Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 981-82 Ry

DATED 4th Septr 1899.

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TCC

[Despatch Abstract.]

Rolling stock for the Calicut - Baliapatam Extension of the Madras Railway.

Ordered that the G. of I. be addressed on the subject of allocation of the expenditure to be incurred on the ——.

Forwarding for such orders as the G. I. may see fit to pass, a copy of the Pros on the subject of allocation of the expenditure to be incurred on the ——.

Indexed

BACK PAPERS

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

FURTHER PAPERS.

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

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. *Spare copies*

G.O., No. 981 Ry., 4th September 1899.

SEPTEMBER.

Rolling-stock for the Calicut-Baliapatam Extension of the Madras Railway

Ordered that the Government of India be addressed on the subject of allocation of the expenditure to be incurred on the —.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 9th February 1898, No. 9075/A. 106.

I have the honour to forward an extract—paragraphs 6 and 7—of a letter received from the Secretary, dated the 13th August 1897, and with reference thereto, I beg to enquire if the provision made for rolling stock in the Calicut-Cannanore estimate may be eliminated and if an indent for the stock required, which under the Board's suggestion will be a direct charge to Madras Railway Capital, may be submitted.

A final revised estimate for the line will be prepared when the Engineer engaged on resurveying the portion beyond the 26th mile has finished this work, and I shall be glad, therefore, if an early reply can be sent to me on the question raised by the Board.

Enclosure.

Extract from a demi-official letter from—The Secretary, Madras Railway Company.
To—The Agent and Manager, Madras Railway.
Dated—London, 13th August 1897.

* * * * *

6. The Board would prefer that no engine or rolling stock be provided for the Cannanore extension, but that it should pay to the main line for the use of the same for its traffic proper interest, say at 4 per cent. on its gross earnings, together with its share of the upkeep in the working charges.

7. Under no circumstances should there be any separate stock or accounts of running as in the case of a foreign line.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—7th June 1898, No. 55/O.

A reply to your No. 9075/A. 106, dated the 9th February 1898, must obviously await the decision which may be come to on the important question of gauge.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 6th May 1899, No. 10682/529.

I have the honour to invite attention to paragraph 1 of my letter No. 9075-A. 106, dated the 9th February 1898, in regard to rolling-stock for the Calicut-Cannanore extension, which has not yet been replied to. I presume the matter has been held over pending decision on the question of gauge, and I now beg to request that you will favour me with a reply.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—16th May 1899, No. 36/O.

In reply to your No. 10682/529, dated 6th May 1899, and with reference to your No. 9075/A. 106, dated 9th February 1898, I have the honour to say that your Board's proposals to work the Cannanore extension with the rolling stock of the main line appear to be suitable.

2. Whether your present rolling stock, or any particular items of it, are sufficient to allow of your working a 70-mile extension of your main line (not a separate branch) without indenting for new stock would be a matter for careful enquiry, depending, as it chiefly does in the case of passenger stock, on the time which vehicles now stand idle at your present terminus, Calicut. I should have thought that the rearrangement made in recent years of your engine stations might perhaps result in your not now requiring new engines for this short extension.

3. The matter will doubtless receive at your hands the attention it deserves.

4. A reference to the agreements of various railways will, I think, show you that the usual percentage charged by a main line to a branch or extension for use of rolling stock is 5 per cent. inclusive of everything.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 11th July 1899, No. I. 260/842.

With reference to your letter No. 36/O, dated the 16th May 1899, I have the honour to enclose an indent No. 859 in duplicate for—

4 locomotive engines of the K.A.$_2$ type, new pattern,
80 iron covered goods wagons,
70 iron open goods wagons,

and for material required for the construction locally of—

4 third-class bogie carriages,
6 standard pattern brake-vans, and
10 timber trucks.

With reference to your remark at the close of paragraph 2 of your letter, the Locomotive Superintendent points out that it would not be possible to work the mixed train service over the Calicut-Cannanore extension without increase in the locomotive stock. We are as tightly pushed for power as we can be, and if a rush of traffic should spring up, it is anticipated that we should have great difficulty in dealing with it. Provision has therefore been made in the indent for four engines, of which two will be required to work the mixed trains, the third to be kept as spare at Cannanore for use in case of failure of the mixed or mail engines, and the fourth to allow of one engine to be sent to the workshops for repairs.

The type of engines most suitable for the mixed train service on the extension will probably be the SNBA$_2$ or SB. class, and these engines could be transferred from the open line, their places being filled by the engines of the heavy type now indented for.

The covered and open goods wagons, it is proposed, should be of iron. The Traffic Manager does not require any of the covered wagons to be furnished with special fittings for carriage of horses and cattle. The absence of these fittings will reduce their cost.

With regard to third-class carriages, the number of carriages required for the extension is estimated at eight; but it will be observed from the indent that material is asked for four third-class bogies. It is proposed that these carriages, when built, be used on the Madras-Bangalore mail train, the ordinary thirds which would thereby be released being sent to the West Coast.

It is considered advisable to keep, as far as possible, the ordinary carriages and carriages of the bogie type separate, and as bogies have been provided for the first and second class traffic to Bangalore, it would seem to be well to take the present opportunity for providing bogies for third-class passenger traffic.

The third-class carriages and brake-vans provided for use on the Calicut-Cannanore extension are intended only for the mixed train service.

The Traffic Manager proposes to work the mail trains through, the same engines and carriages running through on the extension.

I request that you will kindly return one of the copies of the indent duly countersigned authorising me to send it forward to the Board for compliance.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 14th July 1899, No. 10682/854.

Adverting to paragraph 4 of your letter No. 36/O., dated the 16th May 1899, and in continuation of my letter No. 842, dated the 11th instant, I have the honour to inform you that 4 per cent. of gross earnings would just about cover the interest on capital that will have to be expended to provide a sufficient supply of rolling stock for the use of the Calicut-Baliapatam extension.

We have supplied the Kolar Gold Fields Railway and the Madras-Ennur section with the use of rolling stock at a charge of 5 per cent. of their gross earnings, these lines paying in addition their share of the cost of working such rolling stock and of the necessary repairs and renewals of the total stock on the Madras Railway system.

I agree with you that the almost universal charge is 5 per cent., but the Chief Auditor informs me that he knows of no case where the said charge covers anything beyond interest on the amount of capital supposed to be invested in the average quantity of rolling stock used on such lines.

It is therefore presumed that the Board are correct in their statement that the payment by the extension for use of rolling stock would be interest, say, at 4 per cent. of its gross earnings, *together with* its ordinary percentage of expenditure under abstracts B and C including the cost of repairs and renewals of all rolling stock.

The matter is one which perhaps has been dealt with in the proposed contract between the Secretary of State for India and the Madras Railway Company. I am not aware if a contract has yet been concluded. I will, however, write to my Board on the subject.

Telegram from—The Joint Secy. to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—20th July 1899, No. 46 B.

Pending receipt regular rolling stock estimate for Calicut-Cannanore, I cannot authorise indents going forward without your special sanction. Please grant that sanction, to save delay. Indent covers 4 locomotives, 80 covered goods, 70 open goods, 4 bogie thirds, 10 timber trucks, 6 brakes. Materials only; building to be done locally.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—21st July 1899, No. 2240.

In reply to your letters Nos. I-260/842 and 10682/854, dated the 11th and 14th July, respectively, I have the honour to remark as follows. I am unable to formally pass the indents pending the receipt from you of a regular capital estimate for the cost of the rolling stock. This estimate must be sanctioned by the Government of India. With a view to avoid delay, however, I have telegraphed to the Government of India to know whether the indents may go forward.

2. It will doubtless not have escaped your notice that, if your Board's proposals be agreed to, the Government of India would lose, so far as the cost of rolling stock went, the advantage of the lower rate of exchange provided for sterling conversions of expenditure on the extension. Your letter forwarding the estimate might save time by noticing this point and making any suggestion which you consider yourself authorised to make in regard to it.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 28th July 1899, No. I-260/922.

Referring to your letter No. 2240 of the 21st instant, I have the honour to inform you that the Locomotive Superintendent has been requested to prepare an estimate of the cost of the rolling-stock required for the Calicut-Cannanore extension which shall be sent to you for sanction in due course.

With regard to paragraph 2 of your letter, the Chief Auditor remarks:—

> There is to my mind nothing in the question of exchange that can in any way cancel the very considerable benefits both to the Company and to Government that will result by our having but one stock of engines and rollingstock.
>
> The capital account of the Company is a sterling one and the interest thereon is also calculated in sterling; the only way in which exchange comes into question is in the number of rupees to be remitted from net earnings to provide the sterling equivalent of interest.
>
> By the Madras Railway Company providing the rollingstock out of its own Capital, all the Government stand to lose is the difference in exchange on the amount of interest, while I may point out they at once reap the very material gain of a debit to the Company of 1*s.* 10*d.* for every rupee spent locally in Madras in landing the English material and in the whole cost of labour and materials provided in this country for the erection of the engines and the building of the vehicles, such rupees being worth only something under 1*s.* 4*d.*
>
> The great benefit, however, we shall all derive from the Madras Railway providing the whole of the rollingstock is that there will then be no occasion to keep account of the running of such vehicles and no questions of mileage, demurrage, &c., can possibly enter.
>
> From the Board's correspondence in which it is stated that "under no circumstances should there be any separate stock," it has always been understood that the India Office recognized the wisdom of the Board's decision, and that it was settled that the extension would pay the Company 4 per cent. of its gross earnings for the use of rollingstock.
>
> Four per cent. on its yearly earnings will certainly not pay the Company the interest on our expenditure; so here again the Government reap still further benefits.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 4th August 1899, No. I. 260/B.949.

In continuation of my letter No. I. 260/922, dated the 28th ultimo, I have the honour to forward herewith an estimate, in duplicate, of the cost of rolling-stock, amounting to Rs. 5,42,070, required for the Calicut-Cannanore extension.

I will apply by the next mail for the approval of the Board to this expenditure.

Enclosures.

MADRAS RAILWAY.

Locomotive Department.

Provision for this work will be made in the Budget 1900-1901.

The sanction will lapse on 31st December 1900.

Allocation of estimate for rolling-stock for Calicut-Cannnore Extension.

Description.	Cash to be expended in India.	Value of materials.	Total value of work to be done.	Chargeable to Capital.	Chargeable to Revenue.
Line open for Traffic.	RS.	RS.	RS.	RS.	
VIII. Rolling-stock—					
1. Locomotive stock	2,250	1,11,150	1,13,400	1,13,400	..
2. Carriage and wagon stock	27,890	4,00,780	4,28,670	4,28,670	..
Total ..	30,140	5,11,930	5,42,070	5,42,070	..

Estimate of cost of rolling-stock for Calicut-Cannanore Extension.

Quantity.	Description of work.	Rate.	Cash to be expended in India.	Value of stores.	Total value of work to be done.	Chargeable to Capital.	Chargeable to Revenue.	Remarks.
		Provision for this expenditure will be made in the budget for 1900–1901.						
	Locomotive Stock.		RS.	RS.	RS.	RS.		Estimate to lapse 31st December 1900.
4	Locomotive engines ..	..	2,250	1,11,150	1,13,400	1,13,400	..	
	Passenger Stock.							
4	Bogie third-class carriages ..	..	7,480	50,200	57,680	57,680	..	
	Goods Stock.							
80	Covered goods wagons ..	..	8,720	1,93,680	2,02,400	2,02,400	..	
70	Open goods wagons	..	3,500	1,19,700	1,23,200	1,23,200	..	
10	Timber trucks	..	1,350	13,950	15,300	15,300	..	
6	Brake-vans	..	6,840	23,250	30,090	30,090	..	
		..	20,410	3,50,580	3,70,990	3,70,990	..	
	Total ..	..	30,140	5,11,930	5,42,070	5,42,070	..	

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 7th August 1899, No. 1240 R.S.

I am directed to acknowledge the receipt of your telegram No. 46 B. of the 20th July 1899, asking for permission to authorize indents for the following rolling stock for the Calicut-Cannanore Railway, viz., four locomotives, 4 bogie third-class carriages, 6 brake-vans, 80 covered goods wagons, 70 open wagons and 10 timber trucks, being sent forward, pending the submission of regular rolling-stock estimates.

2. In reply, I am to communicate the sanction of the Government of India to the indents being sent forward for the quantity of stock asked for, the cost of which it is estimated will be about Rs. 5,30,000; I am however to point out that with limited grants the apportionment of indents over the various years requires careful consideration.

Note by the Consulting Engineer for Railways, Madras, dated 16th August 1899.

Rolling-stock for the Calicut-Baliapatam Extension of the Madras Railway.

With his letter No. I. 260/B.949, dated the 4th August 1899, the Agent, Madras Railway, submits an estimate amounting to Rs. 5,42,070 for the rolling-stock of the Baliapatam extension. This comes to Rs. 8,750 per mile. As there is as yet no sanctioned estimate for the extension, though it must be nearly ready by this time, it has been found necessary to obtain the Government of India's permission to send home for this rolling-stock. I am already in possession of an indent for Rs. 4,60,295 worth of English materials for this rolling-stock, and now that the Government of India's permission has been received, it may go forward.

2. The Board of Directors have expressed the opinion in their Secretary's letter enclosed with the Agent's No. 9075/A.106, of February 9th, 1898, that the extension, which is subject to conditions of contract differing radically from those of the Company's main line, should be worked by rolling-stock belonging to the main line, and that under no circumstances should there be any stock or running accounts, as in the case of a foreign line.

3. The Government Examiner, however, has pointed out that if this be agreed to, that is, if the more favourable conditions of the new contract be confined to the extension *less* rolling-stock, while the comparatively onerous conditions of the old contract are made to apply to the $5\frac{1}{2}$ lakhs worth of rolling-stock, Government will be losers in respect of this particular item.

4. The Agent deals with this question in his No. I. 260/922, dated the 28th July 1899, and the Government Examiner has noted thereon as follows :—

> Since it has been decided that the extension capital shall be considered a sterling one, it makes no difference, so far as exchange is concerned, to which Capital account *English* expenditure is charged, as in either case £1 spent by the Board is set off as such against a sterling figure; but Government is affected in connection with interest, thus :—

Say, the English cost of the rolling-stock is	£	45,000
The actual annual interest paid by Government would be (at $2\frac{1}{2}$ per cent.).	£	1,125
If recoverable from the Madras Railway, Government would receive (at 1*s.* 10*d.* per rupee)	Rs.	12,000
But if from the Calicut-Cannanore extension (at say, 1*s.* 4*d.* per rupee).	Rs.	17,000

> The Chief Auditor's contention in the last paragraph of the Agent and Manager's letter is not understood, since Government stands in exactly the same position to both lines, and if it benefits by a short debit to the Calicut-Cannanore extension, it loses exactly the same amount by a short credit to the Madras Railway. There is, however, the advantage referred to by the Chief Auditor of having no questions of mileage, demurrage, etc.

5. The matter will have to be referred for orders to the Government of India.

Order—No. 981 Ry., dated 4th September 1899.

The Government of India will be addressed.

[Here enter No. 982 Ry., dated 4th September 1899.]

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

Exd. A. Rungasawmy Aiyangar.

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd.	1899.	*Enclosures*
Regd.		*Spare copies*

Letter, No. 982 Ry., 4th September 1899.

SEPTEMBER.

Rolling-stock for the Calicut-Baliapatam Extension of the Madras Railway

Forwarding for such orders as the Government of India may see fit to pass, a copy of the Proceedings on the subject of allocation of the expenditure to be incurred on the —.

PUBLIC WORKS DEPARTMENT.

Railway.

Letter—from

Francis J. E. Spring, Esq., C.I.E.,
Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

To

The SECRETARY to the GOVERNMENT of INDIA,
Public Works Department.

Sir,

With reference to correspondence ending with your letter No. 1240 R.S., dated the 7th August 1899, I am instructed to forward, for such orders as the Government of India may see fit to pass, a copy of this Government's Proceedings, No. 981 Ry., dated the 4th September 1899, on the subject of allocation of the expenditure to be incurred on the rolling-stock for the Calicut-Baliapatam extension of the Madras Railway.

The Consulting Engineer's note embodied in the Proceedings fully explains the points in regard to which orders are necessary.

I have the honour to be,
Sir,
Your most obedient servant,
Francis J. E. Spring,
Joint Secretary.

Ootacamund,
4th September 1899.

Exd. A. Rungaaswmy Aiyangar.

Extract from a Demi-Official letter from the Secretary. M. R. C. dated London the 13 August 1897.

Para. 6. The Board would prefer that no Engine or Rolling Stock be provided for the Cannanore extension, but that it should pay to the main line for the use of the same for its Traffic proper interest, say at 4 per cent on its gross earnings, together with its share of the upkeep in the working charges.

7. Under no circumstances should there be any separate Stock or accounts of running as in the case of a foreign line.

(True Extract)

Agent & Manager
9-2-98

Enc. No. 1 to E. R's C. No. 726 of 1898
Letter No. A/106 D/ 9.2.98
From Am

(No. I.)
No.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, ________ 188

From

Agent and Manager.

To

Consulting Engineer for Railways.

Sir,

(No. I.)
No. 9075
A 106

SERIAL
No. 1

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 9th February 1898

RECEIVED
10 FEB. 1898
MADRAS.

Print

From

The Agent and Manager.
Madras Railway

C. No. 726
Recd. 10.1.98

CN

To

The Consulting Engineer for Railways.
Madras

HWT 10/2/98

Sir,

I have the honor to forward an extract-paras 6. 7-of a letter received from the Secretary, dated the 13th August 1897, and with reference thereto, I beg to enquire if the provision made for rolling stock in the Calicut-Cannanore estimate may be eliminated and if an indent for the Stock required, which under the Boards' Suggestion will be a direct charge to Madras Railway Capital, may be submitted.

18

A final revised estimate for the line will be prepared when the Engineer engaged on resurveying the portion beyond the 26th mile has finished this

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

No. 188
Dated
Recd.

500—25-5-97.
Consg. Engr.'s No. 21.

EXAMINER, Regr. No. 75, 14 FEB. 1898, Enclosures ...., RAILWAY ACCOUNTS, MADRAS.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 10th February 1898.

SERIAL
No. 2

No. 433

14/2

OFFICE NOTE.

Letter from the Agent & Manager Madras Railway, No. 9075/A106 dated 9th February 1898, forwarded to the Examiner of Railway Accounts. for favour of remarks.

CMH
for E. R.

4 8

EXAMINER'S REPLY.

If the rolling stock required for the Calicut-Cannanore Extension be constructed at the cost of the Madras Railway, Govt would lose the advantage of the lower rate of exchange provided for sterling con-versions of the expenditure on the extension.

The Boards' proposals may however be forwarded to the Govt of India for instructions.

15.2.98}. P.T.O.

EWaller
C.R.

Ord

This must wait the disposal of the important question of the gauge.

FM
16/2/98

AM
Await communication re alteration of gauge EM

17/2 16/2/98

5 P

No. 55/C Dated 7th June/98

To the Genl. Manager Madras Ry.

Print

Sir,

In reply to your No. A 9075/106 dated the 9th Feb. 98. must obviously await the decision which may be come to on the important question of gauge.

I have &c

7/6/98

Despatched

(No. I.)

No. 10682

519

SERIAL No. 3

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 6th May 1899.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
8 MAY 1899
MADRAS.

2368
8.5.99.

Print

From

The Agent and Manager,
Madras Railway

To

The Consulting Engineer for Railways.
Madras.

Case Rolling stock C.C. Ry at B

5 P

Sir,

I have the honor to invite attention to para 1 of my letter No. 9075/A106 dated the 9th February 1898, in regard to rolling stock for the Calicut-Cannanore Extension, which has not yet been replied to. I presume the matter has been held over pending decision ~~of~~ on the question of gauge and I now beg to request that you will favor me with a reply.

I have the honor to be,
Sir,
Your most obedient servant,
[illegible]
for Agent & Manager.

Enclosure nil.

You are not now requiring new engines for the

No. 36/O

SERIAL No. 4

From The Con. Engr. for Rys
Madras

To The Agent Madras Ry

Dated the 16th May 99

Print

78

Sir

In reply to your No. $\frac{10682}{527}$ dated 6th/ 99. and with reference to your No. $\frac{9075}{A\cdot106}$ dated 9th Feb. 98 I have the honour to say that your Board's proposal to work the Cannanore extension with the rolling stock of the main line appears to be suitable.

2.- Whether your present rolling stock, or any particular items of it, are sufficient to allow fo your working ~~[illegible]~~ a 70 mile extension of your main line (no a separate branch) without indenting for new stock w be a matter for careful enquiry, depending, as it chiefly does in the case of passenger stock, on the time which vehicles now stand idle at your present terminus, Calicut. I should have thought that the rearrangement made in recent years of your engine stations might perhaps result in ~~[illegible]~~ your not now requiring new engines for this short extension.

3.- The matter will doubtless receive at your hands the attention it deserves.

4.- In reference to the Agreements of various railways will I think show you that the usual percentage charged by a main line to a branch or extension for use of rolling stock is 5% inclusive of everything.

I have &c
Fks
14/5/99

Despatched on 16/5/99

(No. I.)
No. I.260
847

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 11th July 1899.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
12 JUL. 1899
MADRAS.

SNR 5

3563
12/7/99

Print

The Agent and Manager.
M.R.C.

To

8P

The Consulting Engineer for Railways.
Madras.

S4

Sir,

With reference to your letter No 36/6, dated the 16th May 1899. I have the honor to enclose an Indent No 859 in duplicate for -

4 Locomotive Engines of the $K.A_2$ type, new pattern
80 Iron covered Goods wagons.
70 Iron open Goods wagons,
and for material required for the construction locally of -
4 Third class bogie carriages.
6 Standard pattern Brake Vans. and
10 Timber trucks.

C.R.
Fks
14/7/99

With reference to your remark at the close of para 2. of your letter, the Locomotive Superintendent points out that it would not be possible to work the mixed train service over the Calicut-Cannanore Extension without increase in the Locomotive Stock. We are as tightly pushed for power as we can be and if a rush of traffic should spring up, it is anticipated that we should have great difficulty in dealing with it. Provision has therefore been made in the Indent for 4 engines, of which two will be required to work the mixed trains, the third to be kept

[500—1-12-98.]

kept as spare at Cannanore for use in case of failure of the mixed or mail engines, and the fourth to allow of one engine to be sent to the workshops for repairs.

The type of engines most suitable for the mixed train service on the extension will probably be the S. N. B. A_2 or S. B. class, and these engines could be transferred from the open line, their places being filled by the engines of the heavy type now indented for.

The covered and open goods wagons, it is proposed should be of iron. The Traffic Manager does not require any of the covered wagons to be furnished with special fittings for carriage of horses and cattle.

The absence of these fittings will reduce their cost.

With regard to third class carriages, the number of carriages required for the Extension is estimated at 8; but it will be observed from the Indent that material is asked for 4 third class bogies. It is proposed that these carriages, when built, be used on the Madras-Bangalore Mail train, the ordinary thirds which would thereby be released, being sent to the West Coast.

It is considered advisable to keep, as far as possible the ordinary carriages and carriages of the bogie type separate, and as bogies have been provided for the first and second class traffic to Bangalore, it would seem to be well to take the present opportunity for providing bogies for third class passenger traffic.

The third class carriages and brake vans provided for use on the Calicut-Cannanore Extension are intended only for the mixed train service.

The Traffic Manager proposes to work the mail

trains

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

No.

Recd.

[500—1-12-98.]

---

trains through, the same engines and carriages running through on the Extension.

I request that you will kindly return one of the copies of the Indent duly countersigned authorising me to send it forward to the Board for compliance.

I have the honor to be
Sir,
your most obedient servant

Louis S Moss
Agent and Manager.

10 P

Encls/9

Ackd.

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

Form No. 38.

JW 15/7/99

Regr. No. 425
15 JUL. 1899
Enclosures....
RAILWAY ACCOUNTS, MADRAS

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 15th ~~4th~~ July 1899.

S No. 7

No. 2180.

OFFICE NOTE.

Letter from the Agent & Manager Madras Railway, No. $\frac{9260}{842}$, dated 11th July 1899, forwarded to the Examiner of Railway Accounts. for check

VK.
14/7/99
for E. R.

EXAMINER'S REPLY.

E.R's attention is invited to Major Waller's reply to his O. No. 433 D/10.2.98 S2 ~~f~~orwarding for remarks Agent and Managers letter No. $\frac{9075}{4106}$ S1 dated 9th Feb 1898 regarding the Boards proposals, in connection with Rolling Stock for the Calicut-Cannanore Extension.

A Capital estimate for the rolling stock required will have to be submitted to the Govt. of India for sanction, and until this sanction is received, the Indent should not be passed, unless E.R. considers that the stock required is practically certain to be sanctioned, and that the necessity for it is of such ~~f~~ urgency that it would be advisable

19/7/99

[500—1-12-98.]

to pass the indent in anticipation of Govt. of India Sanction to the Estimate.

Funds to the extent of Rs 3,55,401 only are available from the grant for indents to be complied with in the current official year and this indent can, therefore, only be certified to that extent in the current year.

N.B.
for C.E.
18/7/99.

(No. I.)
No. 10682
854

SNo 1/D

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 14th July 1899

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
15 JUL. 1899
MADRAS

3603
15/7/99

From

The Agent and Manager.
Madras Railway

2 currents

Print

To

The Consulting Engineer for Railways.

SIR,

11P

Rolling Stock for the Calicut-Baliapatam Extension

---

54 Adverting to para 2 of your letter No. 36/G dated the 16th May 1899 and in continuation of my letter No. 8442 Stehelin dated the 11th instant, I have the honor to inform you that 4 per cent of gross earnings would just about cover the interest on Capital that will have to be expended to provide a sufficient supply of Rolling Stock for the use of the Calicut-Baliapatam Extension.

We have supplied the Kolar Gold Fields Railway and the Madras Ennur Section with the use of Rolling Stock at a charge of 5 per cent of their gross earnings, these lines paying in addition their share of the cost of working such rolling stock and of the necessary repairs and renewals of the total

stock

Stock on the Madras Railway System.

I agree with you that the almost universal charge is 5 per cent but the Chief Auditor informs me that he knows of no case where the said charge covers anything beyond interest on the amount of Capital supposed to be invested in the average quantity of Rolling stock used on such lines.

It is therefore presumed that the Board are correct in their Statement that the payment by the extension for use of Rolling Stock would be interest, say at 4 % of its gross earnings together with its ordinary percentage of expenditure under abstracts B and C including the cost of repairs and renewals of all Rolling stock.

The matter is one which perhaps has been dealt with in the proposed contract between the Secretary of State for India and the Madras Railway Company. I am not aware if a contract has yet been concluded. I will, however, write to my Board on the subject.

I have the honor to be
Sir,
Your most Obedt. Servant
Louis S. Moss
Agent & Manager

Enc nil

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 188

Recd.

No.

Form No. 7.

TELEGRAM ~~URGENT~~ ~~ORDINARY~~ DEFERRED

Print

FROM

R.

To

Works

Simla

138

46 B x Pending receipt regular rolling stock estimate for Calicut Cannanore I cannot authorise indents going forward without your special sanction. Please grant that sanction, to save delay. Indent covers 4 locos. 80 covered goods. 70 open goods. 4 bogie thirds 10 timber trucks. 6 brakes. materials only. building to be done locally.

JRS.

20/7/87

Despd 20/7

Form No. 1/A.

No. 2240

SN 9

Print

Madras, 21st July 1899

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

To

THE AGENT AND MANAGER, M. RY.

Reminders.

14 P

Reply No. $\frac{2260}{922}$

dated 28.7.99

SIR,

In reply to your letters Nos $\frac{I.260.}{892}$ and $\frac{10682}{854}$ dated the 11th and 14th July respecting I have the honour to remark as follows. I am unable to formally pass the indents pending the receipt from you of a regular Capital estimate for the cost of the rolling stock. This estimate must be ~~the~~ sanctioned by the Govt of India. With a view to avoid delay however I have telegraphed to the Govt of India to know whether the indents may go forward.

2. It will doubtless not have escaped your notice that if your Board's proposals be agreed to the Govt of India would lose, so far as the cost of rolling stock went, the advantages of the lower rate of exchange provided for sterling conversion of expenditure on the extension. ~~It~~ Your letter forwarding the estimate ~~It~~ might serve the time of noticing this point and making any suggestion which you consider yourself authorised to make in regard to it.

I have &c

FOS 20/7/99

Despatched on 21/7/99

C R

(No. I.) No. ~~3260~~ 922

5,000—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 28th July 1899.

CONSULTING ENGINEER FOR RAILWAYS
31 JUL. 1899
MADRAS.

3923
31.7.99

From

The Agent and Manager.

M. R. C.

To

The Consulting Engineer for Railways.

Madras.

15P

SIR,

59

Referring to your letter No. 2240 of the 21st instant, I have the honor to inform you that the Locomotive Superintendent has been requested to prepare an estimate of the cost of the rolling stock required for the Calicut-Cannanore Extension which shall be sent to you for sanction in due course.-

With regard to para: 2 of your letter the Chief Auditor remarks.

"There is to my mind nothing in "the question of exchange that can in any "way cancel the very considerable benefits "both to the Company and to Government "that will result by our having but one "stock of Engines and Rolling stock.-

"The

"The capital account of the Company "is a sterling one and the interest thereon "is also calculated in sterling, the only way "in which exchange comes into question "is in the number of rupees to be remitted "from net earnings to provide the sterling "equivalent of interest".-

168 "By the Madras Railway Company "providing the Rolling Stock out of its own "Capital, all the Government stand to "lose is the difference in exchange on the "amount of interest, while I may point "out they at once reap the very material "gain of a debit to the Company of $\overset{s}{1}/10^{d}$ for "every rupee spent locally in Madras in "landing the English material and in the "whole cost of labour and materials pro-"vided in this Country for the erection "of the Engines and the building of the "vehicles; such rupees being worth only "something under $\overset{s}{1}/4^{d}$".-

"The great benefit however we shall "all derive from the Madras Railway provi-"ding the whole of the Rolling stock is that "there will then be no occasion to keep account of the running of such vehicles and no questions of mileage, demurrage, &c.

Con

(at say 1/4d per Re)

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated 188
No.
Recd.

"can possibly enter".-

"From the Board's correspondence in "which it is stated that "under no circum-"-stances should there be any separate stock", "it has always been understood that the "India Office recognized the wisdom of "the Board's decision, and that it was "settled that the Extension would pay "the Company 4 per cent of its gross ear-"nings for the use of Rolling stock".-

"4 per cent on its early earnings "will certainly not pay the Company the "interest on our expenditure, so here "again the Government reap still further "benefits".-

I have the honor to be,
Sir,
Your most obdt. Servt.,

Agent & Manager.

MADRAS RAILWAY.

From The Agent and Manager, M. R. Co.,

To The Consulting Engineer for Railways.

Dated 188

No.

Recd.

Form No. 38.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, ~~31st July~~ 1899.
1st August 99.

EXAMINER, RAILWAY ACCOUNTS, MADRAS
Regr. No. 464
1- AUG. 1889
Enclosures..........

No. 2372.

OFFICE NOTE.

Recd 1/8

Letter from the Agent & Manager Madras Railway, No. 9260/922, dated 28th July 1899, forwarded to the Examiner of Railway Accounts. for remarks.

JK
for E. R.
1/8/99

EXAMINER'S REPLY.

A

Since it has been decided that the Extension capital shall be considered a Sterling one, it makes no difference, so far as exchange is concerned, to which Capital Account English expenditure is charged, as in either case £1 spent by the Board is set off as such against a Sterling figure; but Government is affected in connection with interest thus:—.

Print

Say the English cost of the Rolling Stock is £4

the actual annual interest paid b

Government would be (at 2½ p.c.) £1

if recoverable from the M. Ry. Govt.

would receive (at 1/10d per Re) Rs 12. o

but if from the C. C. Extension

(at say 1/4d per Re) ——— Rs 17.

[500—1-12-98.]

The chief auditor's contention in the last paragraph of the A+M's letter is not understood, since government stands in exactly the same position to both lines, and if it benefits by a short debit to the C.C. extension it loses exactly the same amount by a short credit to the M. Ry. There is, however, the advantage referred to by the chief auditor of having no questions of mileage, demurrage etc,

and as the Board disapprove of separate stock being constructed for the Extensions, the instructions of the Govt. of India might be asked for when the estimate for the stock is submitted for sanction.

It is possible that this question will be settled in the contract under preparation in England.

JGW 5/8/99

C.L.
4-8-99
Rd

Print

B

---

ision for this work will be made in the Budget 1900-1901.

The Sanction will lapse on 31st December 1900.

Madras Railway.

Locomotive Department.

Allocation of Estimate for Rolling Stock for Calicut Cannanore Extension.

Description.	Cash to be expended in India.	Value of Materials.	Total value of work to be done.	Chargeable to Capital.	Chargeable to Revenue.
Line open for Traffic					
VIII Rolling Stock					
1. Locomotive Stock.	2250 . .	111150 . .	113400 . .	113400 . .	. . .
2. Carriage and Wagon Stock.	27890 . .	400780 . .	428670 . .	428670 . .	. . .
Total	30140 . .	511930 . .	542070 . .	542070 . .	

for Chief Auditor

Submitted for approval and Sanction to the Government of

Chief Auditor's Office
3rd August 1899

for Agent and Manager

Consulting Engineer to Government

Secretary to Government

MADRAS RAILWAY
2- AUG 1899
CHIEF AUDITOR'S OFFICE

Madras Railway
Locomotive Department
Estimate of cost of Rolling Stock for Calicut Cannanur Extension.

Quantity	Description of Work	Rate	Cash to be expended in India	Value of Stores	Total Value of work to be done	Chargeable to Capital	Chargeable to Revenue	Remarks
			Provision for this expenditure will be made in the Budget for 1900-1901.					Estimate to lapse 31st December 1900.
	Locomotive Stock							
4	Locomotive Engines		2,250	1,11,150	1,13,400	1,13,400	-	
	Passenger Stock							
4	Bogie III^d class carriages		7,480	50,200	57,680	57,680	-	
	Goods Stock							
80	Covered Goods Wagons		8,720	1,93,680	2,02,400	2,02,400	-	
70	Open Goods Wagons		3,500	1,19,700	1,23,200	1,23,200	-	
10	Timber Trucks		1,350	13,950	15,300	15,300	-	
6	Brake Vans.		6,840	23,250	30,090	30,090	-	
			20,410	3,50,580	3,70,990	3,70,990	-	
	Total Rupees		30,140	5,11,930	5,42,070	5,42,070	-	

Perambur Works
29th July 1899

C W Phipps
Loco: Superintendent.

Regd No 619
5/8

Provision for this work will be made in the Budget 1900-1901.

The Sanction will lapse on 31st December 1900.

Madras Railway.
Locomotive Department
Allocation of Estimate for Rolling Stock for Calicut Cannanore Extension.

19 Bm

Description	Cash to be expended in India.	Value of Materials.	Total value of work to be done.	Chargeable to Capital.	Chargeable to Revenue.
Line open for Traffic					
VIII Rolling Stock.					
1. Locomotive Stock.	2250	111150	113400	113400	
2. Carriage and Wagon Stock.	27890	400780	428670	428670	
Total.	30140	511930	542070	542070	

for Chief Auditor

Print

Submitted for approval and sanction to the Government of

for Agent and Manager.

Chief Auditor's Office
3rd August 1899.

Consulting Engineer to Government.

Secretary to Government.

Madras Railway
Locomotive Department.
Estimate of cost of Rolling Stock for Calicut Cannanur Extension.

Quantity	Description of Work	Rate	Cash to be expended in India	Value of Stores	Total Value of work to be done	Chargeable to Capital	Chargeable to Revenue	Remarks
			Provision for this expenditure will be made in the Budget for 1900-1901.					Estimate to lapse 31st December 1900.
	Locomotive Stock							
4	Locomotive Engines		2250	1,11,150	1,13,400	1,13,400	-	
	Passenger Stock							
4	Bogie IIIrd class carriages		7,480	50,200	57,680	57,680		20 Br
	Goods Stock							
80	Covered Goods Wagons		8,720	1,93,680	2,02,400	2,02,400		
70	Open Goods Wagons		3,500	1,19,700	1,23,200	1,23,200		
10	Timber Trucks		1,350	13,950	15,300	15,300		
6	Brake Vans		6,840	23,250	30,090	30,090		
			20,410	3,50,580	3,70,990	3,70,990	-	
	Total Rupees		30,140	5,11,930	5,42,070	5,42,070	-	

Perambur Works
29th July 1899

C. Phipps
B. Loco: Superintendent.

19 [illegible] 3/8

(No. I.)

No. $\frac{\text{I. 260}}{\text{B. 949}}$

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 4th August 1899

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
-5 AUG. 1899
MADRAS.

C.E. 4066
D. 5.8.99

Print

From

The Agent and Manager,
M. R. Co.

To

The Consulting Engineer for Railways,
Madras.

18 P

Sir,

Reg F linked case

In continuation of my letter no $\frac{\text{I. 260}}{922}$ dated the 28th ultimo, I have the honour to forward herewith an estimate, in duplicate, of the cost of Rolling Stock, amounting to Rs 5,42,070, required for the Calicut Cannanore extension.

I will apply by the next mail for the approval of the Board to this expenditure.

I have the honour to be,
Sir,
your most obedient servant,

Encs. 2.

Ah

Pr Agent and Manager.

Enc. No. 1 to C.E.R's C. No. 4066 of 1899
Letter No. $\frac{9260}{B949}$ D 4-8-99
From Agent M. Ry

Regd no 61
5/8

Public Works (1899) Department.

Railway
CURRENT No. 1048.

From The Govt of India

Order

No. 1240 R.S.

Dated 7th August 99
Received 15th — do —
Registered — do —
Enclosures
Spare copies

SUBJECT.

Rolling stock for the Calicut - Cannanore Railway

Sanctioning with remarks, the indents for certain ——— being sent forward as asked for, amounting to Rs 5,30000.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

5

JOINT SECRETARY TO GOVT. OF MADRAS RY.
RECEIVED
15 AUG. 1899
All communications should be addressed to Joint Secretary

No. 1240 R.S.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STORES.

Print

To

21P

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

Simla, the 7th August 1899.

Sir,

I am directed to acknowledge the receipt of your telegram No.46 B., of the 21st July 1899 asking for permission to authorize indents for the following rolling stock for the Callicut Cannanore Railway viz:-

4 Locomotives, 4 Bogie third class carriages, 6 Brake xxxx Vans, 80 Covered goods wagons, 70 Open wagons and 10 Txxx Timber trucks, being sent forward pending the submission of regular rolling stock estimates.

2. In reply, I am to communicate the sanction of the Government of India to the Indents being sent forward for the quantity of stock asked for, the cost of which it is estimated will be about Rs. 5,30,000; I am however to point out that with limited grants the apportionment of indents over the various years requires careful consideration.

I have the honour to be,
Sir,
Your most obedient servant,

C. O. Ch.
Under Secretary

Documents accompanying:-
Nil.

T.C.B.

Form No. 14.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

C. No. ital

22 P

Print

NOTE ~~FOR~~ by the Con. Engr. for Rys. Madras.

Small cap. { Rolling stock for the Calicut' ~~[illegible]~~ Baliapatam extension of the Madras Railway.

With his letter No. I 260-B-949. dated the 4th Aug 99. the Agent Madras Ry. submits an estimate amounting to Rs. 5.42.070 for the rolling stock of the Baliapatam extension. This comes to Rs. 8750 per mile. As there is as yet no sanctioned estimate for the extension, though it must be nearly ready by this time, it ~~is~~ has been found necessary to obtain the Govt. of India's permission to send home for this rolling stock. I am already in possession of an indent for Rs. 4.60.295 worth of English materials for this rolling stock, ~~but am unable to allow it to go forward pending the Govt. of India's sanction to the estimate.~~ and now that the Govt. of India's permission has been received, it may go forward.

2.- The Board of Directors have expressed the opinion in their Secretary's letter enclosed with the Agent's No. $\frac{9075}{A\cdot106}$ of Feb. 9th 99, that the extension, which is subject to conditions of contract differing radically from those of the Company's main line, should be worked by rolling stock belonging to the main line, and that under no circumstances should there be any stock on running accounts, as in the case of a foreign line.

3.- The Govt. Examiner however has pointed out that if this ~~were~~ be agreed to, that is if the more favourable conditions of the new contract ~~were~~ be confined to the ~~[illegible]~~ extension less rolling stock, while the comparatively onerous conditions of the old contract ~~were~~ are made to apply to the 5½ lakhs worth of rolling st

Government will be losers in respect of this particular item

4. The Agent deals with this question in his No. I. 260–922 dated the 28th July 99, and the Govt. Examiner has noted thereon as follows.

Here quote from A to B. of flag Q. in small type.

The matter will have to be referred for orders to the Govt. of India who were asked a month ago by wire to authorise the indent being sent home, but have not seen fit to reply. Meanwhile the rolling stock must be got in any case, whatever may be the decision that may be arrived at

FB
16/8/99

regard to its allocation, I propose authorise the indent being sent with whatever certificate of funds the Govt. Examiner be in a position to give.

FWS
16/8/99

Form No. $\frac{1}{A}$ A.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Papers to be read in Proceedings:—

Print in full

Serial 1. (with enclosure), 2 (by letter only), 3, 4, 5 (but without the indent), 6, 8, and 9.

Also the Consulting No. $\frac{260}{922}$ July 28th 99 ~~with the enclosures~~ also ANs $\frac{260}{947}$ with the enclosed estimates

India's 1240 R.S. dated 7th Aug 99

Note by the Con. Engr. for Rys. Madras. 1/10-8-99

Proof please

23 P

ORDER. No. 981 Ry dated 4/9/99

The Govt. of India will be addressed.

FWS
16/8

No. 982 Ry dated 4/9/99

Sir

With reference to ~~my telegram No. 16 B. dated the 20th July 99, to which no reply has as yet been received,~~ your letter No. 1240 R.S. dated the 7th Aug. 99, I am instructed to forward for such orders as the Govt. of India may see fit to pass, a copy of this Govt's Proceedings No. 981 Ry dated the 4th ~~Aug.~~ Sept. 99, on the subject of allocation of the expenditure to be incurred on the rolling stock for the Calicut–Beypore extension of the Madras Ry.

Print

The Con. Engr's Note embodied in the Proceedings fully explains the points in regard to which orders are necessary.

I have FWS 16/8

As the mere sending home of the indents cannot in any way prejudice the matter in doubt, the Con. Engr.

has been authorised to allow the Agent to send them to his Board of Directors, with a view to the avoidance of any more delay.

I have &c

FHS

16/8/99

1 2 3

---

1 D proof [illegible] 31/8/99.

RAILWAY.

Government (1899) of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. } *Spare copies*

G.O., No. 981 **Ry.,** 4th **September 1899.**

SEPTEMBER.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 9th February 1898, No. 9075/A. 106.

I have the honour to forward an extract—paragraphs 6 and 7—of a letter received from the Secretary, dated the 13th August 1897, and with reference thereto, I beg to enquire if the provision made for rolling stock in the Calicut-Cannanore estimate may be eliminated and if an indent for the stock required, which under the Board's suggestion will be a direct charge to Madras Railway Capital, may be submitted.

A final revised estimate for the line will be prepared when the Engineer engaged on resurveying the portion beyond the 26th mile has finished this work, and I shall be glad, therefore, if an early reply can be sent to me on the question raised by the Board.

Enclosure.

Extract from a demi-official letter from—The Secretary, Madras Railway Company.
To—The Agent and Manager, Madras Railway.
Dated—London, 13th August 1897.

* * * * *

6. The Board would prefer that no engine or rolling stock be provided for the Cannanore extension, but that it should pay to the main line for the use of the same for its traffic proper interest, say at 4 per cent. on its gross earnings, together with its share of the upkeep in the working charges.

7. Under no circumstances should there be any separate stock or accounts of running as in the case of a foreign line.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—7th June 1898, No. 55/O.

A reply to your No. 9075/A. 106, dated the 9th February 1898, must obviously await the decision which may be come to on the important question of gauge.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 6th May 1899, No. 10682/529.

I have the honour to invite attention to paragraph 1 of my letter No. 9075-A. 106, dated the 9th February 1898, in regard to rolling-stock for the Calicut-Cannanore extension, which has not yet been replied to. I presume the matter has been held over pending decision on the question of gauge, and I now beg to request that you will favour me with a reply.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—16th May 1899, No. 36/O.

In reply to your No. 10682/529, dated 6th May 1899, and with reference to your No. 9075/A. 106, dated 9th February 1898, I have the honour to say that your Board's proposals to work the Cannanore extension with the rolling stock of the main line appear to be suitable.

2. Whether your present rolling stock, or any particular items of it, are sufficient to allow of your working a 70-mile extension of your main line (not a separate branch) without indenting for new stock would be a matter for careful enquiry, depending, as it chiefly does in the case of passenger stock, on the time which vehicles now stand idle at your present terminus, Calicut. I should have thought that the rearrangement made in recent years of your engine station might perhaps result in your not now requiring new engines for this short extension.

3. The matter will doubtless receive at your hands the attention it deserves.

4. A reference to the agreements of various railways will, I think, show you that the usual percentage charged by a main line to a branch or extension for use of rolling stock is 5 per cent. inclusive of everything.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 11th July 1899, No. I. 260/842.

With reference to your letter No. 36/O, dated the 16th May 1899, I have the honour to enclose an indent No. 859 in duplicate for—

4 locomotive engines of the K.A.$_2$ type, new pattern,
80 iron covered goods wagons,
70 iron open goods wagons,

and for material required for the construction locally of—

4 third-class bogie carriages,
6 standard pattern brake-vans, and
10 timber trucks.

With reference to your remark at the close of paragraph 2 of your letter, the Locomotive Superintendent points out that it would not be possible to work the mixed train service over the Calicut-Cannanore extension without increase in the locomotive stock. We are as tightly pushed for power as we can be, and if a rush of traffic should spring up, it is anticipated that we should have great difficulty in dealing with it. Provision has therefore been made in the indent for four engines, of which two will be required to work the mixed trains, the third to be kept as spare at Cannanore for use in case of failure of the mixed or mail engines, and the fourth to allow of one engine to be sent to the workshops for repairs.

The type of engines most suitable for the mixed train service on the extension will probably be the SNBA$_2$ or SB class, and these engines could be transferred from the open line, their places being filled by the engines of the heavy type now indented for.

The covered and open goods wagons, it is proposed, should be of iron. The Traffic Manager does not require any of the covered wagons to be furnished with special fittings for carriage of horses and cattle.

The absence of these fittings will reduce their cost.

With regard to third-class carriages, the number of carriages required for the extension is estimated at eight; but it will be observed from the indent that material is asked for four third-class bogies. It is proposed that these carriages, when built, be used on the Madras-Bangalore mail train, the ordinary thirds which would thereby be released being sent to the West Coast.

It is considered advisable to keep, as far as possible, the ordinary carriages and carriages of the bogie type separate, and as bogies have been provided for the first and second class traffic to Bangalore, it would seem to be well to take the present opportunity for providing bogies for third-class passenger traffic.

The third-class carriages and brake-vans provided for use on the Calicut-Cannanore extension are intended only for the mixed train service.

The Traffic Manager proposes to work the mail trains through, the same engines and carriages running through on the extension.

I request that you will kindly return one of the copies of the indent duly countersigned authorising me to send it forward to the Board for compliance.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 14th July 1899, No. 10682/854.

Rolling stock for the Calicut-Baliapatam extension.

Adverting to paragraph 4 of your letter No. 36/O., dated the 16th May 1899, and in continuation of my letter No. 842, dated the 11th instant, I have the honour to inform you that 4 per cent. of gross earnings would just about cover the interest on capital that will have to be expended to provide a sufficient supply of rolling stock for the use of the Calicut-Baliapatam extension.

We have supplied the Kolar Gold Fields Railway and the Madras-Ennur section with the use of rolling stock at a charge of 5 per cent. of their gross earnings, these lines paying in addition their share of the cost of working such rolling stock and of the necessary repairs and renewals of the total stock on the Madras Railway system.

I agree with you that the almost universal charge is 5 per cent., but the Chief Auditor informs me that he knows of no case where the said charge covers anything beyond interest on the amount of capital supposed to be invested in the average quantity of rolling stock used on such lines.

It is therefore presumed that the Board are correct in their statement that the payment by the extension for use of rolling stock would be interest, say, at 4 per cent. of its gross earnings, *together with* its ordinary percentage of expenditure under abstracts B and C including the cost of repairs and renewals of all rolling stock.

The matter is one which perhaps has been dealt with in the proposed contract between the Secretary of State for India and the Madras Railway Company. I am not aware if a contract has yet been concluded. I will, however, write to my Board on the subject.

Telegram from—The Joint Secy. to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—20th July 1899, No. 46 B.

Pending receipt regular rolling stock estimate for Calicut-Cannanore, I cannot authorise indents going forward without your special sanction. Please grant that sanction, to save delay. Indent covers 4 locomotives, 80 covered goods, 70 open goods, 4 bogie thirds, 10 timber trucks, 6 brakes materials only. Building to be done locally.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—21st July 1899, No. 2240.

In reply to your letters Nos. I-260/842 and 10682/854, dated the 11th and 14th July, respectively, I have the honour to remark as follows. I am unable to formally pass the indents pending the receipt from you of a regular capital estimate for the cost of the rolling stock. This estimate must be sanctioned by the Government of India. With a view to avoid delay, however, I have telegraphed to the Government of India to know whether the indents may go forward.

2. It will doubtless not have escaped your notice that, if your Board's proposals be agreed to, the Government of India would lose, so far as the cost of rolling stock went, the advantage of the lower rate of exchange provided for sterling conversions of expenditure on the extension. Your letter forwarding the estimate might save time by noticing this point and making any suggestion which you consider yourself authorised to make in regard to it.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 28th July 1899, No. I-260/922.

Referring to your letter No. 2240 of the 21st instant, I have the honour to inform you that the Locomotive Superintendent has been requested to prepare an estimate of the cost of the rolling-stock required for the Calicut-Cannanore extension which shall be sent to you for sanction in due course.

With regard to paragraph 2 of your letter, the Chief Auditor remarks:—

> There is to my mind nothing in the question of exchange that can in any way cancel the very considerable benefits both to the Company and to Government that will result by our having but one stock of engines and rollingstock.
>
> The capital account of the Company is a sterling one and the interest thereon is also calculated in sterling; the only way in which exchange comes into question is in the number of rupees to be remitted from net earnings to provide the sterling equivalent of interest.
>
> By the Madras Railway Company providing the rollingstock out of its own Capital, all the Government stand to lose is the difference in exchange on the amount of interest, while I may point out they at once reap the very material gain of a debit to the Company of 1*s*. 10*d*. for every rupee spent locally in Madras in landing the English material and in the whole cost of labour and materials provided in this country for the erection of the engines and the building of the vehicles, such rupees being worth only something under 1*s*. 4*d*.
>
> The great benefit, however, we shall all derive from the Madras Railway providing the whole of the rollingstock is that there will then be no occasion to keep account of the running of such vehicles and no questions of mileage, demurrage, &c., can possibly enter.
>
> From the Board's correspondence in which it is stated that "under no circumstances should there be any separate stock," it has always been understood that the India Office recognized the wisdom of the Board's decision, and that it was settled that the extension would pay the Company 4 per cent. of its gross earnings for the use of rollingstock.
>
> Four per cent. on its yearly earnings will certainly not pay the Company the interest on our expenditure; so here again the Government reap still further benefits.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 4th August 1899, No. I. 260/B.949.

In continuation of my letter No. I. 260/922, dated the 28th ultimo, I have the honour to forward herewith an estimate, in duplicate, of the cost of rolling-stock, amounting to Rs. 5,42,070, required for the Calicut-Cannanore extension.

I will apply by the next mail for the approval of the Board to this expenditure.

ENCLOSURES.

Provision for this work will be made in the Budget 1900-1901.

The sanction will lapse on 31st December 1900.

MADRAS RAILWAY.

Locomotive Department.

ALLOCATION of estimate for rolling-stock for Calicut-Cannnore Extension.

Description.	Cash to be expended in India.	Value of materials.	Total value of work to be done.	Chargeable to Capital.	Chargeable to Revenue.
Line open for Traffic.	RS.	RS.	RS.	RS.	
VIII. Rolling-stock—					
1. Locomotive stock	2,250	1,11,150	1,13,400	1,13,400	..
2. Carriage and wagon stock	27,890	4,00,780	4,28,670	4,28,670	..
Total ..	30,140	5,11,930	5,42,070	5,42,070	..

ESTIMATE of cost of rolling-stock for Calicut-Cannanore Extension.

Quantity.	Description of work.	Rate.	Cash to be expended in India.	Value of stores.	Total value of work to be done.	Chargeable to Capital.	Chargeable to Revenue.	Remarks.
	Locomotive Stock.	Provision for this expenditure will be made in the budget for 1900-1901.						
4	Locomotive engines ..	..	RS. 2,250	RS. 1,11,150	RS. 1,13,400	RS. 1,13,400	..	Estimate to lapse 31st December 1900.
	Passenger Stock.							
4	Bogie third-class carriages ..	..	7,480	50,200	57,680	57,680	..	
	Goods Stock.							
80	Covered goods wagons ..	..	8,720	1,93,680	2,02,400	2,02,400	..	
70	Open goods wagons ..	..	3,500	1,19,700	1,23,200	1,23,200	..	
10	Timber trucks ..	..	1,350	13,950	15,300	15,300	..	
6	Brake-vans ..	..	6,840	23,250	30,090	30,090	..	
		..	20,410	3,50,580	3,70,990	3,70,990	..	
	Total ..	..	30,140	5,11,930	5,42,070	5,42,070	..	

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 7th August 1899, No. 1240 R.S.

I am directed to acknowledge the receipt of your telegram No. 46 B. of the 20th July 1899, asking for permission to authorize indents for the following rolling stock for the Calicut-Cannanore Railway, viz., four locomotives, 4 bogie third-class carriages, 6 brake-vans, 80 covered goods wagons, 70 open wagons and 10 timber trucks, being sent forward, pending the submission of regular rolling-stock estimates.

2. In reply, I am to communicate the sanction of the Government of India to the indents being sent forward for the quantity of stock asked for, the cost of which it is estimated will be about Rs. 5,30,000; I am however to point out that with limited grants the apportionment of indents over the various years requires careful consideration.

Note by the Consulting Engineer for Railways, Madras, dated 16th August 1899.

ROLLING-STOCK FOR THE CALICUT-BALIAPATAM EXTENSION OF THE MADRAS RAILWAY.

With his letter No. I. 260/B.949, dated the 4th August 1899, the Agent, Madras Railway, submits an estimate amounting to Rs. 5,42,070 for the rolling-stock of the Baliapatam extension. This comes to Rs. 8,750 per mile. As there is as yet no sanctioned estimate for the extension, though it must be nearly ready by this time, it has been found necessary to obtain the Government of India's permission to send home for this rolling-stock. I am already in possession of an indent for Rs. 4,60,295 worth of English materials for this rolling-stock, and now that the Government of India's permission has been received, it may go forward.

2. The Board of Directors have expressed the opinion in their Secretary's letter enclosed with the Agent's No. 9075/A.106, of February 9th, 1898, that the extension, which is subject to conditions of contract differing radically from those of the Company's main line, should be worked by rolling-stock belonging to the main line, and that under no circumstances should there be any stock or running accounts, as in the case of a foreign line.

3. The Government Examiner, however, has pointed out that if this be agreed to, that is, if the more favourable conditions of the new contract be confined to the extension *less* rolling-stock, while the comparatively onerous conditions of the old contract are made to apply to the $5\frac{1}{2}$ lakhs worth of rolling-stock, Government will be losers in respect of this particular item.

4. The Agent deals with this question in his No. I. 260/922, dated the 28th July 1899, and the Government Examiner has noted thereon as follows:—

> Since it has been decided that the extension capital shall be considered a sterling one, it makes no difference, so far as exchange is concerned, to which Capital account *English* expenditure is charged, as in either case £1 spent by the Board is set off as such against a sterling figure; but Government is affected in connection with interest, thus:—
>
> | | |
> |---|---|
> | Say, the English cost of the rolling-stock is ... ... | £ 45,000 |
> | The actual annual interest paid by Government would be (at $2\frac{1}{2}$ per cent.) ... ... | £ 1,125 |
> | If recoverable from the Madras Railway, Government would receive (at 1*s*. 10*d*. per rupee) ... ... | Rs. 12,000 |
> | But if from the Calicut-Cannanore extension (at say, 1*s*. 4*d*. per rupee) ... ... | „ 17,000 |
>
> The Chief Auditor's contention in the last paragraph of the Agent and Manager's letter is not understood, since Government stands in exactly the same position to both lines, and if it benefits by a short debit to the Calicut-Cannanore extension, it loses exactly the same amount by a short credit to the Madras Railway. There is, however, the advantage referred to by the Chief Auditor of having no questions of mileage, demurrage, etc.

5. The matter will have to be referred for orders to the Government of India.

ORDER—No. 981 Ry., dated 4th September 1899.

The Government of India will be addressed.

[Here enter No. 982 Ry, dated 4th September 1899.]

(True Extract.)

Under Secretary.

Exd. A. Rungasawmy Aiyangar.

No. 982 Ry., 4th September 1899.

PUBLIC WORKS DEPARTMENT.

Railway.

Letter—from

Francis J. E. Spring, Esq., c.i.e.,
Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

To

The SECRETARY to the GOVERNMENT of INDIA,
Public Works Department.

Sir,

With reference to correspondence ending with your letter No. 1240 R.S., dated the 7th August 1899, I am instructed to forward, for such orders as the Government of India may see fit to pass, a copy of this Government's Proceedings, No. 981 Ry., dated the 4th September 1899, on the subject of allocation of the expenditure to be incurred on the rolling-stock for the Calicut-Baliapatam extension of the Madras Railway.

The Consulting Engineer's note embodied in the Proceedings fully explains the points in regard to which orders are necessary.

I have the honour to be,
Sir,
Your most obedient servant,

Joint Secretary.

8/-

Ootacamund,
4th September 1899.

Note

Please attach G.O. 981 Ry of 4/9/99 to Invoice letter also.

Exd. A. Rungasawmy Aiyangar.

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd.
} 1899.
Regd.

Enclosures

Spare copies

Letter, No. 982 Ry., 4th September 1899.

SEPTEMBER.