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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 129 Press Mis.

263-264

Dated 14-1- 1867.

Not to be folded or roughly handled

No. 263. Read the following letter from the Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, in the Public Works Department, Railway Branch, dated Fort William, 11th December 1866, No. 1,142 R:—

1. I am directed to acknowledge the receipt of your letter No. 3,348 of the 20th October last, forwarding the Revenue Account and Analysis of the Madras Railway for the half-year ending 30th June 1866.

2. In reply, I am directed to express the satisfaction of the Governor General in Council at the prompt manner in which this Analysis has been submitted, and to communicate the following remarks:—

	Rupees.
The earnings during the half-year amounted to ...	23,31,009
The expenses to	10,45,118
And the profits to	12,85,891

The mean length open during the half-year under review was 611 miles, and the total Capital expenditure up to end of June 1866 amounted to Rupees 7,38,78,741, on which sum the profits furnish a dividend of 1·74 per cent. for the half-year, or at the rate of 3·48 per cent. per annum.

3. The following Table exhibits the chief features of the account:—

	First half of		Increase.	Decrease.	Increase per cent.	Decrease per cent.
	1865.	1866.				
Miles open	571	611	40	.....	7·0	
	Rs.	Rs.	Rs.			
Earnings	19,62,471	23,31,009	3,68,538	.....	18·8	
Expenses	9,97,294	10,45,118	47,824	.....	4·8	
Profits	9,65,177	12,85,891	3,20,714	.....	33·2	
Train mileage	641,085	635,446	.....	5,639	.....	0·9
	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Earnings per train mile ...	3 0 11	3 10 8	0 9 9	.....	19·9	
Expenses per ,, ...	1 8 10	1 10 4	0 1 6	.....	6·0	
Profits per ,, ...	1 8 1	2 0 4	0 8 3	.....	31·2	
Per-centage of expenses to receipts	50·8	44·8	.....	6·0		

	Increases per cent. compared with first half of 1865.				Increases per mile open.	
	Total Numbers.	Number per mile.	Total Receipts.	Receipts per mile.	Number	Receipts.
						Rs.
Passengers, 1st Class	16·3	21·5	17·1	9·5	2·	9·
Do. 2nd ,, ...	26·1	30·9	1·4	5·3	29·	8·
Do. 3rd ,, ...	9·8	2·6	10·8	3·6	38·	38·
All Classes	7·5	0·4	10·3	3·0	7·	40·
Total Coaching..	... ..	.....	10·1	2·9	.....	43·
Goods of all Classes	Weight. 1·7	... ..	24·5			
Goods, excluding Railway materials.	0·4	.....	22·1			
Total Coaching of goods	.....	.....	18·8			

4. From the foregoing it is seen that, while the open mileage increased ... ... 7 per cent.
And the train mileage decreased ... ... 1 ,,
The earnings increased ... ... 19 ,,
The expenses ... ... 5 ,,
And the profits ... ... 33 ,,
these results are considered very favorable to the half-year under notice, especially as regards the small per-centage borne by working expenses to receipts.

5. The receipts and expenses per passenger mile of each class for the two periods under comparison were as follows:—

	Receipts, South-West.		Expenses, South-West.		Receipts, North-West.		Expenses, North-West.	
	1st-half of 1865.	1st-half of 1866.	1st-half of 1865.	1st-half of 1866.	1st-half of 1865.	1st-half of 1866.	1st-half of 1865.	1st-half of 1866.
	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
1st Class... ...	11·57	17·13	7·19	8·96	11·78	18·57	14·66	9·30
2nd ,, ...	4·91	6·19	2·77	3·67	4·95	6·72	8·44	4·41
3rd ,, ...	2·90	2·94	0·74	0 68	2·98	2·95	0·71	0·46

6. Compared with the first half of 1865, the quantities of goods conveyed were about the same. The receipts from goods of all classes, however, show an increase of 24 per cent., or, excluding Railway materials, of 22 per cent., which is attributable to the increased rates charged.

7. Referring to an item of Rupees 31,264 on the credit side of the South-West Account on account of mileage of vehicles on the North-West Line, I am to observe that there is no corresponding entry on the debit side of the North-West account, and to request explanation on the subject, as well also on the principle on which the charge is calculated.

8. The late Train Returns, it is seen, contrast favorably with those of the two preceding half-years. There has also been a large decrease in the number of detentions.

9. Referring to the goods and passenger traffic, I am to request that the mileages may, for the future, if possible, be separately shown, and that, in reckoning the *numbers* of passengers, the practice of reckoning excess fares as so many additional passengers, may be discontinued. These passengers may, in some instances, have got into the trains without taking tickets, but generally it will be more convenient to treat them as travelling longer distances than they originally booked for.

10. I am also directed to invite attention to the difference in working expenses on the two Lines, and to remark that it would appear that, in almost every item, the working of the North-West Line is less than the South-West.

Thus the expenses per train mile were—

	S.-W. Rs.	N.-W. Rs.	Difference in favor of N. W. Line. Rs.
Locomotive Department.—Repairs of carriages and wagons	0·66	0·57	0·09
Traffic	0·34	0·31	0·03
Telegraph	0·06	0·02	0·04
Maintenance, including ballasting ...	0·56	0·17	0·39
General charges	0·06	0·04	0·02
Insurance	0·03	0·03	
Home expenses	0·01	0·01	
Total	1·72	1·15	0·57

11. The main difference appears in the item of maintenance, which is exaggerated in the train mileage, owing to the much larger proportion of the North-West Line recently opened and maintained out of Capital. Thus on the South-West Line 407 out of 492 miles are maintained out of Revenue, while on the North-West Line 41¼ only are so maintained out of 119¼ miles. But the expenses per mile so maintained out of Revenue, appear to be out of all proportion to one another, being on the South-West Line 762·5, and on the North-West Line Rupees 364·7, or less than one-half. Explanation is requested on this point.

12. In conclusion, I am to request attention to the South-West Line Revenue Account, on the Dr. side of which the expenses of Home Establishment are abated by the "receipts for transfer fees." It is not apparent why they should not be shown as receipts on the other side of the account.

No. 264. ORDER THEREON, 14th January 1867, No. 129.

RAILWAY, No. 15.

1. Communicated to the Consulting Engineer for Railways, who will, in the preparation of future Returns, keep in view the instructions contained in paragraph 9.

2. The explanation which is required on the points noticed in paragraphs 7 and 12 should be submitted at an early date.

Proceedings of the Madras Government, Public Works Department,
14th January 1867.

3. Adverting to paragraphs 10 and 11, the Government observe that the Consulting Engineer's letter of the 17th November last, No. 440, a copy of which has been furnished* to the Government of India, explains the cause of the difference in the working expenses of the North-West and South-West Lines during the half-year ended 30th June 1866.

* See letter No. 3,810, dated 30th November 1866.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Under Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

Cir)

129 No 129

1. Comm^d to the Consulting Engineer for Railways, who will in the preparation of future Returns keep in mind the instructions contained in para 9—

2. The explanation which is required on the points noticed in paras 7 & 12 should be submitted at an early date

3— Adverting to paras 10 & 11, the Govt observe that the Consulting Engr's letter of the 17th inst, No 440, a copy of which has been furnished to the Govt of India, explains the cause of the difference in the working expenses of the North West and South West lines during the half year ended 30 June 1866—

* See letter No 3810 dated 30 Nov^r 66

WDH

To C & Gen Rly

Stuart St George
11th Jany 1867

No. 20 WB
dated 15 January 67