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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 1950-51. Press Mis. Cell
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Dated 21 - 6 - 1864

Not to be folded or roughly handled

67

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 235.

From

Major T. A. M. Shaw Stewart RE
Acting *Consulting Engineer for Railways,*

To

Colonel C. A. Orr RE.
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

I have the honor to forward, for the information of Government, and for Submission to the Government of India, the Revenue Accounts and Traffic Analysis of the Madras South West Line, including the Bangalore Branch, and for the portion of the North West Line between Arconum and Cuddapah, for the half year ending 31st December 1865 —

* Miles 407
* Miles 85
* Miles 119.

2 The accompanying Time Tables Specify the number and description of Trains which were run, each way, on week-days and Sundays, during the half year. —

3 The number of Miles run during each day was as follows: —

South West Line

	Week days	Sundays
South West Line	2763	1625
Bangalore Branch	507	338
North West Line	558	238

4 The Passenger fares were up to the 1st November 1865, for: —

1st Class — 12 pies per mile -
2d — do — 5 — do —
3d — do — 3 — do —

From the 1st November 1865, the following fares were introduced —

1st Class — By day trains — 18 pies per mile -
By night trains — 22 pies — do —
2d Class — By day trains — 6 pies — do —
By night trains — 9 pies — do —
3d Class — 3 pies — do —

with free luggage, as in the previous half year, of 40, 25 and 15 lbs, respectively -

5 The Goods rates were also revised. Up to the 1st November 1865, they were —

Special Class — 8 pies per ton per mile -
1st Class — 10 pies — do — do —
2d — do — 12 pies — do — do —
3d — do — 14 pies — do — do —
4th — do — 20 pies — do — do —
5th — do — 30 pies — do — do —

From the 1st November, —

Special Class — 8 pies per ton per mile -
1st Class — 12 pies — do — do —
2d — do — 14 pies — do — do —
3d — do — 16 pies — do — do —
4th — do — 24 pies — do — do —
5th — do — 36 pies — do — do —

6 - The increased rates, both for passengers and Goods, are subject to revision at the end of twelve months —

7 A Special rate of 10 pies per ton per mile, was charged for the haulage of Firewood on the Bangalore Branch. The rate has proved successful -

Special rates were also charged for "loose" and "half pressed" Cotton carried on the North West Line; at 24 pies and 14 pies per ton per mile, respectively. These rates too have proved successful -

In Order to effect a speedy removal of the Bales of Cotton which crowded the Goods Station at Madras, the demurrage for Cotton was increased from 4 pies to 12 pies, per maund per diem, twenty four hours after its arrival at the Railway premises -

The result has not yet been reported - The Report is due at the end of this month -

The average distances travelled by Each Sort of Passengers and Goods were ——

Passengers	South West Line	North West Line
1st Class	165·574	78·7·
2d	63·235	44·059
3d	50·328	35·713
Goods		
Special Class	51·6	34·3
1st Class	132·9	60·8
2d	101·7	95·15
3d	134·0	95·9
4th	141·0	113·1
5th	179·7	79·5

The length of Line open for traffic being on the S. West Line 492 Miles and N. W. Line (average) 106 Miles

It will be seen that the average distances travelled by Passengers on both lines are greater than during the half year ending the 30th June 1865 - With the Exception of the 2d Class, the average distances for which Goods were Conveyed on the South West Line are less than in the preceding half year, but on the North West Line, which was extended to Cuddapah, on the 1st September 1865, the distances are greater.

The aggregate receipts & the nature and the amount of Traffic on the South West and North West Lines, compared with the Corresponding half year of 1864, are Given in the following Statements —

South West Line	Half year ending 31st December 1865 Rs.	a.	P.	Half year ending 31st December 1864 Rs.	a.	P.	Increase Rs.	Decrease Rs.
Passengers	810,753	4	3	730,649	14	3	80,103	"
Merchandize	11,65,499	9	"	875,255	3	1	290,244	"
Railway Materials	68,656	15	9	79,650	5	11	"	10,993
Miscellaneous	50,240	10	9	30,918	4	5	19,322	"
Total	20,95,150	7	9	17,16,273	11	8	389,669	10,993
							378,676	
Expenditure	923,795	6	2	679,539	6	9	244,256	"
Profit	11,71,355	1	7	836,934	4	11	334,420	"
Length of line open (Miles)	492			avge 477			15	"
Expenditure on Capital in India and in England	574,83,103			543,25,110			"	"
Half yearly percentage of Profit	2·03			1·5			·53	"
Number of Passengers								
1 Class	5,346			5,407			"	61
2 do	44,607			61,065			"	16,458
3 do	722,365			616,310			106,055	"
Tons of Goods								
Merchandize	135,338			116,048			19,290	"
Railway Materials	19,320			17,108			2,212	"
Number of Trains	4,501			3,903			598	
Average Mileage of Trains	130·4			142·4			"	12·0
Average Contents of Each Wheel								
Passengers 1 Class	2·6			3·1			"	·5
2 do	5·9			7·3			"	1·4
3 do	29·3			27·3			2·0	"
Goods Tons	2·7			2·6			·1	"

North West Line

	Half year ending 31 December 1865 Rs	A.	P.	Half year ending 31 December 1864 Rs	A.	P.	Increase Rs	Decrease Rs
Passengers	96,880	15	4	50,433	9	3	46,447	"
Merchandize	180,722	15	1	54,875	3	"	125,846	"
Railway Materials	19,329	7	6	27,674	"	4	51,655	"
Miscellaneous	3,694	7	6	342	9	"	3352	"
Total	3,60,627	13	5	133,325	5	7	227,302	"
Expenditure	97,438	5	8	57,301	7	8	40,137	"
Profit	263,189	7	9	76,023	13	11	187,165	"
Average length of Line open (Miles)	106			60			46	"
Expenditure on Capital in India and in England - Rs	123,50,577			8,610,958				
Half yearly per Centage of profit	2·13			·88			1·25	
Number of Passengers								
1st Class	228			205			23	
2nd do	2,164			1,804			360	"
3rd do	149,800			101,968			47,852	"
Tons of Goods								
Merchandize	29,591			21,054			8537	"
Railway Materials	12,284			7,763			4521	"
Number of Trains	1,471			904			567	"
Average Mileage of Trains	57·4			47·1			10·3	"
Average Contents of each Vehicle.								
Passengers — 1st Class — No.	1·0			·8			·2	
2nd do	2·8			2·8				
3rd do	33·6			26·4			7·2	
Goods — Tons	2·8			2·8			"	

South West Line 4

Expenditure during the half years Ending: —

	31 December 1865 Rs	A.	P.	31 December 1864 Rs	A.	P.	Increase Rs	Decrease Rs
Locomotive Department	377,477	3	5	380,688	14	4	"	3211
Repairs of Carriages	26,843	15	4	17,587	8	1	9256	"
Traffic Department	158,325	7	10	137,863	8	4	20,462	"
Telegraph	22,562	6	6	12,927	7	9	9635	"
Permanent Way	268,652	7	7	268,587	6	1	65	"
Ballasting	18,279	3	9	17,201	6	"	1078	"
General Charges	33,857	12	3	26,551	10	8	7,300	"
Fire Insurance Fund	17,802	13	6	18,131	9	6	"	329
Total	9,23,795	6	2	8,79,539	6	9		

North West Line

Expenditure during the half years Ending: —

	31 December 1865 Rs	A.	P.	31 December 1864 Rs	A.	P.	Increase Rs	Decrease Rs
Locomotive Department	56,487	3	2	26,752	12	3	29,735	"
Traffic Department	18,743	10	2	9,262	12	3	9,481	"
Telegraph	2,130	5	1	734	15	2	1396	"
Permanent Way Department	14,038	7	1	16,441	3	10	"	2403
General Charges	2,976	5	3	1,223	14	"	1,753	"
Fire Insurance Fund	3062	6	11	2885	14	2	177	"
Total	97,438	5	8	57,301	7	8		

10. The Goods weight carried during the half year over a distance of One mile, was on the

South West Line. — Tons. — 103,794,629

North West Line — 15,908,638

11 The net receipts from the four principal Classes of Traffic were, per Ton per Mile, as follow: —

Passengers	Half-year ending 31st December/65		Half-year ending 31st December/64		Increase		Decrease	
	S.W. Line	N.W. Line	S.W. Line	N.W. Line	S.W.L.	N.W.L.	S.W.L.	N.W.L.
	Pies	Pies	Pies	Pies	Pies	Pies	Pies	Pies
1st class	1·69	0·12	1·90	Less 0·31	"	0·12	0·21	"
2nd do	1·69	0·31	2·04	0·24	"	0·07	0·35	"
3rd do	6·63	8·31	6·01	6·58	0·62	1·73	"	"
Goods	1·50	2·73	·95	1·44	0·55	1·29	"	"

From which it will be seen that the Third class Passenger traffic still continues to be by far the most remunerative of the Sources of Revenue —

12 The annexed Statements show the No of Passengers of each class, and the Receipts realized —

South West Line

Passengers	Half-year ending 31st December/65				Half-year ending 31st December/64				Increase				Decrease				Per Cent age of Increase		Per Cent age of Decrease	
	No	Receipts			No	Receipts			No	Receipts			No	Receipts			No	Receipts	No	Receipts
1st class	5346	60.176	12	4	5207	52891	9	8	"	7285			61	"			"	13·77	1·73	"
2nd do	44.607	78575	10	4	61065	90.085	8	"	"	"			16458	11509			"	"	26·95	12·78
3rd do	722365	559983	10	5	616310	485900	7	8	106055	74083			"	"			17·21	15·25	"	"

North West Line

1st class	228	1299	4	1	205	567	3	10	23	732							11·22	129·10	"	"
2nd do	2164	2622	1	2	1804	1583	2	10	360	1038							19·96	65·57	"	"
3rd do	149820	83035	12	8	101968	44738	12	5	47852	38297							46·93	85·60	"	"

13 On the South West Line the slight decrease in the number of First class Passengers is more than compensated by the considerable increase in the receipts. The Second class returns show a large decrease both in the number of Passengers and in the receipts. In the Third class there has been a large increase both in the number of Passengers and in the Receipts.

14 On the North West Line, while the numbers carried in each class have increased moderately there has been a large and Satisfactory increase in the receipts under each head —

15 Although the loss of First and Second class Passengers upon the South West Line, exhibited in the above return, is doubtless due to the increase in the fares for those classes which took effect from the 1st November last, I do not think that any reliable Estimate of the ultimate result of those changes can be formed from the papers now Submitted. The immediate effect of any change of this nature is almost invariably unfavorable, while the advantages anticipated from the measure are seldom if ever, developed till after the lapse of Some months.

16 The following Statements, I trust the particulars of the Goods which have been Carried upon each Line during the half year under review, and the receipts realized —

Goods

South West Line

Goods &c	Half year ending 31 December 1905 Tons	Receipts			Half year ending 31 December 1904 Tons	Receipts			Increase Tons	Increase Rupees	Decrease Tons	Decrease Rupees	Per Centage of Increase Tons	Per Centage of Decrease Rupees
Merchandize &c	135338	1165499	9	-	116048	845255	3	1	19290	240244	-	-	16·62	33·16	-	-
Railway Materials	19320	68656	15	9	17109	79650	5	11	2211	-	-	10993	12·93	-	-	13·80
Miscellaneous	-	50240	10	9	-	30918	4	5	-	19322	-	-	-	62·44	-	-

North West Line.

Merchandize &c	29591	180422	15	1	21054	52875	3	-	8537	125847	-	-	40·55	229·33	-	-
Railway Materials	12284	79329	7	6	7763	24674	-	4	4521	51655	-	-	58·24	186·65	-	-
Miscellaneous	-	3644	7	6	-	342	9	-	-	3302	-	-	-	977·26	-	-

19 Upon the South West Line in spite of a Considerable decrease under the head of "Railway Materials", there has been such a steady and healthy growth in the rest of the traffic as to show a net increase of nearly three lacs of Rupees. Upon the N. W. Line there is a very large increase under each head —

'98 The favorable results exhibited in these Goods Returns are chiefly due to the rapid growth of the Cotton traffic, to which the extension of the North West Line to Cuddapah, during the half year under review, seems to have given a great impetus; the average monthly receipts being more than fourfold in excess of those during the corresponding half year. And there is every reason to believe that each Successive extension of the North West Line will bring a considerable accession to the large and valuable trade which has been already developed in Cotton.

19 The comparison of the Working Expenses upon both lines is most Satisfactory — the per-Centage which they bear to the gross Earnings continuing to decrease in a marked and steady manner. Upon the South West Line the Working Expenses amount to 44·10 of the Gross receipts; and on the North West Line to no more than 27·02. This very favorable result in the case of the latter line, by which a proportion of the Gross Earnings, amounting to nearly ¾ per Cent, is credited as "Profit", is partly attributable to the large use of wood for fuel, and partly to the fact that of the entire mileage open for traffic, varying during the half year from 79 to 119 miles, the maintenance charges of 41 miles only were debited to Revenue. The universal use of iron pot Sleepers, owing to which the monthly charges for Maintenance of Way have been kept down to an average Sum of Rupees 65 per mile, has doubtless had a Share in producing this Satisfactory result, which, after all, must be mainly attributed to good management —

Upon

20. Upon the South West Line the net revenue for the half year under review gives a per-centage upon the Capital Expenditure at the rate of £4.1.2½ per annum; while upon the North West Line the corresponding per-centage is at the rate of £4.5.2½ per Annum. These results are decidedly more favorable than those of any previous half year, and deserve to be regarded as highly Satisfactory —

21. The return of Late Trains for the half year ending 31 December 1865 shows that the number of detentions from 1 to 2 hours, and for more than 2 hours, were 68 and 20, respectively, against 104 and 33 during the preceding half year, ending 30 June 1865. The greatest number of detentions is at Tallarapett, the junction for the Bangalore Branch, and the principal meeting Station upon the South West Line for trains moving Eastwards and Westwards. The present returns exhibit a decided improvement over those Submitted previously; and the greater number of the detentions now reported arise from causes almost inseparable from the working of a Single line of Railway —

I have the honor to be
Sir
Your Most Obed Servant
Mean Steel Major RE
acting Consulting Engineer Railways

Madras
29 May
1866

List of Accounts and Returns forwarded with
Acting Consulting Engineer's Letter No 235 of 29th May 1866.

South West Line

No 1 ____ Revenue Account
" 2 ____ Form A.
" 3 ____ Form B.
" 4 ____ Permanent Way Statement
" 5 ____ South West & North West Lines. Locomotive Statement.
" 6 ____ Commodity Statement
" 7 ____ Average No of Miles open. Total Working Expenses, &c
" 8 ____ Average No of Miles open. Receipts, Expenditure & Profit &c.
" 9 ____ Return of Late Trains

North West Line.

" 10 ____ Revenue Account
" 11 ____ Form A
" 12 ____ Form B.
" 13 ____ Average No of Miles open. Total Working Expenses &c.
" 14 ____ Average No of Miles open. Receipts Expenditure & Profits &c.

" 15 ____ Return of Fire Insurance Funds
" 16 ____ Return of Stores, Troops, Mails &c &c.
" 17 ____ Statement of Rolling Stock Completed and in course of Construction on the 31st December 1865.

Two Time Tables and Two Classification of Goods Tables.

No 1 of Cons. No 1957 - 337
" 2 " " " 1491 - 492

From
The Consulting Engineer
for Railways,

To
The Secretary to Government,
Public Works Department,
Fort Saint George,

No 237 of 1866.
Dated Fort St George the 29th May 1866.
Received the 1st June 1866.

No. 235.

Sir,

I have the honor to forward herewith the Revenue Accounts and Statements of the South West Line of the Madras Railway for the month of April 1866, and the Revenue Accounts and Statements of the North West Line of the Madras Railway for the month of March 1866.

I have the honor to be
Sir
Your most obedient Servant
Acting Consulting Engineer
for Railways.

Encl. 6 Revenue Accounts
" 6 Forms A.
" 6 Forms B.
" 1 Permanent Way Statement
" 1 Locomotive Statement
" 1 Commodity Statement
" 1 Average No of Miles open. Total Working Expenses &c
" 1 Average No of Miles open. Receipts Expenditure & Profits &c
" 1 Return of Late Trains
" 1 Return of Fire Insurance Funds
" 1 Return of Stores, Troops, Mails &c &c
" 1 Statement of Rolling Stock Completed and in course of Construction on the 31st December 1865.
" 2 Time Tables and Two Classification of Goods Tables.

Public Works Department. 9

No 1950

PROCEEDINGS of the MADRAS GOVERNMENT
under date the 21st June 1866
Read the following

From
The Acting Consulting Engineer
for Railways (Here enter No. 235 dated 29th May 1866)

Ordered that the foregoing
Th. Cons. Engr. for Railways papers be forwarded to the Government of India with the
Waiting statements
Secy. 27 June following letter:-

To No. 1957
The Secretary to the
Government of India

Sir,

I am directed to for-
ward for submission to
the Government of India,
the accompanying Report
from the Offg Consulting
Engineer for Railways with
the Revenue Accounts and Analyses

of the traffic operations on the Madras S. W. Line, including the Bangalore Branch, and on the portion of the S. W. Line between Arconum & Cuddapah, for the half year ending 31st December 1865.

Fort St George
21st June 1866

Encl. 27th June with 28 Do,

ies of Gl. O. No. 1950/66. With 2 Diagrams Tables & 2 Goods rate Tables.

(b)

P. W. 186 . Department.

Pro. of Gauk for a Road

No. 1950 & 1951

PROCEEDINGS OF GOVERNMENT of Madras

Dated 27th June 1865

Noting orders on a letter from the Consulting Engineer forwarding the Revenue Accounts and Analysis of the traffic statistics on the Madras Sec. to Arcot Div. Line of Railways for the half-year ended 31st December 1865.

Read 477 @ 479.