

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 320

DATED 6th August

[Despatch Abstract.]

South Indian Railway. — Ordered that the list of open Capital Sanctions, — for the quarter ending 30th September 1895, be forwarded to the Govt of India. —

Forwarding Prov. embodying the list of open Capital Sanctions, — for the quarter ending 30th September 1895. —

FURTHER PAPERS.

[illegible]

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

Under Section 6, Act I of 1894, the Right Honorable the Governor in Council hereby declares that the land mentioned in the following Schedule and measuring acres

Under Section 6, Act I of 1894, the Right Honorable the Governor in Council hereby declares that the land mentioned in the following Schedule and measuring acres

12-26 Cent, is the same a little more or less, as needed for a public purpose, to wit, for the Des Moines and Iowa Railway, and under Sections 3 and 7 of the same Act, is appointed to perform the functions of a Collector under the Act and directed to take order for the acquisition of the said land.

2. This being a case of wrongful the said applicant is directed to take possession of the said land under Section 17 of the said Act.

District.	Taluk.	Village.	Description of land, Wet or Dry, Inam or Purnboke, with Survey or Pannash Number.	Name of Owner or Occupier.	FOUNDATIONS OF THE LAND REQUIRED TO BE TAKEN UP.				Extent to be taken up.	Estimated cost.	Author sanctioning the same.	
					North.	East.	South.	West.				
Krishna	Repalle.	Manahi - Kalapudi.	Gouda, 178 $\frac{B}{A}$	Gouda, 178 $\frac{B}{A}$	177 $\frac{A}{A}$	178 $\frac{C}{C}$	180 $\frac{A}{A}$ + 181 $\frac{B}{B}$ + 179 $\frac{A}{A}$	179 $\frac{B}{B}$	0-88	176-00		
			183 $\frac{B}{B}$	183 $\frac{B}{B}$	181 $\frac{B}{B}$	183 $\frac{A}{A}$ + 184 $\frac{A}{A}$	186 $\frac{B}{B}$	183 $\frac{C}{C}$		1-05	210-00	
			184 $\frac{A}{A}$	184 $\frac{A}{A}$	-	184 $\frac{B}{B}$	186 $\frac{B}{B}$	183 $\frac{B}{B}$		0-19	38-00	
			191 $\frac{A}{A}$	191 $\frac{A}{A}$	190 $\frac{B}{B}$	189 $\frac{B}{B}$	192 $\frac{A}{A}$	171 $\frac{B}{B}$		0-26	52-00	
			192 $\frac{A}{A}$	192 $\frac{A}{A}$	191 $\frac{A}{A}$	189 $\frac{B}{B}$	192 $\frac{B}{B}$	192 $\frac{B}{B}$		0-01	2-00	
			185 $\frac{A}{A}$	185 $\frac{A}{A}$	-	185 $\frac{B}{B}$	187 $\frac{B}{B}$	186 $\frac{B}{B}$		0-24	68-00	
			170 $\frac{A}{A}$	170 $\frac{A}{A}$	-	170 $\frac{B}{B}$	170 $\frac{B}{B}$	170 $\frac{B}{B}$		0-00	00-00	
			171 $\frac{A}{A}$	171 $\frac{A}{A}$	-	171 $\frac{B}{B}$	171 $\frac{B}{B}$	171 $\frac{B}{B}$		0-00	00-00	
			172 $\frac{A}{A}$	172 $\frac{A}{A}$	-	172 $\frac{B}{B}$	172 $\frac{B}{B}$	172 $\frac{B}{B}$		0-00	00-00	
			173 $\frac{A}{A}$	173 $\frac{A}{A}$	-	173 $\frac{B}{B}$	173 $\frac{B}{B}$	173 $\frac{B}{B}$		0-00	00-00	

Memorandum from the Agent and Manager, Madras Railway Company, dated 11th October 1895, No. R. 20/915.

ABSTRACT.—Submitting the list of Open Capital Sanctions, Telegraph Department, for the quarter ending 31st December 1895.

TELEGRAPH DEPARTMENT

List of Open Sanctions for the quarter ending 31st December 1895.

(a) No works to be carried on after date on which sanction closes, without renewal of sanction which should be applied for at least one month before lapse of sanction
(b) Bills for works to be passed within three months from date of sanction closing, any subsequently submitted to be accompanied by explanations of delay and dealt with at Official Committee at which the Consulting Engineer is present, before audit
(c) Expenditure on Capital works not in the list will not be passed unless formal sanction has been received during the quarter

Register number and date	Authority.	Works	SANCTIONED EXPENDITURE		EXPENDITURE AS PER AUDITOR'S BOOKS UP TO 31st JULY 1895.			Date on which sanction closes	Remarks
			Cash.	Stores	Total.	Cash.	Stores	Total.	
1. 6 MR of 1889.	G I No 649 R.C., dated 9th July 1889, G O No 798 R., dated 25th July 1889, M O M., dated 25th July 1895	Revised estimate for the extension of block system and the introduction of starting semaphore signals, &c, on South-west and North-west lines including additional stations	RS 64,943	RS 1,01,818	RS 1,66,761	RS 60,670	RS 97,455	RS 1,58,125	30th Sept 1896
2. ..	M G O No 111 R., dated 1st Feb 1889, M O M., dated 27th Feb 1895, G O No 429 R., dated 15th Aug 1894	Single needle instruments, batteries, &c, for trial and additional stations.	4,122	3,588	7,710	1,290	1,498	2,788	31st Mar 1896.
3. ..		Lighting the Arkonam station and yard by electricity	3,830	12,170	16,000	..	..	..	30th Sept 1896 ..
									Rs 1,230 sanctioned to Revenue.

ARKONAM,
8th October 1895.

(Signed) F. DUNSTERVILLE,
Chief Auditor.

(Signed) E. A. WALLER,
Govt. Exr of Railway Accounts.

(Signed) G. K. WINTER,
Telegraph Engineer.

(Signed) A. EDWARDS,
for Agent and Manager.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

1904/10/16

NOTIFICATION.

Under Section 6, Act X of 1870, the Right Honorable the Governor in Council hereby declares that the land mentioned in the following Schedule and measuring acres 4-45, be the same a little more or less, is needed for a public purpose, to wit, for the purpose of a school, and under Sections 3 and 7 of the same Act, the said Deputy Collector is appointed to perform the functions of a Collector under the Act and directed to take order for the acquisition of the said land.

This being a case of urgency, the said officer is directed to take possession of the said land under section 17 of the said Act.

District	Taluk.	Village.	Description of land, Wet or Dry, Inam or Poramboke, with Survey or Paimash Number.	Name of Owner or Occupier.	BOUNDARIES OF THE LAND REQUIRED TO BE TAKEN UP.			Extent to be taken up.	Probable value of the land to be taken up.			Estimate / sanctioning the work for which lands are required.
					North	East.	South.	West	RS.	A.	P.	
Kisluva	Repalle	Pimpapadu	Lower inam Wet-Dry 64 B	Periyayyanah	62 B	64 B	66 B	285 B	1-15	172	8	0
			6061 B	Koganti Venkataiah	64 B	66 B	-	285 B	0-23	34	8	0
			6-286 B	Ballaundi Lakshmayya	-	285 B	284 B	286 B	0-28	72	0	0
			60-284 B	Kuma Basa - venkata	286 B	285 B	70 B	284 B	1-50	225	0	0
			60-70 B	Karati Nara - Srinulu	284 B	70 B	-	71 B	0-38	67	0	0
			Government Dry 72 B	Ballaundi Lakshman - nat	71 B	73 B	72 B	72 B	0-12	12	0	0
			Lower inam Wet-Dry 73 B	Jumuluvi	72 B	71 B	-	73 B	0-73	107	8	0
			60-74 B	Karati Nara	73 B	74 B	74 B	74 B	0-06	9	0	0
									4-65	891	8	0

The parties have no objection to part with their land.

Cant. Office Pimpapadu
Bof the Taluk District

Under Sec. 15 of the Act of 1870

Under Sec. 15 of the Act of 1870

Under Sec. 15 of the Act of 1870

Ref No 110 dated 5th
May 1896

No. 110 D. dated 16.5.96
Special Deputy Collector's Office
Bapatla Division Bezwada
Madras State Railway
Camp Pandalipatti dated
8th May 1896.

From

C. R. R.

C. Seshadri Red Pantubagar
Special Deputy Collector Bapatla Division
Bezwada - Madras State Railway

To

The Joint Secretary to Government
P. Z. & D. Railway Branch
Madras

Sir,

I have the honor to submit under
section 6 of Act I of 1896 for publication in the
Fort Saint George Gazette, draft declaration
and schedule for lands required for the
Bezwada Madras State Railway in Pinapad
village Repalle Taluk and to request
that I may be authorized to take order
for the acquisition of the land

I have the honor to be
Sir

Your most obedient servant

C. R. R.

Special Deputy Collector
Bapatla Division

Mr.

From
The Special Deputy
Collector Bapatla District
Bell & Railway

To
The Joint Secretary
to Government P.W.
& Railway Branch
Madras

Dated 5th May 1896

Ref No 110 of 96

Ref No 110 of 96

Enclosed

Subject:

Submitting for publication
in the Fort Saint George
Gazette draft declaration
and schedule for lands
required for the Bell &
Railway in Pinapadu
Village.

No 440 D. dated 16.5.96

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following :-

Letter from the Collector
of Bapatla District, B.M. Dy.
dated 8th May 96, submitting
draft declaration for acquisition of land required for B.M. Dy.
in the Pinapadu village of the Krishna District.

The notification as amended by Govern-
ment is approved and will be published in the
Fort St. George Gazette.

Y.S. 12/5

D. R.

To
The S. in C., B.M. Dy.
Collector of Krishna
Notification to Press. 12.5.96
The S. in C., B.M. Dy.
B.M. Dy. 12.5

2348

Form No 10

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 2-6-1894

Railway Department.

To

K North Arcot

No. 1717 Reply No. , dated

SIR,

With reference to your letter No. 2770 of 24th ult. ^{Gl Eng} I have the honor to inform you that the plan referred to, was, owing to urgency in securing the lands, sent to you direct by the Agent S. I. R., who has now been asked to furnish you with the required information.

CMM 1/6

Reminders.

No. 1718
2-6-94

Copy forwarded to A with reference to his No. 215 of 19th Feb/94 with the request that K of North Arcot may be furnished with the necessary information.

CMM 1/6

for E.R.

1-6-94

Kms 1/6

TELEGRAM ^{URGENT}
ORDINARY
DEFERRED

FROM

E.R.

To

Agent

S. I. R.

Please expedite information to K
A. Arcot vide the office no. 1718 of 2-6-94
as he presses for reply.

To A. Arcot
No. 3445 / I L L to inform you that
5-11-94 I have recd another reminder
from K A Arcot on the subject
of the plan of the land taken up
for the Perur quarry near Tirupattur.
Please see my no 1718 of 2-6-94 &
subsequent reminder. I shall be
obliged if the matter can be settled
at an early date.

CMU ⁵/₁₁

No. 1115

South Indian Railway Co., Ltd.,

AGENT'S OFFICE,

TRICHINOPOLY, 9th November 1894

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS

Sir,

In reply to your letter N^o 3448 of 5th
instant, I have the honor to inform you that
the Perur Quarry was opened for the construction
of the Cuddalore-Mellore State Railway, and
came into our possession when this section of the
line was handed over to the South Indian Railway.
It was worked to a large extent on the construction
of the Villupuram-Dharmavaram section. Among
the records that came into our possession, the Chief
Engineer cannot find any trace of a land plan.
My letter N^o 215 of 19th February, 1889 refers to the
plan and Schedules of Class A and B land acquired
for the construction of the main line in Perur
village, and not to the land for the Quarry, which
had been taken up some years previously.

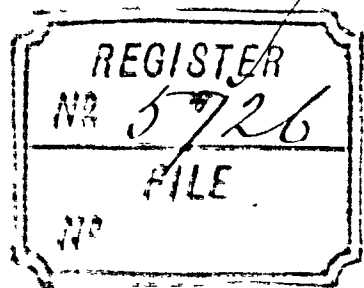
CMU ¹⁰/₁₁

I have the honor to be,
Sir

Your most obedient servant

J. H. Le Mesurier
for Agent

60



SP 144.

To

The Collector of
North Arch.

Honored Sir,

With reference to your honor's
memorandum of the 2537 of 1893 dated
26.9.93, I beg to report that the Resident
Engineer has, after several communications
at last informed me in his letter ⁴⁶₂₁
dated 10-6-94 that he is unable to say
on what date the land in Gollapalli
village for Perum quarry purposes, was taken.

A copy of this letter is herewith
sent. The place or schedule required by
him is not in this office records. I beg
to request that orders may be issued
for the disposal of the same if they are in your
honor's office. If none is available there, I beg to
submit that this reference may be disposed of with
reference to my order ¹³⁵₂₃₋₅₋₉₄. I beg to remain
Yours faithfully,
J. G. Brown
Dona Ball

Checked by
13-6-94

(True copy)

11/2/95

From

The Agent,

South Indian Railway,

Tiruchampally,

To

The Consulting Engineer for

Railways,

Madras

Dated

Received

No

INCLOSURE

Form No. 7.

MADRAS, 15th Feb 1895.

To

Agent, S. I. R.

No. 559 Reply No. 224, dated 9.3.95

SIR,

With reference to the correspondence ending with your letter No 1118 dated 9th Nov 1894. I have the honor to forward a copy of letter to a dated 9 Feb 1895 with enclosure from the Collector of North Arcot, and to request that you will kindly ask the Chief Engineer to look again into the ^{matter} ~~questions~~ and if possible to reply to the Collector's questions.

Yours
14/2/95

Reminders.

Subject

No. 224

South Indian Railway Co., Ltd.,

AGENT'S OFFICE,

TRICHINOPOLY, 9th March 1895.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS

Sir,

Your letter of the 15th ultimo.
The Chief Engineer reports that all the records
have been carefully gone through, and nothing
can be traced here regarding the land for the
Perur Quarry. He thinks the records in the
Collector's Office should show what has been
done.

I have the honour to be,
Sir,

Your most Obedient Servant

J. H. Le Mesurier
for Agent.

J. H. Le Mesurier

✓
1106

113

Cur. no. 1106.

✓
No 877 of 11 3-95

Copy forwarded to H. Smith
for information in ref.
The no. 804 of 9 2 95.

The original enclosures, received
in this above no are herewith returned

11/3/95

Encs: 10 (1 bundle)

11/3

38
NORTH ARCOT, COLLECTOR'S OFFICE,

Camp 5th May 1896.

Cur No. 1267
REV. ON C. No. 1267 of 1896.

From

G. E. C. Campbell Esquire

Collector of North Arcot.

To

The Secretary to Government,

Public Works Department,

Madras.

SIR,

I have the honor to forward herewith a draft declaration regard-
Taluk ... Chudragiri ing the acquisition of the lands in the villages noted in the margin and
Village ... Lollapatti to request that you will be good enough to cause the same to be pub-
lished in the Fort Saint George Gazette. The owner is willing to part
with the land on payment of proper compensation.

I have the honor to be,

Sir,

Your most obedient servant,

G. E. C. Campbell

Collector.

C. S. S. S. S.
Camp 7/5

North Arcot.

11. MAY 1996

No. of Enclosure

Letter, dated *5. May* 189*6*

Ref on Cert No. 1267 of 1896

SUBJECT.

Submitting for approval
and publication in the West
Saint George Gazette a
draft notification regarding
the acquisition of land for
the road from Limpali
Railway Station to the
Railway quarry at Beras.

NOTIFICATION.

Under Section 6, Act I of 1894, the Right Honorable the Governor in Council hereby declares that the land mentioned in the following Schedule and measuring ~~approximately~~ *about 19* ~~square miles~~ *square miles* ~~be the same a little more or less, is ceded for a public purpose, to wit, for purposes of a road leading from the head of the lake to the lake~~ *be the same a little more or less, is ceded for a public purpose, to wit, for purposes of a road leading from the head of the lake to the lake* and, under Sections 3 and 4 of the same Act, *is ceded for a public purpose*.

SCHEDULE:

[illegible]

P. 429 K dated 11.5.96

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

18/-

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Collector of North Arcot } Ref on Cur Var
H.E. No. 1267 A dated 5 May 1896,
submitting draft declaration for acquisition of land
req^d for purposes of railway road from Tirupati Puzi
Station, S-S. Puzi, to Perur quarry in the Gonnampalli village
of the N. Arcot Dt.
The notification as amended by Govern-
ment is approved and will be published in the
Fort St. George Gazette

1896
D. R.

DESPATCHED
28 MAY 96

To The Agent, S-S. Puzi
Collector of North Arcot (with the file of this paper)
Notification to Press.

Bf. No. 429 K dated 11.5.96

G.O.	No.	Department:	Date.	G.O.	No.	Department.	Date.
	734	R	6-11-05				

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	734	R					

Subject.

141/143

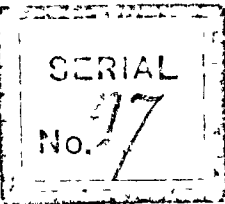
(No. 1)
No. 6448^{PL}

287

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 10th April 1886



From

They Agent and Manager.
M.R.B.

Heoff Consulting Engineer for Railways.

SIR,

In accordance with the re-
quest contained in your letter No 967
of the 24th ultimo. I have the honour
to forward herewith copy of the Traffic
Manager's report with its enclosures
on the falling off in the number
of 3rd class passengers referred to in
paragraph 1 of my letter No 2245
of the 19th idem to the Board.

we have already sent
the statement called for
by him in Traffic Manager's
letter right in front of him
but his unsatisfactory manner
has not improved
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No. 188
Dated
Recd.
To
The Consulting Engineer
for Railways.
The Agent and Manager.
MADRAS RAILWAY

No. AB/43315
26356

MADRAS RAILWAY COMPANY,
TRAFFIC MANAGER'S OFFICE,
Central Station, Madras, 7th March 1896.

The Agent & Manager,
Madras Railway Company.

Dear Sir,

COMPARISON OF 3rd CLASS PASSENGER TRAFFIC DURING
THE HALF YEARS ENDING JUNE 1894-95.

Your No. 392 of 22nd January 1896.

The 3rd Class passenger traffic statements prepared by the Chief Auditor for the period named above show the following sectional results:-

SECTION 1. MADRAS TO JALAPPET.

Mail Bookings.-Increase of 43,539 in numbers and Rs. 42,932 in receipts.
Ordinary Train Bookings.-Decrease of 205,959 in numbers and increase of Rupees 45,527 in receipts. Roadside Station Masters attribute the decrease in numbers to (1) Increased fares; (2) A less number of marriages being celebrated during that period; (3) Bad trade in consequence of which the people who had produce &c., to dispose of, did not travel.

SECTION 2. JALAPPET TO PODANUR.

Mail Bookings.-Increase of 9,445½ in numbers and Rs. 21,491 in receipts.
Ordinary Train Bookings.-Decrease of 54,295½ in numbers and increase of Rupees 31,015 in receipts. Station Masters on this section attribute the decrease to (1) The monsoon having set in; (2) Less feast traffic; (3) Failure of crops; (4) Increased fares; (5) South Indian passengers being booked through via Erode instead of having to book locally from Erode to Madras Railway stations; (6) Passengers booking through to Coimbatore, Palghat &c., instead of to Podanur and rebooking. In 1894 the two fares were slightly less than the through fare but in 1895 the difference has been adjusted and a passenger consequently did not take two tickets for one journey.

SECTION 3. JALAPPET TO BANGALORE.

Mail Bookings.-Increase of 7,477 in numbers and Rs. 15,231 in receipts.
Ordinary Train Bookings.-Decrease of 25,912½ in numbers and increase of Rs. 53,934 in receipts. The decrease in the numbers of 3rd Class ordinary train passengers is attributed to (1) Increased fares; (2) Cholera in the

district; (3) Decrease of establishment at the Kolar Mines; (4) to passengers for the Kolar Branch booking through instead of to Bowringpet from which station they recooked in 1894. There was only one local fare on the Kolar Branch in 1894 but in 1895, a 2-nd to 5th Class mileage fare had been sanctioned and through tickets were issued the same as on the Madras Railway.

SECTION 4. ...

Mail Bookings.—Increase of 14,843½ in numbers and Rs. 5,377 in receipts.
Ordinary Train Bookings.—Decrease of 14,404½ in numbers and increase of Rs. 4,420 in receipts. The decrease in numbers is attributed to (1) heavy rains; (2) Increased fares; (3) Stoppage of Nilgiri Railway works.

SECTION 5. ...

Mail Bookings.—Decrease of 83,703½ in numbers and increase of Rs. 21,245 in receipts.

Ordinary Train Bookings.—Decrease of 83,855 in numbers and increase of Rs. 16,812 in receipts. It has already been explained that owing to the fares over this section being the same by both the Mail and Ordinary in 1894, no proper division was made at stations so that no satisfactory comparison can be made. There is a very satisfactory increase in money however.

SECTION 6. ...

Mail Bookings.—Increase of 8,580 in numbers and Rs. 12,951 in receipts.

Ordinary Train Bookings.—Decrease of 33,901 in numbers and increase of Rs. 15,805 in receipts. The decrease in the numbers of ordinary passengers is attributed to (1) Increased fares; (2) Cholera in the district; (3) a less number of marriages; (4) Passengers booking through instead of recooking at Arkonam.

SECTION 7. ...

Mail Bookings.—Increase of 17,580½ in numbers and Rs. 25,359 in receipts.

Ordinary Train Bookings.—Decrease of 70,515½ in numbers and increase of Rs. 17,582 in receipts. The decreases in numbers on this Section are attributed by Foadside Station Masters to (1) Increased fares; (2) Cholera; (3) More passengers booking through via Guntakal, Ennakavaran, and Bangalore; but there is no doubt that the pilgrim traffic from the north to Tirupati has been steadily ceasing by any route.

(5)

Copies of reports on Bri Class traffic are enclosed from

Mr. Ross, Arkonan Division,

Mr. Greenall, Gooty "

Mr. Johnstone, Jalager Division.

Mr. Byron, Podanur Division.

Copies of reports from the Station Masters Raichur, Gundlupah, Katpadi, Tirupattur, Arkonan, Tiruppur, Tirur and Shoranur are sent herewith.

From Paragraph 13 of the Chief Auditor's report it is clear that even with stations contiguous to each other the total result has been a gain to the Company in revenue though the numbers have considerably decreased. It is however the opinion of Divisional Officers that this decrease is more apparent than real as many passengers were in the habit of rebooking at roadside stations having booked for only a part of the journey in the hope of evading payment for the remainder or because there happened to be a fractional difference between the two fares and the through fare. A passenger having booked for only a part of his journey on hearing that the Travelling Ticket Collectors were on ahead would slip out of the train and rebook at a roadside station. Circular No. 8516 of 22nd September 1894, copy attached, gradually put a stop to this.

The total percentage of decrease in numbers of Bri class passengers carried during the half year was 9.53 but I am of opinion that nothing like this percentage was the result of the increased fare. I am further of opinion that if we had been carrying passengers for nothing and then imposed merely a nominal charge, a certain number of short distance passengers would have walked for a time. It is an easy matter to introduce arbitrary short distance fares but this encourages rebooking and tends to increase attempts to defraud the Company.

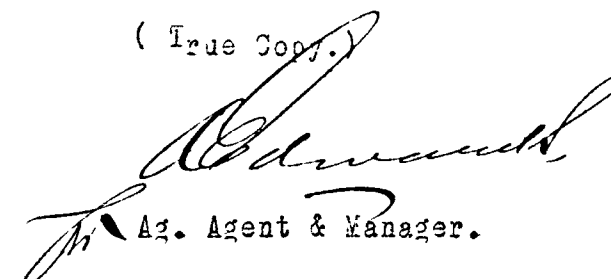
Yours faithfully,

(Sd.)

F. H. READ,

Traffic Manager.

(True Copy.)


F. H. Read,
As. Agent & Manager.

Copy of a letter No. A/4909, dated 19th February 1923, from L. S. Ross, Esq., Assistant Traffic Manager, Arkonah, to the Traffic Manager, ^{Head Office} re. Particulars of 3rd Class traffic by Ordinary and Mail trains for Board of Directors.

In reply to your letter of 29th ultimo, I beg to inform you that the views of two of the most intelligent Station Masters on the Division have been called for and will be forwarded you when received.

I have given the question of the reduced numbers on this Division careful consideration, and can only state that in my opinion the falling off in numbers is only what was to be expected from the increased fares and that it is not attributable to causes other than this.

With stations comparatively close to each other as they are on the double line, it is natural that the falling off should be greater than in other cases where the distances are greater.

One point which operates against short distance station-to-station traffic is the minimum charge for luggage and H.C. and D. traffic of 4 annas which means that in many cases the passenger has to pay more for his luggage than he does for himself. We have recently become considerably more strict with luggage than we were formerly and I think it is possible that in a minor degree this has affected short-distance traffic.

In a similar way, the same minimum charge applies for fowls, birds and small animals whether in the hand or in baskets. With the poorer classes of natives 4 annas is a considerable item, in considering their profit, and they will walk a very long way before they part with it.

The rule with regard to birds applies specially in the case of cock-fights. These fights as you are aware, are largest on the West Coast but the practice of cock-fighting is common throughout the Presidency, and a man in many cases will walk a considerable distance with his bird to a fight rather than pay the extra railway charge. I would advocate a reduction in the short-distance minimum rate for baskets, fowls, &c., when accompanied by the owner, and that a single bird carried in the hand should be allowed free.

Copy of a letter No. A/4909, dated 19th February 1896, from E. R. Ross, Esq., Assistant Traffic Manager, Arkonam, to the Traffic Manager, re. ^{Andrew} Particulars of 3rd Class traffic by Ordinary and Mail trains for Board of Directors.

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Copy of a letter No. A/3033, dated 3rd February 1893, from R. Greenall, Esq., Assistant Traffic Manager, dooty, to the Traffic Manager, Madras, re. Particulars of 3rd Class traffic by Ordinary and Mail trains for Board of Directors.

As desired, I attach copies of replies from the Station Masters Raichur and Cuddapah.

Both Station Masters bring to notice points which bear upon the subject. Mr. White simply makes a broad statement which however he substantiates by figures which shew a large decrease for Katamar passengers.

On the other hand, I do not accept his statement for longer distances as I do not believe that, say to Guntakal, nearly 30 % of the passengers walk.

Mr. Funnias refers to the pilgrim traffic and I think it highly probable he is to some extent correct, but not quite so. He overlooks the fact that by travelling via Raichur and Guntakal the numbers still come into the calculation. It is more likely that the pilgrims were new to numbers.

Enquiries at Raichur and Rayalcheruvu lead me to think that in 1894 there was an abnormal traffic. Merchants were ever on the move from one place to another. In 1895, the number of coolies travelling from these districts up and from Tirunacherla, Nancherla, Aspari and Adoni is said to have been fewer.

The attached statement however from Rayalcheruvu supports the first idea very strongly as the public would not walk such long distances for such a trifle, e.g., Rayalcheruvu to Tadpatri is 15 miles. The increased fare means $7\frac{1}{2}$ ones. It is unlikely that nearly 20 % of the passengers now walk the whole way and if we admit they walk to the next station there would be no decrease in number.

Similar remarks apply to the Tirunacherla and Adoni districts where many merchants reside. There was, I am informed, no local demand for grain in 1895 owing to prices being even and local supplies good, consequently merchants are said to have moved about very little or travelled longer distances.

Taking the figures shown in clause 13 of your report for the

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half year June 1895, it would appear that in 1893 and 1894 the traffic was abnormal. The figures for June 1895 show an increase over 1892 much on the same rates as the previous increases. I think also the figures in the table prove very clearly that the public vary very much in the length of journey.

In 1892 you have a large increase of passengers, but an equally large decrease in receipts showing shorter journeys. Again, if we take 1894 figures they show a large decrease compared with 1893, but I submit not in proportion to each other. These figures I conclude show that the public sometimes travel longer distances during a half year, and 1895 appears to have been one of these periods and correspond with 1891. As you are aware there was a scarcity in the latter year when merchants appear to have gone from and to large centres where they knew there was trade instead of from and to small villages in search of a little business.

There are many little points which have assisted to decrease the number of passengers but add to the receipts. There are many more car tickets printed now; consequently Station Masters and Booking Clerks are not tempted to book passengers to large stations where they had to rebook. I believe other Companies also issued more tickets to Madras Railway stations instead of to the Junctions, particularly the South Indian Railway Company with whom I believe much correspondence has passed on the subject.

Strict orders have been issued to the Staff not to rebook at roadside stations. This, I am of opinion, has had a tendency to reduce the number of passengers, but of course it has probably swelled the receipts by preventing in some cases fraud, although possibly the chief idea with the public was to save a few pence owing to two fares being slightly cheaper than a through fare.

I have given reasons for what I believe to be the cause for a considerable falling off in numbers but still I think that the increased fare has also had some effect upon short-distance traffic but not to the extent the figures appear to show.

Copy of a letter No. A/231, dated 3rd February 1893, from W. H. Jonastone, Esq., Assistant Traffic Manager, Madras, regarding particulars of 1st Class traffic by Ordinary and Mail trains for Board of Directors.

Submitted to the Traffic Manager.

I beg to attach copies of letters from Station Masters of Katpalli, Tirupatur, for your information.

In looking at the figures for the half years ending June 94, '94, and 95, that of '95 shows an extraordinary increase. It is not due to the gradual growth of traffic, as is perceptible in preceding years but is due to feast, marriage and pilgrim passengers, the latter caused to a great extent by previous years of pestilence, cholera chiefly. The fulfilment of vows and the visiting of shrines was the backbone of this increase.

In previous half year ending June '94, we also were upon an abnormal period. In the latter end of this half year the Kolar Gola branch line was opened for traffic. The rush to the lines from curiosity, to see relatives, and to obtain employment was great from all parts of the line extending from Calicut to Madras and Bangalore branch. Besides this, Hindu passengers travelled in large numbers on account of marriages. In conversation with several Station Masters, I have been told the same thing.

We now come to the next half year of June 1895, where the increase in the 1st Class rate was started. There is no doubt we have lost some short-distance passengers, but all the decrease cannot be attributed to it. As stated in my 5th para. there was a rush to the Kolar lines at the opening in 1894 and since then, though no rushes, the traffic has been steady with a tendency to go on increasing. It will be remembered that the monsoons of 1894 were a failure. Fearing a famine, people did not leave their villages, but reserved all they had to meet the distress. Happily, the good rains of the following half year of 1895 restored confidence.

Copy of a letter No. H1070, dated 7th March 1896, from Mr. E. F. Byron, Assistant Traffic Manager, Pondanur, to the Traffic Manager, Madras, Re Particulars of 3rd Class Traffic by Ordinary and Mail trains for the Board of Directors.

In reply to your letter of 29th and 30th January 1896, I have to state that except from the statements you sent me with your letters and from your half-yearly traffic reports, I have no statistics in this office by which to compare the increase and decrease of 3rd Class passenger traffic. In looking through the half yearly reports, I find in comparing one half year with another, considerable fluctuations in number of passengers carried. Though in the course of years the number carried has greatly increased, the increase has not always been yearly, as the following figures taken from the Traffic Manager's Report for half year ending 31st December 1894 will show:-

Year.		Number of 3rd Class passengers.
1889.	...	8,417,122
1890.	...	8,817,934½
1891.	...	8,125,572½
1892.	...	8,747,033½
1893.	...	9,874,401
1894.	...	10,003,099

Thus both the years 1890 and '91 show a decrease on the number carried in 1890. The increase continuing again from 1892 to 1894. Consecutive half years also show similar fluctuations. Sometimes the greater number of passengers being carried in the first half of a year, sometimes in the second. These fluctuations are no doubt from causes unconnected with the Railway Administration: such as failures or excess of monsoons, ruling prices of produce, conditions of markets, amount of demands and supply, &c.

The decrease of passengers in half year ending June 1895 I am inclined to think was owing to one or more of the above causes, and that the decrease is not permanent.

The Native Festivals attract large numbers of persons, and the passengers carried during these festivals are of all castes and grades. A great number of them being of the lowest and poorest, as Pariahs and Cheru-rahns, who would not take the Railway if the fares were prohibitive. In comparing the festival traffic on this Division for the half years ending June 1894 and June 1895, I find the numbers carried greatly in favour of 1895,

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thus:-

			Passengers.
Half year ending June 1894.	...		19,403
do. do 1895.	...		23,532

showing that the increased rate in fares was no hindrance to their travelling. T,

The festival traffic for half years ending December 1895, December 1894, December 1895 are given below:-

			Passengers.
Half year ending December 1893.	...		11,042
do. do 1894.	...		13,324.
do. do 1895.	...		19,542.

Copy of a letter No. 622, dated 1st February 1896, from the Station Master, Raichur, to the Assistant Traffic Manager, Gooty, regarding particulars of Eri Class passengers traffic by Ordinary and Mail trains for Board of Directors.

I beg to enclose comparative statement for half-year ending June '94 and '95, and the falling off I attribute to the enhanced rates in 1895 to stations Matmari, Tungabaira, Kossigi, Adoni, out to Guntakal in passengers booking through.

Copy of a letter No. 5105, dated 31st January 1936, from the Station Master, Chidambaram, to the Asst. Traffic Manager, Coimbatore, re Particulars of 5th Class traffic by Ordinary and Mail trains.

In reply to your No. A/3086, I beg to submit that the decrease in the passengers traffic is due in my opinion to the opening of the Hindur and Dharmavaram sections. Prior to this, passengers for stations on our South West Line had no other alternative but travelled via Guntakal, Renigunta or Arkonam, but since the above-named junctions were opened, passengers from the surrounding districts must be travelling via Guntakal, Dharmavaram and Bangalore City. The very fact that the Hindur line is very much used for all descriptions of traffic received from the north will in itself show that the traffic we were hitherto carrying has been diverted by these cross-sections being opened and I have no doubt also that the large numbers of pilgrims from the north that we used to carry to Renigunta for Tiruvatti are now being conveyed via Dharmavaram and Pakala.

When I first joined this station at the latter end of August '24 then the passenger traffic in both directions, that is, to and from Renigunta was very great but during the following year the number had fallen off very considerably. I attribute the decrease to nothing else than that to which I have already referred to. I do not think the increased fares have in any way helped to decrease our traffic nor was there anything extraordinary in the first half of 1924 to have attracted greater numbers. We have now purely our local traffic to depend upon with ^{just} a sprinkling, if so I may term it, of the heavy foreign pilgrim traffic which we used to enjoy and which I have not the slightest doubt has been diverted.

Copy of a letter No. 11451, dated 31st January 1896, from the Station Master, Katpadi, to the Assistant Traffic Manager, Jalapet, re Particulars of 3rd Class traffic by Ordinary and Mail trains for Board of Directors.

After carefully considering over the subject and investigating the matter, I find that the decrease in the number of passengers booked during the half year ending June 1895 compared with that of 1894 is only due to the falling off in the numbers booked to the neighbouring stations on account of the increased 3rd Class ordinary fares.

You will agree with me that the majority of the natives of the district are poor people of the labouring class, and their callings being confined to neighbouring villages of short distances generally travel from station to station or two the most and when required to pay increased rates think nothing of walking 10 and even 20 miles to save one anna.

To secure this class of people to railway travelling it will be advisable to introduce the former rate of $1\frac{1}{2}$ pie in the short booking only as from station to station or to two stations for the most, allowing the 2 pie rate to remain unaltered for distances beyond two stations.

If this arrangement is adopted, I have no doubt that the numbers will increase adding to the satisfactory revenue already reported.

If the above suggestion is to be adopted it will be imperatively necessary to strictly enforce the rule of rebooking passengers at roadside stations after the arrival of a train and guards be required to particularly watch and report any breach of this order on their journals.

Copy of a letter of 2nd February 1893 from the Station Master,
Tirupatur, to the Assistant ^{Traffic Manager} Station Master, Jalarpet, re 3rd Class pas-
senger traffic for half year ending 30th June 1894-95.

In going carefully with this traffic, I beg to say that passengers for Jalarpet and Kankakurai generally go away walking as they have not got convenient trains; also the present fares for small distances for the poor is considered heavy. The passengers from Jalarpet by 3-45 return to Jalarpet walking 5 miles as they have otherwise to wait till 22-45 for No. 50 train which is high time for meals. Similarly, from Kankakurai those that come by 21-25 cannot return by 3-45 immediately so they go away walking instead of waiting till 25-45 for No. 17 without meals and paying heavy train fares.

In 1894, there were many marriages celebrated and not so many in 1895. As there was no rain in time people were dreadfully afraid of famine so the great number of passengers in 1894 should not be taken as our guide. As far as our revenue is concerned the present fare pays well with the small decrease of passengers for near stations.

Reduction of fares to near stations with trains of local convenience will improve this.

No. A8/45515
28631

MADRAS RAILWAY COMPANY,
TRAFFIC MANAGER'S OFFICE,
Central Station, Madras, 10th March 1896.

The Agent and Manager.

Dear Sir,

COMPARISON OF 5th CLASS PASSENGERS TRAFFIC
DURING THE HALF YEARS ENDING JUNE 1894-95.

* * * * *

The Station Master, Arconeri, writes:-

"There is nothing so far as I can trace here about that has led to
"a diminution in the numbers of 5th Class travellers other than to the
"increase of the fare. The majority of these people travel about in
"batches, whole households of 15, 20, or 30 souls either on pleasure
"bent or to visit some shrine, temple, sacred pool or river to bathe
"in: so given a cheap fare the head of the household now and again
"gives all his people on outing but when it is otherwise he calculates
"his cost and on that regulates the pleasure or religion of his family
"and cuts down the numbers according to the money he is prepared to
"spend for them and for this reason arbitrary rates from large centres
"of traffic to places of interest to the native mind would certainly
"run up the numbers I think."

The Station Master, Tiruppur, writes:-

"I beg to inform you that in comparison with the festival traffic
"during the year 1894 and 1895 at this station there is very little
"difference in numbers for which I am unable to account any special
"reason."

The Station Master, Tirur, writes:-

"With reference to the above and the comparative statement ac-
"companied with the above, I beg to state that the decrease of the num-
"bers in 5th Class passengers during the year 1895 is I believe owing
"to the heavy fall of price of different class of goods in adjoining
"weekly markets and as well as dry ginger and coparai at Calicut."

Shoranur
The Station Master, writes:-

"As to the falling off in numbers, I beg to state that it may be

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"attributed to the condition of people being poor owing to the failure of
"monsoon and hence the poor class of people was not able to make use of the
"Railway."

Yours faithfully,

(Sd.)

D. ROSE JOSEPH,

for Traffic Manager.



TO ER'S OFFICE 15/11 OF 1896
 LETTER 287 10-4-96
 1/11

R. Form No. 12.

SERIAL
 No. 13

No. 424. *L*

Government of Madras.

PUBLIC WORKS DEPARTMENT,
 RAILWAY BRANCH.

To
 THE SECY. TO THE GOVT. OF INDIA,
 P. W. DEPARTMENT.

Similar
Cy. The Secy
 1896

SIR,

Enclosed 2-0
HE the Gov.
House the 13th
House the 14th
for enclosed

ERN
27/11/96

B. 44
3.5.96

BS
5/5/96

25
5/5/96

In continuation
of my letter No. 734 R
of 6th November 1895, I
am directed to for-
ward herewith, for the
information of the Govt. of
India, a copy of a report
by the Traffic Manager,
Madras Railway, on the
falling off in the number
of 3rd Class passengers during
the half year ended 30th
June 1895.
(2. The report of the

Dir. Office & Station
Master on not out

CR
27/4

By No 424 Dated 7.5.96

Documents accom.

Report by T. H. in by
referred to

For check to the office
on 7.5.96

By No 424 Dated 7.5.96

Extract from Board's letter No 939 of 3/7/96
M Ry

Third-class Traffic
for first quarter of
1895 and 1896

7. From the comparative statement of third-class traffic for the first quarter of
1895 and 1896, received with your No 2,256, and referred to in para 3, it is seen

that by the mail trains there was an increase of 15,298 in numbers and Rs 10,156
in receipts, whereas by ordinary trains there was an increase of 161,460 in numbers
and a decrease of Rs. 11,306 in receipts. The Board will be glad to learn the
explanation of this result

This case is in the
file
13/5

SERIAL

No. 30

In Ry Board's Lr. 945 & 20.11.96

3rd class passengers

10 In para 5 of your report for the half-year ended 30th June last you refer to the satisfactory increase of 343,040 in the number of third-class passengers, as compared with the corresponding half of last year, showing that the recovery in numbers, which were temporarily diminished by the introduction of the 2-pies rate in 1895, has been to some extent secured by the reduction of the fare by mail and day trains for short distances made in February last; but it appears from the figures given by the Chief Auditor, in para 12 of his special report on the working of the third-class traffic during the June half-year, that the increase in the number of travellers between adjoining stations was 152,571, while the decrease in receipts was only Rs 1,384. The total increase in the number of passengers throughout the system was 343,040. This leaves an increase of nearly 200,000 on the remaining traffic. It is important to ascertain how this increase occurred, and to what extent it is due to the short-distance traffic at reduced rates under 25 miles other than that shown to have been secured between adjoining stations. The total decrease in the receipts from third-class passengers amounted to Rs. 36,274, and the Board desire that you will be good enough to explain what reason can be assigned for the loss of between Rs. 30,000 and Rs. 40,000 of revenue on the third-class traffic other than that between adjoining stations. I am directed to add, with reference to the concluding remark in para 5 of your half-yearly report for June last, that the lowering or adjustment of the short-distance fare should not be disturbed until it has had a fuller and complete trial. That is to say, that the fares as they now stand should remain in force until further experience is gained.

I am, Sir,

Your obedient Servant.

(s.d.) Julian Pyne
Secretary

Form No 4.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 27 May 1898.

To

AGENT AND MANAGER, M. R.

No. 1542 Reply No. , dated

SIR,

Reminders.

With reference to your letter no: 10345 of 29th ult. I have the honor to request the favour of being supplied with one more copy of the Traffic Manager's Report on the 3rd class Passenger traffic

MM

Copy to be

27.5.98

Subject.

27/5/98

(No 1)

No: 10345

32

To.

MADRAS RAILWAY.

483

AGENT AND MANAGERS' OFFICE,

Madras, 28th May 1898

From

2561

The Agent and Manager.

1-6-98

M. A. C.

The Consulting Engineer for Railways

Madras.

Recd 28



File in case
M. A. C.

In compliance with the request contained in your letter no 1542 dated the 27th instant, I have the honour to enclose an additional copy of the Traffic Manager's report on the 3rd class Passenger Traffic.

I have the honour to be,

Sir,

Your most obedient Servant

Enc.
one

L. M. V.

Agent and Manager

ask.

No. A7/61538.

MADRAS RAILWAY COMPANY,
TRAFFIC MANAGER'S OFFICE,
MADRAS, 20th April 1898.

To

THE AGENT AND MANAGER,

Madras Railway Company,

RAYAPURAM.

SIR,

- I. Madras Railway 3rd class passenger traffic during half-year ending 31st December 1897.
- II. Mail train alterations.
- III. Motive power.

- I. Madras Railway 3rd class passenger traffic during half-year ending 31st December 1897.

The two pies
fare

The number of passengers carried and the receipts derived from 3rd class traffic since 1885 as shewn in para. 19 of my Report for half-year ending December 1897 (exclusive of Troops and Police) were as follows:—

Years.	Number.	Rs
1885	5,438,030	22,60,400
1888	7,675,843½	25,83,121
1889	8,417,122	27,49,477
1890	8,317,964½	28,18,150
1891	8,125,572½	26,73,797
1892	8,747,086½	27,65,079
1893	9,674,401	29,95,072
1894	10,003,099	30,88,196
1895	8,799,084	35,66,286
1896	9,542,129	34,86,792
1897	9,879,489½	33,81,744

2 The yearly figures from 1894 to 1897 inclusive are particularly interesting. At a 1½ pie fare we in 1894 carried 10,003,099 passengers for Rs. 30,88,196. In 1895 at a 2 pies fare we carried 8,799,084 for Rs. 35,66,286 shewing a decrease of No 1,204,015 in passengers and an increase of Rs 4,78,090 in receipts.

3. The decrease in the number of passengers was so heavy that in spite of the satisfactory increase in the receipts it was thought possible to fix reduced arbitrary rates up to 25 miles to increase both passengers and receipts. A Day train reduction was therefore made in March 1895.

4. In 1896 arbitrary rates were still in force and they were slightly extended. But although the passengers increased, the receipts decreased as follows.—

Increase in Passengers	No. 743,045.
Decrease in Receipts	Rs. 79,494.

5. In 1897 there was a further increase in passengers but a decrease in receipts.

Increase in Passengers	No. 337,360½.
Decrease in Receipts	Rs. 1,05,048

6. The famine and plague have rendered it difficult to state with certainty what caused the further decrease in revenue during 1897 while the numbers increased, but we know that to many Native passengers time is considered of less importance than money and undoubtedly passengers have re-booked at the reduced rates to save money.

7. If after the return of normal conditions there is not a proportionate increase in the receipts it will be evidently impossible to retain both increased receipts and increased numbers. In that case arbitrary fares might be left between contiguous stations only, the 1895 fares being reverted to with that exception. The arbitrary short distance rates have ranged from 1½ to 2 pies and they seem likely to prove conclusively that anything lower than a 2 pies fare is a mistake except to and from certain contiguous stations.

Mail train traffic

8. It was predicted that the increase in the 3rd class ordinary fare to 2 pies, on 1st January 1895 would send back a proportion of 3rd class passengers to the Mail trains. The following figures show that this result has been achieved.

		No	Rs.
1894	Mail passengers	1,368,124½	8,32,979
1895	Do.	1,407,058	11,11,860
1896	Do.	1,479,135	11,15,925
1897	Do	1,566,693½	11,35,140

9. The statement of Mail traffic printed at page 3 of the Chief Auditor's report on the working of the 3rd class traffic shews that (excluding the number 1 Section, Madras to Jalarpet, on which for the six months there was a decrease of 5,991½ passengers and Rs. 1,163) there were the following increases in 3rd class Mail passengers.

Section		Passengers	Rs.
II	Tirupattur to Podanur	19,375	16,497
III	Bangalore Branch	7,504	6,037
IV	Nilgiri Branch	24,247	4,253
V	Madukarai to Calicut	35,809½	16,463
Total increase		86,935½	43,250

10. The decrease in Mail traffic on No. 1 Section may be partially attributed to the booking of 3rd class Mail passengers to Arkonam by the 17/30 stopping train. They book to Arkonam and re-book by Mail to save the difference in fare. The experimental extension of this train from Trivellore to Arkonam has not brought the return traffic anticipated and if it is cancelled in the next train alterations the Mail figures on No. 1 Section will increase.

11. On the North-West Line the Mail traffic decreased as follows:—

Section		Passengers.	Rs.
VI	Tiruttanni to Cuddapah	23,420	5,735
VII	Krishnapuram to Raichur	21,234½	11,616
Total decrease		44,654½	17,351

12. Under the revised Mail train Service introduced on 1st July 1897, the down Mail Train Madras to Raichur ceased to stop at:—Perambur, Tiruttani, Nagari, Puttur, Pudi, Razampeta, Vontimitta, Siddhavattam, Muddanuru, Timmencherla, Kosgi and Tungabadra.

13. The Up Mail from Raichur to Madras ceased to stop at:—Tungabadra, Aspari, Timmencherla, Siddhavattam, Vontimitta, Razampeta, Puttur, Nagari, and Trivellore.

14. It will also be seen from the "Day traffic" statement at page 3 of the Chief Auditor's 3rd class report that while increases have occurred on the South-West Line on Sections II and III as follows:—

Section		Passengers.	Rs.
II	Tirupattur to Podanur	63,071	7,465
III	Bangalore Branch	34,154½	6,254
Total increase		97,225½	13,719

decreases have also occurred on Sections I, IV and V of the South-West Line.—

Section		Passengers.	Rs.
I	Madras to Jalarpet	15,751½	16,956
IV	Nilgiri Branch	7,600	36
V	Madukarai to Calicut	53,176	21,787
Total decrease		29,824½	38,779

These decreases are due to plague restrictions.

15. It will further be seen that on the North-West Line, Sections VI and VII, the following decreases have occurred in the Day train traffic:—

Section		Passengers.	Rs.
VI	Tiruttanni to Cuddapah	15,524½	15,686
VII	Krishnapuram to Raichur	3,264½	22,377
Total decrease		18,789	38,063

16. It is evident, therefore, that in addition to the non-stopping of the N. W. Mails there were other causes at work—hence the deficit in Day train receipts.

17. The other causes were:—

- (1) Famine and its effects.
- (2) The delay and inconvenience to Native passengers caused by plague inspections.

These inspections are, of course, absolutely necessary but they are greatly disliked by Native passengers. Since the plague regulations were introduced, Native passengers may be said to have gradually curtailed their movements by rail until only what may be called compulsory journeys are now undertaken. The first half of 1898, therefore, as indicated by the weekly returns, is likely to shew a still more serious falling off in the 3rd class receipts.

18. That a loss of revenue occurred in consequence of the non-stopping of the North-West Line Mails at the stations named in paras. 12 and 13 is certain and during times of prosperity this loss would be greater than in the half-year under review. Taking the difference between the Mail and Day train fares (if it be assumed that those passengers shut out by the non-stopping of the Mails travelled by Day trains) the approximate loss would be Rs. 3,470.

II. Mail train alterations.

The North-West Down Mail now leaves Madras at 20-45 instead of 18-10 as previously, but our new mail engines have not kept time over the first 84 miles to Renigunta though they have generally made up time on the more easily timed portion of the journey Renigunta to Raichur.

2. When a train service has once been accelerated, it is not an easy matter to revert, particularly at Indian speeds, without incurring the severe criticism attending the initiation of a retrograde movement.

3. The South Indian Railway now advertise a fast evening Mail train and B. I. S. N. Steamer service between Madras and Colombo to enable passengers to catch the China, Australian, or Calcutta homeward bound Steamers at Colombo. The Ferry Steamers from Tuticorin to Colombo are being improved and this route is not unlikely to seriously affect our Bombay traffic.

4. The journey Madras to Colombo *via* Tuticorin is 37 hours and 45 minutes, as against 33 hours and 15 minutes Madras to Bombay.

5. The following table compares the running of the Metre and Standard gauge Mail trains:—

Railway and length of run.	Distance.	Time allowed at Stations	No. of halts	Time allowed for journey	One halt per	Time for slack- ing and getting up speed	Speed after deduct- ing stoppages	Running speed after deducting time for stoppages slack- ing and starting
	Miles	H. M.	Stations	H. M.	Miles.	H. M.	Miles.	Miles.
S. I. R. Fast Mail. Madras to Tuticorin ..	443½	3-39	24	21-50	18.5	2-40	24.36	28.55
M. R. Mail. Renigunta to Raichur ..	266½	1-31	12	10-17*	22.25	1-18	30.45	35.76
Madras to Renigunta	84	0-10	1	2-18	84	0-13	39.37	43.82

6. The running speed of the S. I. Mail is 28.55 against 35.76 on the Madras single line from Renigunta to Raichur. The speed in each case is arrived at by deducting the halting time at stations and allowing 3 minutes for stopping stations and 2 minutes for non-stopping stations as the loss of time in running.* The Madras Railway time also contains an allowance of 30 minutes for grades on the 266½ miles.

7. The run to Renigunta is shown separately because the first 42½ miles are double line and the remainder to Renigunta with the exception of Nagarj station is interlocked and the stations can be passed through at 40 miles per hour.

8. Public opinion is in favor of weekly special boat trains between Madras and Bombay connecting with the Mail steamers and performing the journey in about 2½ hours. But such trains cannot possibly pay unless the Postal Department contribute the usual Special Engine allowance of Rs 1-4-0 per mile or the G. I. P. and Madras Railways try the experiment of a 3rd class native sleeping carriage at say 4½ pios per mile per passenger. In the latter case the postal van or bags could not be conveyed, the weight of the train being limited to 80 tons to ensure the necessary speed. A dining carriage would be necessary and the specials would only stop for Locomotive purposes.

9. So far the Postal Department have not consented to pay the postal engine mileage. The G. I. P. and Madras Railways are therefore proposing to see what can be done in the interests of passengers and their luggage alone.

10. The introduction of weekly boat trains would justify a reduction in the speed of our daily North-West Mails which is at present above the capacity of the engines (judging from results) and enable such trains to again stop for the convenience of the 3rd class passenger.

III. Motive Power.

The Board in paragraph 6 of letter No. 906, dated 12th October 1894, alluded to the possibility of an increase in the power of the Mail engines. We have now an increase in the power but apparently it has limited the speed even on a comparatively level road.

2. The Locomotive Superintendent of the Caledonian Railway (if Mr. Rous-Marten writes accurately) has succeeded in designing an engine which with 170 tons (equal to 15 or 16 of our vehicles according to type) behind the tender has maintained the highest express speeds and has also climbed a 6 miles "all up" gradient of 1 in 75 at a minimum speed of 36 miles an hour. With an engine of this description we could replace our former North-West Mail stops and run to the present time table. Our present *maximum* load behind the tender on the North-West Mails is 158½ tons or 14 vehicles.

3. Various statements have been published as to the weight on axle of the first "Dunalastair" class engines but there appears to be no doubt that it exceeds the 15 tons ordinary standard gauge maximum. The opinion has been expressed that an engine could be designed for the Indian Standard gauge which would give practically the same speed, power, and gradient climbing capacity without materially exceeding the Government of India orders as to the maximum weight of 15 tons.* (It is understood that Consulting Engineers to Local Governments have the power to pass excess weights up to 5 per cent. on the "India" limit.) Such a type of Passenger Engine, if reports are correct could "play" with our loads and our Passenger and Mail train services could be arranged to give greater facilities to the public without increasing the through time while if the engines were required to run a "Boat train" at high speed they would be ready. The running speed of the South Indian Railway Fast Mail alluded to on page 4 (paras. 5 and 6) works out to .79 of that of the Madras Railway N. W. Mail while the gauge of that Railway is .59 of the Madras Railway gauge. The unfavourable comparison is said to involve the question of weight on axles allowed on the two gauges.

* Ghaut or special type 18 tons on an axle.

4. It seems to be possible and certainly is desirable (a) that one class of Engine should be capable of running all, Special, Express, Mail or Passenger trains on the Madras Railway except the Local trains worked by Tank engines (b) that the future Passenger Engine should be the best possible type which has been evolved by the combined experience of Locomotive Engineers at home. (c) It is believed that the extra cost per engine would be money well spent.

5. It may be said that such engines are in advance of our requirements; I think not. It may also be argued that this type of engine would considerably increase our fuel bill, because, to answer what, in my opinion, are our requirements, without exceeding the India weight on axle, it might have to carry 175 lbs of steam. Another view, however, is that, when not required to exert its powers, such an engine would not consume more fuel, and might consume less, than an engine which has to be punished when required to exceed a given speed. Nothing but the highest class of engine seems to be capable of hauling 160 to 170 tons over hundreds of miles of single line with severe gradients at a really satisfactory through speed. To accomplish this an engine after stopping should start easily, it should possess the capacity to run at high speed, and, it is imperative that it should attain that speed quickly.

Sch. D
Schedule D.

Monthly Stock Adjustment Memorandum.

Brief details of important fluctuations during current period, viz., those in excess of Rupees 50.

Name of Article.	Excess.		Deficiency.		Remarks.
	Quantity.	Value.	Quantity.	Value.	
		R. A. P.		RS. A. P.	
Grease Antifriction	-	-	461. 0	52.13.2	Melting & Leaking
Salamoniac	-	-	134. 9	56.1.1	Evaporation and waste

Schedule F. I.

Stores purchased without tender

Article.	Quantity	Rate.	Amount.	Authority.	Rate paid for last supply.	Remarks.
		RS. A. P.	RS. A. P.		RS. A. P.	
Engineering Workshops at Kottam	30	27/0				
Jeans Benut. lings	100 Total	1-12-0 to 3-0-0 per cft.	...	Cons. Insp.	...	To be purchased in the Madras Bazaar as required
General Stores Deptt						
Turpentine	410 3 Gallons	15-12-0 per 5 Gallons	1127-8-0	do	3-0-0 per Gallon	Paid to 27/0
Iron sheets Corrugated Galvanized 9' x 2'-0"	8380 7 1/2	10-11-11 per cwt	803-15-1	do	10-15-7 per cwt	Paid to 27/0

NOTE.—Items below Rs. 500 to be recorded in total only, all others in detail.

Schedule F. I.

Stores purchased without tender.

Article.	Quantity.	Rate.	Amount.	Authority.	Rate paid for last supply.	Remarks.
		RS. A. P.	RS. A. P.		RS. A. P.	
Engineering Workshops Kottanur						
Teak Benches	30	1-12-0				
Chairs	120	3-0-0				
	per ft.					
General Stores Dept.						
Turpentine	410	15-12-0				
	Saline	per 5 Gallons	1127-8-0	Do	3-0-0	per 5 Gallons
Iron Sheets Corrugated Galvanized 8' x 2'-0"	8280	10-11-11	803-15-1	Do	10-15-7	per cwt

Note.—Items below Rs. 500 to be recorded in total only, all others in detail.

Sch. H
Schedule H.

• Revisions of estimates and allotments not involving additions to totals of estimates or budget grants.

Name of Estimate.	Proposed Revision.	Revised date for completion, if any.	Transfers.				Remarks.
			Head of Account. Dr.	Amount.	Head of Account. Cr.	Amount	
				Rs.		Rs.	
Watering arrangements at Podanur	Extension of date of lapse of Sanction	30.6.96					

NOTE.—Arrear charges will be provided for hereon by extension of time, if in excess of original sanction, the excess must also be sanctioned on list of General Sanctions

For Official Meeting and Stores Committee to be held on 27th March 1896.

Schedule K.

Changes in Superior Staff.

Department.	Name of Officer.	Designation.	Nature of Change.	Remarks as to authority for change, allowances, passage money, &c.
Agent and Managers	Louis S. Moss	Agent & Manager	Transfer for 18 months from 28 th March 1896	Vide para 13 of the Board's letter N ^o 927 of 22-11-95.
Engineering	H. C. West	Chief Engineer	Ag: Agent and Manager from 28 th March 1896 $\begin{array}{r} \frac{1}{2} \text{ Agents pay} - 112.5 \\ \frac{1}{2} \text{ Ch. Engrs. pay} - 750 \\ \hline 1.875 \end{array}$ on Rs 1750 per mensem	Vide para 6 of the Board's letter N ^o 930 of 17-1-96. 1895?
Do	E. W. Stoney	Dist. Engr.	Ag: Chief Engineer from 28 th March 1896 on Rs 1270.48 per mensem plus benefits of rank per mensem.	— Do —
Do	A. B. Strange	Asst. Engr.	Ag: Dist. Engr. from 28 th March 1896 on Rs. 725/- per mensem.	Vide Mr. E. W. Stoney.
Do	F. A. Pawling	Do.	Resigning leave for 3 months from 1 st April 1896.	Vide Agent & Manager's letter N ^o 831 of 27-1-96.
Do	R. E. Piggott	Do	Officialing Telegraph Engr. from April during Mr. Winters' absence on privilege leave	— Do — N ^o 3001 of 21-3-96.

For Official Meeting and Stores Committee to be held on 27th March 1896.

Schedule K.

Changes in Superior Staff.

Department.	Name of Officer.	Designation.	Nature of Change.	Remarks as to authority for change, allowances, passage money, &c.
Telegraph	G. B. Winter	Asst. Telegraph Engineer	Privilege leave for one month from 11 th March 1896.	Vide agent and manager's letter No. 2404 of 7.3.96.
Do.	Do.	Do.	Officiating Asst. Engr.	Vide R. E. Vignath on other duty
Do	G. B. Winter	Tel. Engr.	Privilege leave for 2 months and 11 days from 8 th April/96	
Does.	R. W. Bamford	Chg. Secy. Engr.	P. down 1 M for 9/1/96	

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Schedule L.

Changes in Subordinate Staff.

Department.	Name of Officer.	Designation.	Nature of Change.	Remarks as to authority for change, allowances, passage money, &c.
Locomotive	E. Bright	Engine Driver	Resigned the service at the termination of his covenant	Expiration of agreement Passage provided at a cost of Rs 425/- date of departure from India 21.3.96

NOTE.—This list should include, in addition to the changes in the Covenanted Subordinate staff, the appointment, &c., of all subordinate employes drawing Rs. 200 per mensem and upwards.

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107 100 284 25-3-9
7.31

(No II)
No. 8813

5,000-14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 25th March 1886. 78,

From

G.
The Agent and Manager.
M.R.C.

To

The Consulting Engineer for Railways,
Madras.

SIR,

In continuation of my letter No. 236 dated 21st Instant, I have the honor to forward herewith Schedules of supplementary subjects which will be brought forward at the next Official Meeting.

* to be
returned.

Plans and estimates for the proposed Dispensary at Arkonam and Croasoor road at Rayapuram are also enclosed.

I have the honor to be,

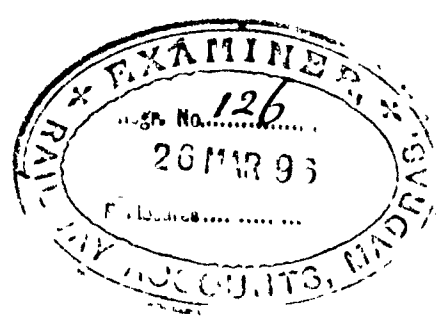
Sir

Your most obedient servant

Mrs J.M.V.
Agent and Manager.

1275
26/3/96

Form No. 21.
800-9-6-58.



OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 26th March 1896

No. 987
OFFICE NOTE.

Letter from the Agent *Manager Madras* Railway, No. $\frac{8813}{234}$
dated 25th March 1896, forwarded to the Examiner of Railway
Accounts *for perusal of remarks.*

cut

29 E. R.
1/1
26/3

RECEIVED

Please see note at.
- Fetched -

Warran
C. R.
27/3

MADRAS RAILWAY.
From The Agent and Manager.
To The Consulting Engineer
for Railways.
Dated 188
Recd.
No.

List 6 - The estimate appears chargeable to
Revenue maintenance and not New minor works

Schedule B - Item 16 - requires Ed's sanction

Chunasaomy - The correct authority should
be G.O. N^o 344 R dated 8th Feby 1892.
G.O. N^o 136 G dated 15th January 1892
as G.O. 1089 R dated 12th August 1893 refers
only to workshop daily labourers, vide
para 7(a) + (b), page 98 of the Special
orders manual.

Schedule F I - Requires Ed's sanction

Schedule K - Mr H C West - The salary to be drawn
by Mr West while officiating as Agent &
Manager should be Rs $\frac{2250 + 1500}{2}$ or Rs 1875
per mensem and not Rs 1950²

Mr R E. Piggot - The date of the officiating
appointment should be noted.

Mr G. B. Wankar - The date ~~of his~~
of his officiating appointment should
be quoted

E. Waller

ER
R