C.N° 10349.

of 1890 Madras.

PUBLIC WORKS.

Dated

Recd. Encl.

G.O., 8. XI. 1890, No. 1748R

1748R

Rolling Stock

=

Proposals regarding the free interchange of —— between the South Indian & Villupuram Guntakal State Rys from 1st July 1890, sanctd, and the action of the C. Ely Rys in according provisional sanction to the same in anticipation, approved.

=

10/2 Forde copy of Board's proceedings

10/2 11th '90 sanctg the proposals for the free interchange of —— between the South Indian & G. S. Rys from 1st July 1890

G.P.O.—2.C.—11-90.

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19TH SEPTEMBER 1890, No. 1409 R., PUBLIC WORKS.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

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**Railway.**

Read the following paper :—

From the Consulting Engineer for Railways, dated Madras, 4th September 1890, No. 593.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 4th August 1890, No. 1083.

Your No. 370 of the 31st March last. The Government of India when considering certain proposals for the changing of South Indian rolling-stock transferred to the Villupuram-Guntakal State Railway observed "that as these two lines will probably be amalgamated soon it will practically make no difference which of the two proposals is acted on. The Government of India therefore will be glad if the Government of Madras will settle the transaction in whatever manner it considers the most convenient."

2. Thereupon the Government of Madras sanctioned the proposal submitted with my letter No. 1087 of 24th August last.

3. This arrangement has not been carried out, and as circumstances have somewhat changed since my proposal was made, I have to solicit of Government a reconsideration of the question.

4. As the time is now so near at hand for the State to assume the ownership of the South Indian Railway, I wish to submit that it is undesirable in this case, as in the case of the State Railway stock working on the Nellore Branch (see my letter No. 890 of the 23rd June 1890), to make any transfer of its value. Further as rolling-stock for the Villupuram-Guntakal State Railway has arrived in this country, has been erected, and a portion of it used by the South Indian Railway Company, I propose for adoption a rate of hire which shall apply to *both* stocks.

5. I attach a statement which shows at what rate per diem each description of stock works out, taking a sum representing 5 per cent. upon its cost *plus* an annual amount to represent its assumed life.

6. The Chief Engineer and the Locomotive Superintendent have considered these figures and they recommend, for simplification of account, the allowance rates given below for each class of stock :—

| | |
|---|---|
| For engines Rs. 8½ per engine,<br>For coaching stock Rs. 1½ per vehicle,<br>For goods stock annas 14 do. | per 24 hours. |

7. I therefore propose that the above charges be paid by the Villupuram-Guntakal State Railway for all South Indian Railway stock which has been and is being used in the State Railway, and that the South Indian Railway Company pay the same charges for all Villupuram-Guntakal stock which has been or is used on the South Indian Railway. This does not apply to Villupuram-Guntakal stock worked on the Villupuram-Guntakal Railway and Nellore Branch.

Enclosure.

## SOUTH INDIAN RAILWAY.

### Locomotive Department.

Proposed Scale of Charges for hire of South Indian Railway Engines and Stock lent to the Villupuram-Guntakal State Railway.

| Description. | Value. | Interest at 5 per cent. | Depreciation. | Total. | Rate per day. | Remarks. |
|---|---|---|---|---|---|---|
| *Engines.* | Rs. | Rs. | Rs. | Rs. | Rs. | |
| Tank engines | For 10 years. | | | | | |
| Passengers' engines with tenders | 18,619 | 931 | 1,861 | 2,792 | 7·65 | Say Rs. 8-0-0 per day. |
| Goods engines with tenders | 20,943 | 1,047 | 2,094 | 3,141 | 8·60 | Say ,, 9-0-0 ,, |
| *Coaching Stock.* | | | | | | |
| Governor's saloon carriage | Depreciation for 6 years. | | | | | |
| Inspection carriage | | | | | | |
| First-class saloon carriages, Cleminson's | | | | | | |
| Do. do. ordinary | 4,792 | 239 | 799 | 1,038 | 2·84 | Say Rs. 2-14-0 per day. |
| English first-class composites | 4,689 | 235 | 781 | 1,016 | 2·78 | Say ,, 2-12-0 ,, |
| Composite carriages | 3,155 | 158 | 525 | 683 | 1·87 | Say ,, 1-14-0 ,, |
| Second-class carriages with retiring accommodation | ... | ... | ... | ... | ... | |
| Intermediate class carriages | 2,519 | 125 | 419 | 544 | 1·49 | Say ,, 1- 8-0 ,, |
| Third-class carriages, ordinary | 4,500 | 225 | 750 | 975 | 2·67 | Say ,, 2-10-0 ,, |
| Do. do. Cleminson's | 3,079 | 154 | 513 | 667 | 1·83 | Say ,, 1-14-0 ,, |
| Post-office vans (¼ luggage and ¾ guard's brake-van) | 3,340 | 167 | 556 | 723 | 1·98 | Say ,, 2- 0-0 ,, |
| Railway Mail Service vans | 3,079 | 154 | 513 | 667 | 1·83 | Say ,, 1-14-0 ,, |
| Passenger's brake-vans | 2,464 | 123 | 410 | 533 | 1·46 | Say ,, 1- 8-0 ,, |
| Horse-boxes | 1,260 | 63 | 210 | 273 | ·74 | Say ,, 1- 0-0 ,, |
| Carriage trucks | | | | | | |
| *Goods Stock.* | | | | | | |
| Goods brake-vans | 2,081 | 104 | 347 | 451 | 1·23 | Say Rs. 1- 4-0 per day. |
| Covered goods wagons | 1,342 | 67 | 223 | 290 | ·79 | Say ,, 1- 0-0 ,, |
| Do. do. iron body | 1,207 | 60 | 200 | 260 | ·71 | Say ,, 1- 0-0 ,, |
| Cotton trucks, ordinary | 1,811 | 90 | 301 | 391 | 1·07 | Say ,, 1- 2-0 ,, |
| Do. do. Cleminson's | 2,255 | 112 | 376 | 488 | 1·34 | Say ,, 1- 6-0 ,, |
| High-sided trucks | 1,090 | 54 | 181 | 235 | ·64 | Say ,, 1- 0-0 ,, |
| Do. iron | 926 | 46 | 154 | 200 | ·54 | Say ,, 1- 0-0 ,, |
| Ballast wagons | 1,076 | 54 | 179 | 233 | ·64 | Say ,, 1- 0-0 ,, |
| Do. do. iron | 660 | 33 | 110 | 143 | ·39 | Say ,, 1- 0-0 ,, |
| Two timber trucks or 1 Bogie timber truck | 1,924 | 96 | 320 | 416 | 1·14 | Say ,, 1- 2-0 ,, |
| Timber trucks on cotton truck frames | 1,135 | 57 | 189 | 246 | ·68 | Say ,, 1- 0-0 ,, |
| Gun-powder vans | 2,509 | 125 | 418 | 543 | 1·48 | Say ,, 1- 8-0 ,, |
| Cattle wagons | 1,570 | 78 | 261 | 339 | ·92 | Say ,, 1- 0-0 ,, |
| Ten-ton boiler truck | 1,603 | 80 | 267 | 347 | ·95 | Say ,, 1- 0-0 ,, |
| Five-ton travelling crane | 8,018 | 400 | 1,336 | 1,736 | 4·75 | Say ,, 4-12-0 ,, |

*Example of calculation.*

| | Rs. |
|---|---|
| Value of engine | 18,619 |
| Interest 5 per cent. on value | 931 |
| + Depreciation 10 years do. | 1,861 |
| | 2,792 |
| ÷ 365 days = 7·65 per day. | |

Negapatam,
21st July 1890.

(Signed) C. E. CRIGHTON,
Locomotive and Carriage Superintendent.

(Signed) W. S. BETTS,
Agent.

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Submitted for the sanction of Government.

2. In supersession of the proposals previously submitted and embodied in G.O., No. 376 R., dated 17th March, and No. 1167 R., dated 11th August 1890, the Agent, South Indian Railway, now submits revised proposals for charges on account of the hire of locomotive and rolling-stock for the South Indian and the Villupuram-Guntakal State Railway.



3. The Agent, South Indian Railway, states that a portion of the rolling-stock erected for the Villupuram-Guntakal State Railway has been used by the South Indian Railway Company and submits for adoption a rate of hire which shall apply both to the Villupuram-Guntakal and South Indian Railways.

4. This proposal will apply to all South Indian Railway stock used on the Villupuram-Guntakal State Railway and *vice versâ*, and will not affect the Villupuram-Guntakal stock worked on its own line and the Nellore Branch.

5. The Chief Engineer and the Locomotive Superintendent are in favor of the present proposal and consider that its adoption will simplify accounts.

6. This question was discussed at the last official meeting, when the Agent's proposal was sanctioned subject to the approval of Government.

---

Order—dated 19th September 1890, No. 1409 R., Public Works.

The Agent's proposal is sanctioned on condition that the Villupuram-Guntakal Railway is never to be charged for South Indian Railway stock, whilst the former has similar stock of its own standing idle, not in use by the latter.

(True Extract.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

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

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

1748 1749

*Dated September, 19th.*

*Recd.* *Encl.*

**G.O., 19th Sept. 1890, No. 1409 R.**

**SEPTEMBER.**

## Locomotive and Rolling-stock

The proposals of the Agent, South Indian Railway, for charges on account of the hire of — for the South Indian and Villupuram-Guntakal State Railways, sanctioned on certain conditions.

8TH NOVEMBER 1890, No. 1748 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

**Railway.**

Read the following paper :—

From the Consulting Engineer for Railways, dated Madras, 30th October 1890, No. 751.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 6th October 1890, No. 1399.

Your No. 1046 of the 24th ultimo. Government having ruled that no charge should be made to the Villupuram-Guntakal State Railway for the use of South Indian Railway rolling stock if similar stock belonging to the former railway be available for use, I have to intimate that in July last five of the State Railway engines were ready for use. I propose, therefore, that the sanction of Government be obtained for the free use, from the 1st of July last, of the South Indian Railway rolling stock on the Villupuram-Guntakal State Railway and of the free use of the rolling stock of the Villupuram-Guntakal State Railway on the South Indian Railway.

2. The adoption of this rule will render unnecessary the keeping of accounts for the adjustment of mileage charges when rolling stock is interchanged on the opening for public traffic of the Villupuram-Tiruvannámalai section next month.

———

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 23rd October 1890, No. 1523.

Your letter No. 1154 of the 16th instant. I have no objection to adopt until the close of the year 1890 the arrangement proposed in my letter No. 1083 of the 4th of August last, provided that the hire of the South Indian engines used on the Villupuram-Guntakal State Railway is paid for although there may be some Villupuram-Guntakal engines recently erected at Negapatam and not yet brought into use.

2. I have to point out that not one Villupuram-Guntakal carriage or brake van has yet been erected, and the mileage charge for South Indian carriage stock, which will daily work between Villupuram and Tiruvannámalai after that section of the line has been opened for public traffic, will mount up to a large sum.

3. It is for this reason as well as to save the cost of number-takers and of accounting that I advocated the free use of the stock of each railway from 1st July last.

———

Submitted for the sanction of Government with reference to G.O., No. 1409 R., dated 19th September 1890.

2. In letter embodied in the above Government order, the Agent, South Indian Railway, submitted revised proposals for charges on account of the hire of locomotives and rolling stock for the South Indian and the Villupuram-Guntakal State Railway. Sanction was accorded to the proposals on condition that the Villupuram-Guntakal Railway is never to be charged for the South Indian Railway stock, whilst the former has similar stock of its own standing idle not in use by the latter.

3. With reference thereto, the Agent, South Indian Railway, now states that in July last five of the State Railway engines were ready for use and solicits sanction for the free use from the 1st July last of the South Indian Railway rolling stock on the Villupuram-Guntakal State Railway and *vice versâ*. He adds that the adoption of such an arrangement will render unnecessary the keeping of accounts for the adjustment of mileage charges when rolling stock is interchanged on the opening for public traffic of the Villupuram-Tiruvannámalai section next month. He adds that not one Villupuram-Guntakal State Railway carriage or brake van has yet been erected and the mileage charge for South Indian Railway carriage stock, which will daily work between Villupuram and Tiruvannámalai after that section has been opened out for public traffic, will mount up to a large sum.

4. Under the circumstances explained, and in view of the very early amalgamation of the various systems, I beg to recommend sanction to the Agent's proposals regarding the free interchange of rolling stock and that neither line should charge the other hire for the use of such stock from the 1st July last.

5. In anticipation, sanction has been accorded to the Agent, South Indian Railway, provisionally, and it is requested that the action taken by this office may be approved and reported to the Government of India for confirmation.

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ORDER—dated 8th November 1890, No. 1748 R, Public Works.

The Agent's proposals with regard to the free interchange of rolling stock on the South Indian and Villupuram-Guntakal lines, as recommended by the Consulting Engineer for Railways in para. 4 of his endorsement, are sanctioned and the action reported to have been taken in para. 5 of the same endorsement is approved.

2. A copy of these Proceedings, together with a copy of G.O., No. 1409 R., dated 19th September 1890, will be forwarded to the Government of India for confirmation.

(Here enter No. 1749 R., dated 8th November 1890.)

(True Extract.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

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

---

ENDORSEMENT—dated 8th November 1890, No. 1749 R., Public Works.

Forwarded.

(By Order.)

Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

# Govt. of {1890} Madras.

## PUBLIC WORKS.

*Dated November, 8th.*

*Recd.* *Encl.*

**G.O., 8th Nov. 1890, Nos. 1748 R., 1749 R.**

**NOVEMBER.**

**Rolling Stock**

Forwarding copy of Proceedings sanctioning proposals for the free interchange of — between the South Indian and Villupuram-Guntakal State Railways from 1st July 1890.

Ref 66R a/no: 2261 8/1090

No. 1399

South Indian Railway,

AGENT'S OFFICE,

Trichinopoly ~~NEGAPATAM~~, 6th October 1890

*From*

The AGENT,

SOUTH INDIAN RAILWAY

*To*

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS

*Sir,*

Your No. 1046 of the 24th ultimo. Government having ruled that no charge should be made to the Villupuram Guntakal State Railway for the use of South Indian Railway rolling stock, if similar stock belonging to the former railway be available for use, I have to intimate that in July last five of the State Railway engines were ready for use. I propose therefore, that the sanction of Government be obtained for the free use, from the 1st of July last, of the South Indian Railway rolling stock on the Villupuram Guntakal State Railway, and of the free use of the rolling stock of the Villupuram Guntakal State Railway on the South Indian Railway.

The adoption of this rule will render unnecessary the keeping of accounts for the adjustment of mileage charges when rolling stock is interchanged on the opening for public traffic of the Villupuram Tiruvannamalai section next month.

I am

Sir

Your most obedient Servant

Williams

Agent

Ltd.

REGISTERED
No. 1285
FILE

Pw Enc 2
10349/90

Ref to 6 Rwys 2396
25.10.90

No: 1523

South Indian Railway.

AGENT'S OFFICE,

Trichinopoly ~~NEGAPATAM~~, 23rd October 1890

From

The AGENT,
SOUTH INDIAN RAILWAY

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your letter No. 1154 of the 16th Instant. I have no objection to adopt until the close of the year 1890 the arrangement proposed in my letter No. 1083 of the 4th of August last; provided that the hire of the South Indian engines used on the Villupuram Gunlakal state Railway is paid for although there may be some V. G. engines recently erected at Negapatam and not yet brought into use.

I have to point out that not one V. G. carriage or Brake Van has yet been erected, and the mileage charge for South Indian carriage stock which will daily work between Villupuram and Tiruvannamalai after that section of the line has been opened for public traffic will amount up to a large sum.

It is for this reason as well as to save the cost of number takers and of accounting that I advocated the free use of the stock of each Railway from 1st July last.

I am
Sir
Your most obedient Servant

Walter J. Hooper
for Agent

From
The Agent,
South Indian Railway,
Negapatam.

To
The Consulting Engineer for
Railways,
Madras

Dated 6th October 1890
Received 8.10.90
No. 1523
Enclosure

REGISTERED
No. 1401
FINE
No.

Pw Genl
10349/90

From

The Agent,

South Indian Railway,

*Negapatam.*

To

The Consulting Engineer for

Railways,

*Madras.*

Dated

Received 25th Oct. 189

Ry No. 1523

Enclosure

Form No. 2.

Public Works Department.

Office of Consulting Engineer for Railways,

*Madras,* 30th October 1890.

Letter from the Agent, South Indian Railway

No 1399 dated 6th October 1890

Do Do No 1522 dated 23rd October 90

No. 751

Submitted for the sanction of Government, with reference to G.O. No 1409 R dated 19th September 1890.

2. In letter cited in the above G.O. the Agent, South Indian Railway, submitted revised proposals for charges on account of the hire of locomotives and rolling stock for the South Indian and the Villupuram and Katpadi State Railway. Sanction was accorded to the proposals on condition that the Villupuram and Katpadi Railway

is never to be charged for the South Indian Railway stock whilst the former has similar stock of its own standing idle not in use by the latter.

3. With reference thereto the Agent, the South Indian Railway now states that in July last five of the State Railway engines were ready for use and Sobicits Sanction for the free use from the 1st July last of the South Indian Railway rolling stock on the Villupuram Guntakal State Railway and vice versa. He adds that the adoption of such an arrangement will render unnecessary the keeping of accounts for the adjustment of mileage charges when rolling stock is interchanged on the opening for public traffic of the Villupuram Tiruvannamalai Section next month. He adds that not one Villupuram Guntakal State Railway carriage or brake van has yet been erected and the mileage charge for South Indian Railway carriage stock which will daily work between Villupuram and Tiruvannamalai after that Section has been opened out for public traffic will amount up to a large sum.

4. Under the circumstances explained and in view of the very early amalgamation of the various systems I beg to recommend sanction

is to the Agents proposals
the regarding the free interchange
St of rolling stock and that
h the other line should charge
a the other here for the
w use of such stock from
3 the 1st July last.

5. In anticipation sanction
has been accorded to
the Agent, South Indian
Railway provisionally, and
it is requested that the
action taken by this office
may be approved, and
reported to the Government
of India for confirmation.

Sidney Smith
Major R.E.
For Offg. Chief Engr. for
Rys.

217

Form No. 3.

A No. 1748 R 98. dated 30.

H&S 7/11/90

The Agent's proposals with regard to the free interchange of rolling stock on the South Indian & Villupuram Gundakal lines as recommended by the Consg. Engr: for Railways in para 4 of his endorsement are sanctioned & the action reported to have been taken in para 5 of the same endorsement is approved.

2. A copy of these Proc: together with a copy of G. O. No. 1409 R dated 19 Sept: 1890 will be forwarded to the Govt: of India for confirmation.

H.E. No 1749 R dated 8 Nov 1890

Forwarded

Sd/ 31/10/90

D. R

From

THE CONSULTING ENGINEER
FOR RAILWAYS
MA

P.W.C. No. 10341

G.O 1409 R dated 19.9.90

No. 751

Dated 30th
Received 30 } October 189

No. OF ENCLOSURES. 2.

*Subject.*

Submitting for orders the proposals regarding the free interchange of rolling stock between the South-dian & Villupuram-Gundakal Railways.

A

No. 1748 R dated 8 Nov 1890.
1749 R