M.R.O. 1—77,066—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2650 Press
~~Mis.~~
482-483

Dated 22 - 8- 1866.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
22nd August 1866.

No. 482. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 9th August 1866, No. 333 :—

With reference to Official Memorandum, dated the 6th instant, No. 245, from the Secretary to Government, Public Works Department, the Acting Consulting Engineer for Railways has the honor to forward copy of his Administration Report for 1865-66.

No. 483. ORDER THEREON, 22nd August 1866, No. 2,650.

RAILWAY, No. 39.

Ordered that a copy of the Administration Report received with the foregoing Memorandum be forwarded to the Government of India :—

(Here enter No. 2,651, dated 22nd August 1866.)

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

PUBLIC WORKS DEPARTMENT.
FORT SAINT GEORGE,
22nd August 1866.

No. 2,651.

No. 484.
To

THE SECRETARY TO THE GOVERNMENT OF INDIA.

SIR,

RAILWAY, No. 40.

I am directed by the Right Honorable the Governor in Council to forward in compliance with the request contained in the Proceedings of the Government of India, No. 737R., dated the 31st August 1865, a copy of the Chapter of the Administration Report relating to Railways in the Madras Presidency for the year 1865-66.

I have the honor to be,
Sir,
Your most obedient servant,
(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

MADRAS RAILWAY.

South-West Line.

Mileage open for Traffic.—The mileage open for traffic upon this line remains the same as at the close of the last official year. Including the Bangalore Branch 492 miles have been worked throughout the year now under review.

Train Service.—The train service has been regularly carried out by two passenger trains in each direction, daily, throughout the year, over the whole length of line. In addition to these, other trains, both for passengers and goods, averaging six per diem in each direction, have been run on week days over shorter or longer portions of the line according to the exigencies of the traffic.

Number of each class of Passengers and the Receipts.—The number of each class of passengers throughout the year, and the receipts derived therefrom have been as follow :—

Passengers.	Number.	Per-centage.	Receipts.	Per-centage.
			RS.	
1st Class	9,520	·62	1,21,349	8·58
2nd do.	84,708	5·51	1,58,860	11·23
3rd do.	1,441,745	93·87	11,33,979	80·19
Total ...	1,535,973	100	14,14,188	100

Daily number of Passengers.—The average daily number of passengers has, therefore, been 4,208, or at the rate of about 8·55 per mile of line.

Increase in the number of Passengers and Receipts.—The increase in the number of passengers over those carried during 1864-65 has been 142,192, and the receipts show an increase of Rupees 1,54,934.

Goods carried. Receipts.—During the past year there have been 7,776,849 Maunds of goods carried upon this line, and the receipts from this branch of traffic have amounted to Rupees 23,45,877, showing an increase over the corresponding figures for 1864-65 of 563,775 Maunds, and of Rupees 3,88,192.

Rates and Fares for Passengers and Goods.—On and after the 1st November 1865, the rates charged for the conveyance of passengers and goods were considerably altered. Before and after that date these rates stood as follow :—

Up to 1st November 1865, for Passengers.

1st Class	12 Pies per mile.
2nd do.	5 do.
3rd do.	3 do.

From 1st November 1865.

1st Class, by day train	18 Pies per mile.
Night train	22 do.
2nd Class, by day train	6 do.
Night train	7 do.
3rd Class	3 do.

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

Up to 1st November 1865, for Goods.

Special Class	... ...	8	Pies per ton per mile.
1st	do.	10	do.
2nd	do.	12	do.
3rd	do.	14	do.
4th	do.	20	do.
5th	do.	30	do.

From the 1st November 1865.

Special Class	... ...	8	Pies per ton per mile.
1st	do.	12	do.
2nd	do.	14	do.
3rd	do.	16	do.
4th	do.	24	do.
5th	do.	36	do.

Special Rates.—The following special rates have also been in force :—

For the carriage of cotton between Cuddapah and Madras ; for fire wood between Paulghat and Coimbatore, and on the Bangalore Branch ; for Trichinopoly cigars conveyed from Salem to Madras ; for the carriage of salt in truck loads, from Madras to Coimbatore ; for iron shot, in full waggon loads of six tons, from Bangalore to Madras ; for timber, from Madras to Bangalore ; for coffee, from Coimbatore to Madras ; for consignments of cigars, from Madras to Beypoor ; and for sawn timber, from Beypoor to Bangalore, in full waggon loads of five tons.

Chief items of Goods Traffic.—The chief items among the goods traffic have been the following :—

From Madras.	*Towards Madras.*
Salt.	Cotton.
Rice.	Coffee.
Jaggery.	Saffron.
Iron.	Fruits.
Raggy.	Potatoes.
Wine and Beer.	
Cloths.	

The traffic in several items, such as timber, tobacco, grain, gingelly seeds, &c., has been considerable in both directions.

Per-centage of working Expenses.—The working expenses during the half-year ending 31st December 1865, amounted to 43·93 per cent., upon the total gross earnings of the line. They are composed as follow :—

	Per-centage on gross earnings.
Permanent Way	13·69
Locomotive	19 31
Traffic	7 56
Telegraph	1·08
General	2 29
	43 93

Total expenditure on Capital Account.—The total expenditure on Capital Account up to 31st December 1865, was Rupees 574,83,103. The net profits for the half-year ending

Profit and rate of per-centage per annum.

31st December 1865 were Rupees 11,71,355, being at the rate of £4-1-2½ per cent. per annum.

Kuddulhoondy Bridge.—The only large work in progress on this line during 1865-66 has been the re-construction of the bridge across the Kuddulhoondy river, upon the West Coast. It is intended to replace the present wooden structure by an iron girder bridge supported upon trestle

of iron piles ; but the progress of the work has been considerably delayed by the discovery that the firm stratum, which had been reached in the trial borings, was only a few feet in thickness, and that a permanent bearing for the piles could not, in some places, be obtained at a less depth than 70 feet below the rail level.

Condition of the South-West Line.—Upon the whole, the condition of this line and the results of the working throughout the year, do great credit to the Executive Management. Every attention has been paid to the comfort and the convenience of passengers ; the Permanent Way is in excellent order, and a marked improvement is visible in the condition of stations and refreshment-rooms and in the general facilities afforded to the travelling public.

Executive Management.

Permanent Way.

Condition of Stations.

NORTH-WEST LINE.

Mileage open for Traffic.—At the close of the last official year this line was open for traffic from the Arconum Junction as far as Reddipully, a distance of 79 miles. On the 1st September 1865, the line was further opened to Cuddapah, 40 miles beyond Reddipully. The average length of line open for traffic during 1865-66 has, therefore, been 106 miles.

Train Service.—The train service has been carried out by one passenger train in each direction, daily, throughout the year, over the whole of the open line. Besides this, other trains, both for passengers and goods, have been run in each direction on week days over various portions of the line, according to the demands of the traffic.

Number of each class of Passengers and the Receipts.—The number of each class of passengers throughout the year, and the receipts therefrom have been as follow :—

Passengers.	Number.	Per-centage.	Receipts.	Per-centage.
			RS.	
1st Class	588	·18	3,897	2·19
2nd do.	4,319	1·35	6,817	3·84
3rd do.	315,924	98·47	1,66,986	93·97
Total ...	320,831	100	1,77,700	100

Daily number of Passengers.—The average daily number of passengers has been 879, at the rate of 8·29 per mile of line open.

Increase in the number of Passengers and Receipts.—The increase in the number of passengers over those carried during the previous year has been 110,391, while the receipts have been increased by Rupees 78,066.

Goods carried. Receipts.—During the past year 1,992,629 Maunds of goods have been carried upon the North-West Line, the receipts therefrom being Rupees 4,32,835 ; being in excess of the corresponding figures for 1864-65 by 559,477 Maunds, and by Rupees 2,75,549.

Rates and Fares.—The rates charged for passengers and goods have been, throughout the year, the same as those charged on the South-West Line.

Special Rate.—A special rate for the conveyance of cotton between Cuddapah and Madras have been in force, viz. :—

24 Pies per ton per mile for loose cotton.
14 Do. do. for half-pressed cotton.

Chief item of Goods Traffic.—The only item in the traffic upon this line which deserves especial mention is cotton, which has increased in a most satisfactory manner, and to such an extent as to materially influence the year's returns. The quantity of cotton carried amounted to 790,133 Maunds, being more than fourfold the amount carried during any previous year.

Up to 1*st November* 1865, *for Goods.*

Special Class	...	...	...	...	...	...	8 Pies per ton per mile.
1st do.	...	...	...	...	...	...	10 do.
2nd do.	...	...	...	...	...	...	12 do.
3rd do.	...	...	...	...	...	...	14 do.
4th do.	...	...	...	...	...	...	20 do.
5th do.	...	...	...	...	...	...	30 do.

From the 1*st November* 1865.

Special Class	...	...	...	...	...	...	8 Pies per ton per mile.
1st do.	...	...	...	...	...	...	12 do.
2nd do.	...	...	...	...	...	...	14 do.
3rd do.	...	...	...	...	...	...	16 do.
4th do.	...	...	...	...	...	...	24 do.
5th do.	...	...	...	...	...	...	36 do.

Special Rates.—The following special rates have also been in force :—

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Raggy.	Potatoes.
Wine and Beer.	
Cloths.	

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								Per-centage on gross earnings.
Permanent Way	...	...	...	...	...	...	...	13·69
Locomotive	...	...	...	...	...	...	...	19·31
Traffic	...	...	...	...	...	...	...	7·56
Telegraph	...	...	...	...	...	...	...	1·08
General	...	...	...	...	...	...	...	2·29
								43·93

Total expenditure on Capital Account.—The total expenditure on Capital Account up to 31st December 1865, was Rupees 574,83,103. The net profits for the half-year ending 31st December 1865 were Rupees 11,71,355, being at the rate of £4-1-2½ per cent. per annum.

Profit and rate of per-centage per annum.

Kuddulhoondy Bridge.—The only large work in progress on this line during 1865-66 has been the re-construction of the bridge across the Kuddulhoondy river, upon the West Coast. It is intended to replace the present wooden structure by an iron girder bridge supported upon tressels of iron piles ; but the progress of the work has been considerably delayed by the discovery that the firm stratum, which had been reached in the trial borings, was only a few feet in thickness, and that a permanent bearing for the piles could not, in some places, be obtained at a less depth than 70 feet below the rail level.

Condition of the South-West Line.—Upon the whole, the condition of this line and the results of the working throughout the year, do great credit to the Executive Management. Every attention has been paid to the comfort and the convenience of passengers ; the Permanent Way is in excellent order, and a marked improvement is visible in the condition of stations and refreshment-rooms and in the general facilities afforded to the travelling public.

Executive Management.

Permanent Way.

Condition of Stations.

NORTH-WEST LINE.

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Number of each class of Passengers and the Receipts.—The number of each class of passengers throughout the year, and the receipts therefrom have been as follow :—

Passengers.	Number.	Per-centage.	Receipts.	Per-centage.
			RS.	
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2nd do.	4,319	1·35	6,817	3·84
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Total ...	320,831	100	1,77,700	100

Daily number of Passengers.—The average daily number of passengers has been 879, at the rate of 8·29 per mile of line open.

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Goods carried. Receipts.—During the past year 1,992,629 Maunds of goods have been carried upon the North-West Line, the receipts therefrom being Rupees 4,32,835 ; being in excess of the corresponding figures for 1864-65 by 559,477 Maunds, and by Rupees 2,75,549.

Rates and Fares.—The rates charged for passengers and goods have been, throughout the year, the same as those charged on the South-West Line.

Special Rate.—A special rate for the conveyance of cotton between Cuddapah and Madras have been in force, viz. :—

24 Pies per ton per mile for loose cotton.
14 Do. do. for half-pressed cotton.

Chief item of Goods Traffic.—The only item in the traffic upon this line which deserves especial mention is cotton, which has increased in a most satisfactory manner, and to such an extent as to materially influence the year's returns. The quantity of cotton carried amounted to 790,133 Maunds, being more than fourfold the amount carried during any previous year.

Per-centage of working Expenses.—The working expenses for the half-year ending the 31st December 1865 came to 26·92 of the gross earnings, being composed as follows :—

	Per-centage of gross earnings.
Permanent Way	3·89
Locomotive	15·66
Traffic	5·20
Telegraph	0·59
General	1·58
	26·92

Iron Pot Sleepers.—The above very small expenditure upon Permanent Way is to be chiefly attributed to the universal use of iron pot sleepers.

Cost per mile of Maintenance of Way.

The average cost per mile per mensem of the maintenance of way and works has been kept below Rupees 70, being considerably less than the half of the corresponding charge on the South-West Line. The low charge for Locomotive expenses is to be attributed to the general use of firewood in place of coal.

Total expenditure on Capital Account.—The total expenditure on Capital Account up to the 31st December 1865, amounted to Rupees 123,50,577, and the net profits for the half-year ending 31st December 1865, were Rupees 2,63,189, being at the rate of £4-5-2½ per cent. per annum.

Profit and rate of per-centage per annum.

Progress of Works.—The progress made during the year 1865-66 upon the portion of this line under construction has been satisfactory. The opening of the portion between Reddipully and Cuddapah upon the 1st September 1865, has been above-mentioned. A further extension of about 35 miles between Cuddapah and Mootanoor is expected to be opened for traffic during August 1866. Beyond Mootanoor the works are making fair progress, but owing to the large bridges required to carry the line over the Chittravutty and the Pennair rivers, there is no likelihood that the line will be opened for traffic to Gooty until 1868. Some parts of the line beyond Gooty have been let on contract, but little has yet been done save completing the surveys, and collecting materials for the large bridge over the Toombuddra river. The junction with the Great Indian Peninsula Railway at Raichoor will probably be effected in 1870.

Extension of 35 miles to be opened for traffic.

Opening of the line to Gooty.

Date of junction with the Great Indian Peninsula Railway.

Executive Management.—The remarks made above with regard to the Executive Management of the South-West Line apply equally to the North-West Line, and great credit is due to the Railway authorities for the manner in which their onerous duties have been discharged.

GREAT SOUTHERN OF INDIA RAILWAY.

Mileage open for Traffic.—The length (79 miles) of line open for traffic has remained the same as in the past official year. It is expected, however, that a portion of the Erode Extension, from Trichinopoly to Caroor, a distance of 47½ miles, will be opened for traffic in July 1866, and from Caroor to Erode, a distance of 40 miles, about May 1867.

Extension of mileage.

Train Service.—There have been four trains employed on week days throughout the year—two westward and two eastward and on Sundays only one train was used in each direction.

Number of each class of Passengers and the Receipts.—The number of each class of passengers, and the receipts realized have been as follow :—

Passengers.	Number.	Per-centage.	Receipts.	Per-centage.
			RS.	
1st Class	1,139	·29	2,987	1·47
2nd do.	4,539	1·14	5,634	2·79
3rd do.	392,754	98·57	1,93,624	95·74
Total...	398,432	100	2,02,245	100

Daily number of Passengers.—The average daily number of passengers has been 1,092, or at the rate of 13·82 per mile of Railway open.

Increase in the number of Passengers and Receipts.—There has been an increase in the number of passengers over those conveyed in 1864-65 of 84,002, and in the receipts of Rs. 31,189.

Goods carried.—In the year 1865-66 the number of Maunds of goods carried over the Railway was 1,111,382, and of Railway materials, Maunds 773,821. The receipts from each source were Rupees 1,25,779 and Rupees 44,252, amounting together to Rupees 1,70,031, and showing an increase of Rupees 29,498, over the receipts in the previous year.

Receipts.

Increase in Receipts.

Rates and Fares.—The rates and fares for goods and passengers remained the same as those in force during 1864-65, viz :—

Goods.

1 Anna per ton per mile.

Passengers.

1st Class	12 Pies per mile.
2nd do.	8 do.
3rd do.	4 do.

Chief items in the Goods Traffic.—The principal items in the goods traffic are salt, grains of all kinds, areca-nuts, and fruits and vegetables.

Per-centage of working Expenses.—The working expenses during the half-year ending 31st December 1865, amounted to 49·93 per cent. upon the gross earnings, viz:—

	Per-centage on gross earnings.
Permanent Way	14·67
Locomotive	26·34
Traffic and Telegraph	6·23
General	2·69
	49·93

Total expenditure on Capital Account.—The aggregate expenditure on Capital Account up to 31st December 1865, was Rs. 85,76,975. The net profits for the half-year ending the 31st December 1865, were Rupees 1,01,782, being at the rate of £ 2-7-5¾ per cent. per annum.

Profits.

Rates of percentage.

Progress of works on the Erode Extension.—The works on the Erode Extension have progressed very satisfactorily, and if the Permanent Way materials expected from England arrive in proper time there is every prospect of the line being opened to Erode, the point of junction with the Madras South-West Railway, during next year.

Prospect of line being opened.

Accidents on the Madras Railway.—The accidents upon the Railways during the official year 1865-66 were as follow :—

MADRAS RAILWAY.

Accidents to Trains.

There were two collisions of trains:—
Three of trains or carriages getting off the proper line, and
One of a train running over cattle.

To Servants of the Railway Company or of Contractors.

	Killed.	Injured.
From causes beyond their own control...	3	7
From their own want of caution	7	2

Other Persons.

Whilst crossing at level crossing	2	0
Whilst trespassing, including suicide	4	0

GREAT SOUTHERN OF INDIA RAILWAY.

On the Great Southern of India Railway.—A Contractor's cooly was killed... ... ... 1 0

INDIAN TRAMWAY COMPANY.

Tramway between Arconum and Conjeveram.—The Tramway, or more correctly the Light Railway constructed by this Company, between the Arconum Junction on the line of the Madras Railway and the town of Conjeveram, was partially opened for traffic upon the 1st May 1865. The remainder of the line, completing the whole distance of nineteen miles, was opened for traffic on the 1st August 1865.

Length of line opened for traffic.

Train Service.—Since the latter date the service has been regularly performed by two trains, daily, in each direction, and by additional trains to suit the requirements of the traffic.

Rates in force for Passengers.—The rates in force for passengers and goods are as follow :—

Passengers.

1st Class	1 Anna	per mile.
2nd do.	6 Pies	do.
3rd do.	4 do.	do.

For goods.

Goods.

Special class	12 Pies	per ton per mile.
1st do.	16 do.	do.
2nd do.	20 do.	do.
3rd do.	24 do.	do.
4th do.	36 do.	do.
5th do.	48 do.	do.

Line constructed without guarantee.—This line has been constructed without a gurantee, and no information regarding the amount of its traffic is as yet available.

Gauge 3 feet 6 inches.

The line has been constructed upon a gauge of 3 feet 6 inches, and the works are, therefore, very slight as compared with the Railways on the regular gauge ; but the execution and workmanship are excellent, and the rolling stock of the best description.

Execution and workmanship.

No accident.

No accidents are reported to have occurred,

Management.

and the management seems to have been generally satisfactory.

(True Copy.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consg. Engr. for Railways.

Madras Railway

South West Line

Mileage open for Traffic.

The Mileage open for Traffic upon this Line remains the same as at the close of the last official year. Including the Bangalore Branch 492 Miles have been worked throughout the year now under review.

Train Service.

The Train Service has been regularly carried out by two Passenger Trains in each direction daily throughout the year. Over the whole length of Line. In addition to these, other trains both for Passengers and Goods averaging 5 per diem in each direction have been run on week days over shorter or longer portions of the Line according to the exigencies of the Traffic

Number of each Class of Passenger and the Receipts

The number of each class of Passengers through out the year, and the receipts derived therefrom have been as follows :—

Passengers	Number	Per Centage	Receipts Rs	Per Centage
1st class	9,520	·62	121,349	8·58
2nd do.	84,708	5·51	1,58,860	11·23
3rd do.	14,41,745	93·87	11,33,979	80·19
Total	15,35,973	100	14,14,188	100.

The average daily number of Passengers has therefore been 4208, or at the rate of about 8·55 per mile of line.

Daily number of Passengers

The increase in the number of Passengers over those carried during 1864/65 has been 1.42.192, and the receipts show an increase of Rupees 154.934.

Increase in the number of Passengers and Receipts —

During the past year there have been 77.76.849 Maunds of Goods carried upon this Line, and the receipts from this branch of traffic have amounted to Rupees 23.45,877·; Showing an increase over the corresponding figures for 1864/65 of 5.63.775 Maunds and of Rupees 3,88.192 —

Goods Carried. Receipts.

On and after the 1 November 1865. the rates charged for the Conveyance of Passengers and Goods were considerably altered.. Before and after that date these rates stood as follow. —

Rates & Fares for Passengers and Goods —

Up to 1st November 1865 for Passengers —

1st Class	———	12 Pies per Mile	
2d	do	———	5 do ———
3d	do	———	3 do ———

From 1 November 1865.

1 Class	By day Train	—	18 Pies per mile
	Night Train	—	22 — do ———
2 Class	By day Train	—	8 — do ———
	Night Train	—	9 — do ———
3 Class	———		3 — do ———

with free Luggage; as in the previous half Year of 40,25 and 15 ~~ths~~ respectively —

Up to 1st November 1865 for Goods

Special Class	———	8 Pies per ton per Mile	
1st	do	———	10 do ———
2d	do	———	12 do ———
3d	do	———	14 do ———
4	do	———	20 do ———
5	do	———	30 do ———

From the 1 November 1865 —

Special Class	———	8 Pies per ton per Mile	
1	do	———	12 do ———
2	do	———	14 do ———
3	do	———	16 do ———
4	do	———	24 do ———
5	do	———	36 do ———

The following Special rates have also been in force — ———

Special Rates

For the Carriage of Cotton between Cuddapah and Madras. For firewood between Paulghat and Coimbatore, and to the Bangalore Branch. For Trichinopoly Cigars conveyed from Salem to Madras For the Carriage of Salt in Truck loads from Madras

to

to Coimbatore. For Iron Shot, in full waggon loads of 6 Tons, from Bangalore to Madras. For timber from Madras to Bangalore. For Coffee from Coimbatore to Madras. For consignments of Cigars from Madras to Beypoor, and for Sawn timber from Beypoor to Bangalore, in full waggon loads of 5 tons.

Chief items of Goods Traffic —

The Chief items among the Goods Traffic have been the following: ——

From Madras	Towards Madras
Salt	Cotton
Rice	Coffee
Jaggery	Saffron
Iron	Fruits
Raggy	Potatoes
Wine & Beer	
Cloths	

The traffic in General items, Such as timber, tobacco Grain, Gingelly Seeds, &c, has been Considerable in both directions.

Per Centage of working Expenses —

The working Expenses during the half year ending 31 December 1865 amounted to 43·93 per Cent upon the total Gross earnings of the Line. They are Composed as follows

	Per Centage on Gross Earnings
Permanent Way	13·69
Locomotive	19·31
Traffic	7·56
Telegraph	1·08
General	2·29

Total Expenditure on Capital Account. —

Profit a Rate of per Centage per annum —

Ruddulhoondy Bridge —

The total Expenditure on Capital Account up to 31 December 1865 was Rupees 574,83,103. The net profits for the half year ending 31 December 1865 were Rupees 11.71.355, being at the rate of £4.1.2 p/c per Cent per annum —

The only large work in progress on this Line during 1865/66 has been the reconstruction of the bridge across the Ruddulhoondy river, upon the west Coast. It is intended to replace the present wooden Structure by an iron Girder bridge Supported upon trestels of iron piles; but the progress of the work has been Considerably delayed by the discovery that the firm Stratum which had been reached in the trial borings, was only a few feet in thickness, and that a permanent bearing for the piles could not in Some places be obtained at a less depth than 70 feet below the rail level.

Condition of the South West Line —

Upon the whole the condition of this line, and the results of the working throughout the year, do great credit to the Executive management. Every attention has been paid to the Comfort and the Convenience of Passengers; the permanent way is in Excellent Order, and a marked improvement is visible in the condition of Stations and refreshment rooms and in the General facilities afforded to the travelling public —

Executive management —

Permanent Way.

Condition of Stations

North West Line

Miles open for Traffic.

At the close of the last official year this Line was open for traffic from the Arconum Junction as far as Redorpully, a distance of 79 miles. On the 1 September 1865. the Line was further opened to Cuddapah, 40 Miles beyond Redorpully. The average length of Line open for traffic during 1865. 66. has therefore been 106 Miles —

Train Service

The Train Service has been carried out by one Passenger train in each direction, daily throughout the year, over the whole of the open line. Besides this, other trains, both for Passengers and Goods, have been run in each direction on week days over various portions of the Line, according to the demands of the Traffic —

Number of each class of Passengers and the Receipts —

The number of each class of Passengers throughout the year and the receipts therefrom, have been as follows: —

Passenger	Number	Per Centage	Receipts	Per Centage
			Rs.	
1st class —	588	·18	3897	2·19
2d — do —	4319	1·35	6817	3·84
3d — do —	3.15.924	98·47	1.66.986	93·97
Total —	3.20.831	100	177.700	100.

number of Passengers.

The average daily number of Passengers has been 879 at the rate of 8·29 per mile of Line open.

se in the of Passengers Receipts —

The increase in the number of Passengers over those carried during the previous year has been 1.10,391; while the receipts have been increased by Rupees 78,066.

Carried

During the last year 19.92.629 Maunds of Goods have been carried upon the North West Line, the receipts therefrom being Rupees 432,835; being in excess of the corresponding figures for 1864/65 by 559,477 maunds and by Rupees 275,549 —.

es 2 Fares

The rates charged for Passengers and Goods have been throughout the year the Same as those charged on the South West Line.

l Rate

A Special rate for the conveyance of Cotton between Cuddapah and Madras have been in force viz: —

24 pies per ton per mile for loose cotton
14 — do — for half pressed Cotton

Item of Traffic.

The only item in the traffic upon this line which deserves especial mention is cotton, which has increased in a most satisfactory manner, and to such an extent as to materially influence the year's returns. The Quantity of Cotton carried amounted to 7.90,133 maunds, being more than fourfold the amount

carried

North West Line

Miles open for Traffic -

At the close of the last official year this Line was open for traffic from the Arconum Junction as far as Redorpully, a distance of 99 miles. On the 1st September 1865. the Line was further opened to Cuddapah, 40 Miles beyond Redorpully. The average length of Line open for traffic during 1865. 66. has therefore been 106 Miles -

Train Service

The Train Service has been carried out by one Passenger train in each direction, daily throughout the year, over the whole of the open line. Besides this, other trains, both for Passengers and Goods, have been run in each direction on week days over various portions of the Line, according to the demands of the Traffic -

Number of each class of Passengers and the Receipts -

The number of each class of Passengers throughout the year and the receipts therefrom, have been as follows: -

Passenger	Number	Per Centage	Receipts Rs.	Per Centage
1st class —	588	·18	3897	2·19
2d — do —	4319	1·35	6817	3·84
3d — do —	3.15,924	98·47	1.66,986	93·97
Total —	3,20,831	100	177.700	100.

Daily number of Passengers.

The average daily number of Passengers has been 879 at the rate of 8·29 per mile of Line open.

Increase in the number of Passengers and Receipts -

The increase in the number of Passengers over those carried during the previous year has been 1.10,391, while its receipts have been increased by Rupees 78,066

Goods Carried

Receipts

During the past year 19.92.629 Maunds of Goods have been carried upon the North West Line, the receipts therefrom being Rupees 432,835; being in excess of the corresponding figures for 1864/65 by 559,477 maunds and by Rupees 275,549 -.

Rates & Fares

The rates charged for Passengers and Goods have been throughout the year the same as those charged on the South West Line.

Special Rate

A Special rate for the conveyance of Cotton between Cuddapah and Madras have been in force viz: —

24 pies per ton per mile for loose cotton
14 — do — for half pressed Cotton

Chief item of Goods Traffic.

The only item in the traffic upon this line which deserves especial mention is cotton, which has increased in a most satisfactory manner, and to such an extent as to materially influence the year's returns. The Quantity of Cotton carried amounted to 7.90,133 Maunds, being more than fourfold the amount

Carried

carried during any previous year.

The working Expenses for the half year ending the 31 December 1865 came to 26·92 of the Gross earnings, being Composed as follows,—

Per Centage of working Expenses.

	Per Centage of Gross Earnings
Permanent Way	3·89
Locomotive	15·66
Traffic	5·20
Telegraph	0·59
General	1·58
	26·92

The above very Small Expenditure upon permanent way is to be chiefly attributed to the universal use of iron pot Sleepers. The average cost per mile per mensem of the Maintenance of way & works has been Kept below Rupees 70, being Considerably less than the half of the Corresponding charge on the South West Line. The low charge for Locomotive Expenses is to be attributed to the General use of firewood in place of coal.

Iron Pot Sleepers.

Cost per mile of Maintenance of way

The total Expenditure on Capital account up to the 31 December 1865 amounted to Rupees 123,50,577, and the net profits for the half year ending 31 December 1865 were Rupees 2,63,189, being at the rate of £ 4-5-2/2 per Cent per Annum.

Total Expenditure on Capital Account.

Profit a Rate of per Centage per annum.

The progress made during the year 1865/66

Progress of works.

1865/66 upon the portion of this line under Construction has been Satisfactory. The opening of the portion between Koorpully and Cuddapah upon the 1st September 1865 has been above mentioned.

Extension of 35 miles to be opened for traffic.

A further Extension of about 35 miles between Cuddapah and Moolinoor is Expected to be opened for traffic during August 1866. Beyond Moolinoor the works are making fair progress, but owing to the large bridges required to carry the Line over the Cheitravutty and the Pennair rivers, there is no likelihood that the line will be opened for traffic to Gooty until 1868. Some parts of the line beyond Gooty have been let on Contract, but little has yet been done save completing the Surveys, and collecting materials for the large bridge over the Toombudra river.

Opening of the Line to Gooty.

The junction with the Great Indian Peninsula Railway at Raichoor will probably be effected in 1870.

Date of junction with the G. I. P. Railway.

The remarks made about with regard to the Executive Management of the South West Line apply equally to the North West Line, and great credit is due to the Railway Authorities for the

Executive Management.

the manner in which their onerous duties have been discharged —

Great Southern of India Railway

Miles open for Traffic —

The length (79 miles) of line open for traffic has remained the same as in the past official year. It is expected however that a portion of the Erode Extension, from Trichinopoly to Karur, a distance of 24 1/2 miles, will be opened for Traffic in July 1866. and from Karur to Erode a distance of 40 miles, about May 1867 —

Extension of Mileage

Train Service —

There have been four Trains employed on week days throughout the year, — Two Westward and two Eastward, and on Sundays only one Train was used in each direction —

Number of each class of Passengers and the Receipts —

The number of each class of Passengers and the receipts realised have been as follows. —

Passenger	Number	Per Centage	Receipts	Per Centage
			Rs	
1st class —	1139	·29	2,987	1·47
2d — do —	4539	1·14	5,634	2·79
3d — do —	392,754	98·57	193,624	95·74
Total.	398,432	100	202,245	100

Daily number of Passengers.

The average daily number of Passengers has

has been 1092. or at the rate of 13·82 per mile of Railway Open.

Increase in the number of Passengers. do. Receipts.

There has been an increase in the number of Passengers over those Conveyed in 1864/65 of 84,002, and in the receipts of Rupees 31,189 —

Goods Carried. Receipts. Increase in receipts

In the year 1865/66 the number of — maunds of Goods carried over the Railway was 1111,352 and of Railway Materials maunds 773,821. The receipts from each Source were Rupees 125,779 and Rupees 424,252, amounting together to Rupees 170,031 and showing an increase of Rupees 29,498 over the receipts in the previous year.

Rates & fares

The rates and fares for Goods and Passengers remained the same as those in force during 1864/65 viz.

Goods

1 Anna ten pie per mile ——

Passengers

1st class —— 12 pies per mile —
2d — do —— 8 —— do ——
3d — do —— 4 —— do ——

Chief items in the Goods Traffic —

The principal items in the Goods Traffic are Salt. Grains of all kinds. Areca nuts and

and Fruit and Vegetables.

Per Centage of working Expenses.

The working Expenses during the half year ending 31 December 1865. amounted to 29·93 per cent upon the Gross earnings. Vizt.

	Per Centage on Gross Earnings
Permanent Way	14·07
Locomotive	26·34
Traffic & Telegraph	6·23
General	2·69
	29·93

Total Expenditure on Capital account

The aggregate Expenditure on Capital account up to 31 December 1865 was Rupees 65,76,975

Profits.

The net profits for the half year ending the 31 Decem: last 1865 were Rupees 1,01,782. being at the rate of £ 2. 7. 5 3/4 per Cent per annum.

Rates of per Centage

Progress of works on the Goa Extension.

The works on the Goade Extension have progressed very Satisfactorily, and if the permanent way Materials expected from England arrive in proper time there is every prospect of the line being opened to Goade, the point of junction with the Madras South West Railway, during next year.

Prospect of line being opened.

The

Accidents on the Madras Railway.

The Accidents upon the Railways during the Official year 1865/66 were as follows:-

Madras Railway

Accidents to Trains

There were 2 Collisions of Trains
3 of Trains or Carriages Getting off the proper line and
1 of a Train running over Cattle.

To Servants of the Railway Company or of Contractors

	Killed.	Injured.
From causes beyond their own Control	3	7
From their own want of Caution	7	2

Other Persons

Whilst crossing at level Crossing	2	"
Whilst trespassing including Suicide	4	"

On the Great Southern of India Railway.

Great Southern of India Railway

A Contractors Cooly was Killed — 1 "

Indian Railway Co

Indian Tramway Company

Tramway between Arconum & Conjeveram —

The tramway, or more correctly the light railway constructed by this Company, between the Arconum Junction on the line of the Madras Rail-way and the town of Conjeveram was partially opened for traffic upon the 1st May 1865. The remainder of the line, completing the whole distance of 19 miles, was opened for traffic on the 1st August 1865

Length of Line opened for Traffic

Train Service

Since the latter date the Service has been regularly performed by two trains, daily in each direction, and by additional trains to suit the re-quirements of the traffic

Rates in force for Passengers

The rates in force for Passengers and Goods are as follows: —

For Goods.

Passengers		
1st Class	1 Anna per mile	
2d do	6 Pies	do
3d do	2 Pies	do
Goods		
Special Class	12 Pies per ton per mile	
1st class	16	do
2d do	20	do
3d do	24	do
4th do	36	do
5th do	28	do

This line has been Constructed without a Guarantee and no information regarding the amount of its traffic is as yet available —

Line Constructed without Guarantee

The line has been Constructed upon a Gauge of 3' 6" and the works are therefore very slight as compared with the Railways on the regular gauge; but the Execution and workmanship are Excellent, and the Rolling Stock of the best des-cription.

Gauge 3' 6".

Execution & Work-manship —

No Accidents —

No Accidents are reported to have occurred and the Management seems to have been generally Satisfactory —

Management —

/Signed/ J. A. M. Shaw Stewart
Major R.E.
Acting Consulting Engr for Railways

/True Copy/

J. M. Shaw Stewart Major R.E.
Acting Consulting Engr for Railways

Railway Department - Consulting Engineer's Office

No. 333.

With reference to Official Memo: dated the 6th Instant No. 245, from the Secretary to Government Public Works Department, the Acting Consulting Engineer for Railways has the honor to forward copy of his Administration Report for 1865-66.

Madras
9th August /66

[signature] Major R.E.
Acting Consulting Engineer
for Railways.

To,
The Secretary to Government
Public Works Deptt.
Fort Saint George.

Public Works Department

No. 2650

Proceedings of the Madras Government

Under date the 22nd Aug: 1866

Read the following

From

The Acting Consulting Engineer for Railways – (H. E. No. 333 dated 9th Aug: 1866)

Ordered that the copy of Administration Report received with the foregoing Memorandum be forwarded to the Govt. of India

No. 2657

To The Secretary to the Govt. of India

Sir

I am directed by the Right Honorable the Governor in Council to forward in compliance with the request contained in the Proceedings of the Govt. of India No. 737 R dated the 31st August /65 a copy of the Chapter of the

No. 2657

From Pro. of Govt. for Aug. 1866 No. 3298

The Acting Consulting Engineer for Railways.

To

The Secretary to Govt. Public Works Dept.

Dated 9th Rec'd 14th August /66.

Ch. One

No. 333.

Forwarding copy of his Administration Report for 1865-66.

No. 2650 - 2657 - 22nd Aug 1866

No. 482

c. 15th August /66 Ch. 18th

Administration Report relating to Railways in the Madras Presidency for the Year 1865/66

Fort St George
22nd Augt/66

Despd 23d Augt with 30 copies of the Administration Report for 1865/66

17

P W 1866 Depa
Pro: of Govt for August
No. 2650-2651
Pro: of the Madras Govt
D/ 22d August/66

Passing orders on a letter from the Consulting Engineer, forwarding a copy of Administration Report (Railway) for 1865-66.

No. 482-483-484

c. 15th Aug 1766 on. 18th