMENT. OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 18th March 1890.

Letter from the Agent, South Indian Railway,
No. 872, dated 13th October 1888.
—— Do —— No. 317, dated 15th March 1889.
—— Do —— No. 886 dated 13th July 1889 and Enclosure
—— Do —— " 380 " 13th March 1890 — do —

No. 198

SUBMITTED _____ to _____ Government.

Continuation of this office
Endorsement No. 92, date
21st March 1888.

2. In the half-yearly
inspection report of th
South Indian Railwa
for the 1st half of 188
attention was draw
to the excessive cat
trespass notably in
Chingleput and Sud
Lone dist. decrease in
cattle
straying

194.
FILE
1668.

pw Lines
2841/90

FORM No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 18th *March* 189 0.

Letter from the Agent, South Indian Railway,
No. 872, dated 13th October 1888.
——— Do ——— No. 317, dated 15th March 1889.
——— Do ——— No. 886 dated 13th July 1889 and enclosure
——— Do ——— " 380 " 13th March 1890 — do —

No. 198

SUBMITTED ——— to ——— Government in

continuation of this office
Endorsement No. 92, date
21st March 1888.

2. In the half-yearly
inspection report of the
South Indian Railway
for the 1st half of 188
attention was drawn
to the excessive cattle
trespass notably in
Chungleput and Cud
lore dist. at
er of cattle
straying

From

THE AGENT,
South Indian Railway,
Trichinopoly

To

THE CONSULTING ENGINEER FOR
RAILWAYS,

Dated 13th March 1890
Received 15.3.90
Revd No. 3 Pp.
ENCLOSURE. 1

Re. Cattle trespass

727R, dated 4th October 1887, His Excellency the Governor in Council desired that no time might be lost in submitting to Government the Agent's views on the subject. The Agent and Chief Engineer then expressed the opinion that the only way to reduce the number of cases of cattle straying on the line, was the appointment of a gateman to every gate unguarded. The estimated cost of this measure was Rs4,000 per mensem. The Agent recommended that the results of renewed efforts

say for 6 months, before altering the then existing arrangements. It was however decided that a trial system of patrols, on a section of the line most noted for frequent trespass should be introduced, the effect being reported to Government. This was done from July 1888 on the length between Chinglepet and Tindivanum, and from March 1889 it was extended to Villupuram, and reports have from time to time been submitted shewing the effect of this patrol system. There is no doubt that a great decrease in the number of cattle straying

straying on the line has resulted (vide last report dated 12th March 1890). At present cases of trespass are principally confined to the station yards. The estimated cost of the patrol staff for 1st half of 1890 is Rs 1188.

Sidney Smith
Major R.E.
for Consg. Engr for Rys

An order wanted for the continuance, or extension of the system.
What is the cost per mile?

WLS
22 Mar

Hon. Mr. J. H. Gordon C.S.I.

The patrol system was originally sanctioned provisionally until some experience had been gained as to its value. The cost is sanctioned each half year in the Establishment lists, and if it is considered advisable to continue it, the amount can

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

READ the following:—

S.R. Endorsement No. 198
dy 18th March 1890.

FOR ORDERS.

Against the former endorsement the Hon'ble Member noted that "I think this might be tried "in one of the worst sections "- say between the Palar & "Mailam - and the effects "reported."
on this E.R. noted:-
"Refer to ER for disposal without a G.O."

The result seems very successful & might I think be continued

Sidney Smith
Major R.E.
for R.

Hm. 20-3-90 OR 24-3-90

FOR ORDERS.

19[illegible]

19[illegible] March 99

Submitting reports received from the Agent, S.I.P. Ry., on the Petrol system introduced on the Pinglipat-Villupuram section of the S. I. Ry., with a view to running cattle trains on the Railway.

[illegible]

[illegible] 191

[illegible] 191

99 March

be sanctioned each half year in the Establishment Lists in the usual manner & the Consulting Engineer.

The system at present extends over 64 miles of line from Chingleput to Villupuram, and costs Rs 48 per mile per annum.

Sidney Smith
Major R.E.
Undersec.t to Govt. P.W.D.
R.s Branch

7th August '99.

[illegible] Engineer Agent Pinglipat

[illegible] S.I. Ry., on the Petrol system introduced on the Pinglipat-Villupuram section of the S. I. Ry., with a view to running cattle trains on the Railway.

Form No. 3.

P.W.C No. 2841.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 198

Dated 18th
Received 19th } March 1890.

No. of Enclosures. 6

Subject.

Submitting reports received from the Agent, S.I. Ry:, on the partial system introduced on the Shingleput-Villupuram section of the S. I. Ry:. with a view to minimise cattle trespass on the Railway fence.

R

Sir

Please see Mr's remarks at foot of E R Endorsement.

J.H.
24/3

DAR

Letter sent to the
for further information

D
24/3

Stations & Sidings &c
the Line and Cabins
Divisions
Division No I
"

&c
1
No
1
2

" in my letter No 424/441 of 12th March 1890. But it is
" a question whether the amount paid viz 48 Rs per
inspector could do the
work.

Obs. 7/8
Mr. 9/8.
Mem. 20-3-90. R 24-3-90

Ez
Rlwcw 7/4

D.B.
Sir.

Please say if A's
reply has been received
to this reference.

H.L.
13/5

L.S
15.5.90

papers.

Sir A.R. kept these papers
for the present & asked
another reminder to be
sent on 21st inst. if reply
not received before
that date

Reminder sent
Mon 21-5-90.
Int 24/5

"a ques

inspector could do the
work

D.S. 4/8
Mon. 9/8.
Mon. 20-3-90 R 24-3-90.

No. 760

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 28th May 1890.

From

The Agent,
SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your letter No. 351 of the 25th March last. The Chief Engineer has reported to me as follows:-

"I beg to enclose a statement shewing "the number of cases of cattle trespass on each "P. W. Inspectors section throughout the line."

"The figures underlined with red indi- "-cate the numbers of cases of trespass on that section "over which the patrol system has been in force for "the past 3 years."

"It will be noted from the statement "that in spite of the patrollers the amount of tres- "-pass on that section, in which they are employed "is double what it is on 11 other sections out of "the 17, into which the line is divided."

"There is no doubt that the number of "cases have decreased on that section since in- "-troduction of the system as already reported "in my letter No. 424/441 of 12th March 1890. But it is "a question whether the amount paid viz 4 8 Rs per

inspector could do the work

"per mile per annum is justified by the result."

"At present we have a man on every two "miles at Rs. 5 per mensem and an Inspector on "Rs. 60 per mensem."

"If the system was extended the same "Inspector might control a longer length, say "128 miles, the cost would then be reduced "from 48 Rs. per mile per annum to Rs. 35-10-0. "per mile per annum."

"By your letter No. 4342/578 of 22nd March 89 "you communicated the sanction of Government "to the further extension of the system up to Villu- "puram that is, over the Chingleput Villupuram "section."

"I consider it would be advisable to "extend the system from Madras to Chingleput "and from Villupuram to Cuddalore, thereby "including Section No. I Division I and Section "No. II of Division II, in which the numbers of "cases per mile for the past 5 years are 3.79 "and 4.35 respectively, the two highest figures "throughout the line, one Inspector on Rs. 60 "per mensem might control the length of 128 "miles and the total cost of this system of "patrolling the line would then be increased "from Rs. 3,000 per annum to Rs. 4560 per "annum."

"I am of opinion a trial should be

be given to the proposed extension.

I am
Sir,
Your most obedient Servant

William A Bell
Agent.

(I. Encls)

Rd A

inspector could do the work

7/8
9/8.
20-3-90 R 24-3-90

REGISTERED
No. 710
FILE
No.

E1
Proc: 7444/90

From
The Agent,
South Indian Railway,
Trichinopoly,

To
The Consulting Engineer for
Railways,
Madras.

Dated 29 May 1890.
Received 30 5 90 No. 760

Subject Enclosure. 1

Re. Cattle trespass.

paper 2

O.S. 7/8
Mem. 9/8.
Mem. 20-3-90 R 24-3-90.

A.R.

Will you kindly let me know what has become of E.R's endorsement to Govt. Rs: 198 dy 18th March 1890 submitting reports received from the Agent S.I.R regarding Cattle trespass on the Ry fence. This paper is brought on to Office Unanswered Reference List.

E1
31/7

A.R.

Sir, The above papers are, I believe, upstairs.

2nd 5/8.

Sir
Please say if you have these papers.

T.A.D
5-VIII-90

T.A.R.
Herewith
Ls
7/8/90

Office of Consulting Engineer for Railways,
Madras, 4th August 1890.

From the Agent, South Indian Railway, No 760 dated 28th May 1890.

No. 543

to Government, re

continuation of this office endorsement No 198 dated 18th March 1890.

The Agent, South Indian Railway, considers that it would be advisable to extend the present patrol system, which is now in operation between Chingleput and Villupuram, to Madras and to Cuddalore. He states that the same inspector could do the work

Form No. 1.

Public Works Department.

Office of Consulting Engineer for Railways,

Madras, 4th August 1890.

Letter from the Agent, South Indian Railway No 960 dated 28th May 1890. with one Enc.

No. 543

Submitted _____ to _____ Government, &c.

Subject.—

continuation of this office endorsement No 198 dated 18th March 1890.

The Agent, South Indian Railway, considers that it would be advisable to extend the present patrol system, which is now in operation between Shingleput and Villupuram, to Madras and to Cuddalore. He states that the same inspector could do the work

C.No 2841 Sent to Raffin 24-3-90

Rs. Cattle trespass.

Encl. No. 1 to 543

Enclosure. 1

Ag. 4/8
Mem. 9/8.
Mem. 20-3-90 R 24-3-90

work, and thereby so doing the cost would be reduced from Rs 48 to Rs 35-10-0 per mile per annum.

The total cost would be increased from Rs 3000 to Rs 4500 per annum.

The Sections over which it is proposed to extend the System are certainly the worst on the line, though it is doubtful whether so large an expenditure will be justified by the results.

It is suggested that a trial of the System from Madras to Cuddalore be made until the end of the year, and the result reported for the information of Government.

Sidney Smith
Major RE
Fort Obsg: Cuddalore

Form No. 3.

P. W. Cs: 7444

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 543

Dated 7th August 1890.

Received 8th

No. OF ENCLOSURES. 2

Subject.

Submitting letter from the Agent South Indian Railway proposing to extend the present patrol system which is now in operation between Chingleput and Villupuram to Madras and to Cuddalore.

B

No. 1214 R dy 19th aug/90.

For orders.

Offg. 9/8/90

For Bd: Jt Secy: to Govt. P.W.D. (By Mail)

Approved.

15/8/90

Hs

0/8/8 222.8.90

No. 1214 R

B

From Agent

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 19th August 1890.

READ the following

Endorsement from the Consulting Engr for Rys, No. 543 dy 7th August 1890

Do — Do — 92 dy 21st March 1888

Do — Do — 198 dy 18th March 1890

Do — Do — 243 dy 7th Augt 1890

The proposal in the last para of the Consulting Engineer's Endorsement No 543 dated 7th August 1890 is approved and sanctioned.

Offg

For Bd R

15/8/90

To Reconstruct for Rys

Exr Govt Rys

P 21/8

B

No. 1214 R & 19th aug 90.

No. 1286

South Indian Railway,

AGENT'S OFFICE,

~~NEGAPATAM~~ Trichinopoly 9th Sept 1890.

From

The AGENT,

SOUTH INDIAN RAILWAY

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS

Sir,

Referring to your endorsement No 896 dated 25th August 1890 on a Copy of the Madras G. O. No 1214R dated 19th idem I beg to inform you that this Company's Chief Engineer has thus reported to me under date 6th Instant:—

"No provision has been made in the Current "half years Maintenance Estimate for the proposed "increase to the patrol establishment and as "the Cattle trespass is less during the latter "half of the year when pasturage is more "plentiful beyond our boundaries than during "the dry season, I do not propose to increase "the patrollers until next year. Provision— "will be made for the increased expenditure in "the Maintenance estimate now under prepara- "-tion for the half year ending 30th June/91."

I am,

Sir,

Your most Obedient Servt

Walter J. Hoofer

for Agent.

No.

RECD
No. 1178
1890

P. W. Encl
Et 77/90.

FORM No. 1.

PUBLIC WORKS DEPARTMENT. OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras. 12th September 1890.

Letter from the Agent, South Indian Railway
№ 1284 dated 9th September 1890.

No. 607

SUBMITTED _____ to _____ Government with reference to G.O. № 1214 R, dated 19th August 1890.

2. It is requested that the sanction conveyed in the G.O. above referred to, may be extended to the new proposal.

~~Subject.~~

Sidney Smith
Major R.E.
for Offg: Cons: Engr: for Rys:

From
THE AGENT,
South Indian Railway.
Negapatam.

To
THE CONSULTING ENGINEER FOR
RAILWAYS.
Madras.

Dated 9th September 1890
Received 11th
No. 1284
ENCLOSURE

P.W.C. No. 8677.

Form No. 3.

B No 1455 Rg 25 Sept/90.

Ex. B No 1214 Rg 19. 8-90
" A " 727 Rg 4.10.87

Sanctioned.

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

No. 607

Dated 12th
Received 13 } Sept. 1890.

No. of Enclosures. Nine

Subject.

Submitting letter from the Agent S. I. Ry. regarding the provision for the proposed increase to the patrol establishment in the Maintenance Estimate for the half year ending 30th June 1891.

B

No 1455 Rg 25th Sept/90.

To The Consg. Engr for Rys
" Ex. Gr. Rly Secy:

0/10/7 Ltr 1/10.
Mem. 20/9. R 25/9