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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2299 & 2300 Press / Mis.

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Dated 31 7 1869.

Not to be folded or roughly handled

No. 720. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 15th July 1867, No. 205:—

Great Southern of India Railway.

1. I have the honor to forward, for submission to the Government of India, the Revenue Account and Analysis of traffic for the half-year ending 31st December 1866.

2. A portion of the Errode Extension from Trichinopoly to Caroor, a distance of 48 miles, was opened on the 3rd December 1866, making the total length of line open for the traffic 127 miles. From that date two trains passed each way over the whole distance, and one train each way on Sundays.

3. The passenger fares were the same as those of the previous half-year.

First class	12 pie per mile.
Second ,, ...	8 ,,
Third ,, ...	4 ,,

Special rates, below the ordinary ones, being adopted on festival occasions, for the conveyance of second and third class passengers.

4. The rates for all classes of goods remained unchanged.

5. The average number of passengers carried daily by the Railway, during the half-years ending 31st December 1865 and 1866, is given below:—

Passengers.	Half-year ending 31st December 1866.	Half-year ending 31st December 1865.	Increase.	Decrease.
First class	2·87	2·66	0·21	...
Second class	14·93	12·47	2·46	...
Third class	1210·83	1079·70	131·13	...

6. The average distances travelled by the passengers and goods were—

	Half-year ending 31st December 1866.	Half-year ending 31st December 1865.	Increase.	Decrease.
First class	49·92	42·68	7·24	...
Second class	38·73	34·25	4·48	...
Third class	29·20	28·74	0·46	...
Goods	54·88	30·29	24·59	...

7. There is a marked improvement in the distances to which goods were carried, which is, however, attributable to a considerable extent to the fact of Railway materials being charged as ordinary goods, and of their being carried a further distance as the line advanced to the westward.

8. The gross receipts, and the nature and amount of traffic were as follows—

	Half-year ending 31st Dec. 1866.	Half-year ending 31st Dec 1865.	Increase.	Decrease.
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Passengers	1,30,657 11 5	1,09,611 9 4	21,046 2 1	... ...
Merchandize	88,267 4 8	67,427 9 8	20,839 11 0	... ...
Railway materials ...	60,660 12 6	22,786 11 9	37,874 0 9	... ...
Miscellaneous ...	7,720 3 8	3,465 8 0	4,254 11 8	... ...
Total ...	2,87,306 0 3	2,03,291 6 9	84,014 9 6	... ...
Expenditure	1,32,696 0 1	1,01,509 2 3	31,186 13 10	... ...
Profit ...	1,54,610 0 2	1,01,782 4 6	52,827 11 8	... ...
Length of line open.	Miles. 127	Miles. 79	Miles 48	Miles. .....
Expenditure on Capital in India and England up to 31st December 1866.	RS. 98,70,025	RS. 85,76,975	RS. 12,93,050	RS. .....
Half-yearly per centage of profit.	1·56	1·19	0.37	.....
Number of Passengers.	No.	No.	No.	No.
First class	528	490	38	.....
Second class	2,748	2,295	453	.....
Third class	2,22,792	1,98,663	24,029	.....
Tons of Goods.	Tons.	Tons.	Tons.	Tons.
Merchandize	27,052	21,883	5,169	.....
Railway materials ...	7,871	4,180	3,691	.....
Number of Trains ...	1,017	846	171	.....
Average mileage of Train.	106·629	75·880	30·949	.....
Average contents of each Vehicle.				
Passengers, 1st class.	1·34			
Do. 2nd class.	2·62			
Do. 3rd class.	27 76	1·10		
Goods Tons	2·53	2·00	0·24	.....
		29·03	0·62	.....
		2·90	.....	1·27
			.....	0·17

9. It will be observed that the receipts for the carriage of Railway materials are about two-thirds of those from merchandize. This source of profit will shortly be exhausted, as the whole of the line will be finished during the current year. The Railway materials carried for the half-year ending 31st December 1865, were shown in the return for that period as 23,874 tons, but this includes ballast, which yielded a trifling receipt in favour of the revenue account. The quantity of Railway materials, exclusive of ballast, has been inserted in the present return as more correct.

10. The average contents of the goods vehicles corresp onds very closely with the average on the Madras Railway. The number of passengers carried in each vehicle is less than the average on that line, but as regards the third class it is still satisfactory.

11. The expenditure during the half-year as compared with the corresponding period in 1865 was—

	Half-year ending 31st Dec. 1866.	Half-year ending 31st Dec. 1865.	Increase.	Decrease.
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Locomotive Department.	80,561 14 11	53,554 12 9	27,007 2 2	.....
Traffic Department ...	17,876 12 11	11,359 14 5	6,516 14 6	.....
Telegraph do. ...	1,429 6 8	1,295 9 7	133 13 1	.....
Permanent Way do ...	27,482 8 4	29,821 2 11	.....	2,338 10 7
General Charges	2,845 5 3	2,977 10 7	.....	132 5 4
Fire Insurance Fund ...	2,500 0 0	2,500 0 0	.....	.....
Total...	1,32,696 0 1	1,01,509 2 3	33,657 13 9	2,470 15 11

12. The additional expenditure in the Locomotive and Traffic Departments is due to additional work done.

13. The net receipts from the passenger and goods traffic were per ton per mile as follows :—

Passengers.	Half-year ending 31st Dec. 1866.	Half-year ending 31st Dec. 1865.	Increase.	Decrease.
	Pies.	Pies.	Pies.	Pies.
First Class	Loss 0·60	Loss 0·56	0·04	.....
Second do.	Loss 0·26	Loss 0·55	.....	0·29
Third do.	Profit 7·33	Profit 8·13	.....	0·80
Goods....	Profit 1·38	Profit 0·84	0·54	.....

14. As on the Madras Railway by far the most profitable traffic is the third class passengers. Not content, however, with the high profit derived from each third class carriage, the Agent has raised the fares considerably. The expediency of the measure will be better tested than it can be at present when the line is opened to Errode. I apprehend that the rates will eventually have to be equalized with those of the Madras Line, for any effort to induce through traffic to be successful.

15. The annexed statement shows the number of passengers of each class, and the receipts realized :—

Passengers.	Half-year ending 31st December 1866.		Half-year ending 31st December 1865.		Increase.		Decrease.		Per-centage of Increase.		Per-centage of Decrease.	
	No.	Receipts.	No.	Receipts.	No.	Receipts.	No.	Receipts.	No.	Receipts.	No.	Receipts.
		RS. A. P.		RS. A. P.		RS. A. P.		RS.		RS.		RS.
First Class	528	1,606 3 0	490	1,297 9 0	38	308 10 0	...	.....	7·76	23·80	...	.....
Second do.	2,748	3,933 4 0	2,295	2,761 2 0	453	1,172 2 0	...	.....	19·74	42·45	...	.....
Third do.	2,22,792	1,18,379 1 0	1,98,663	1,00,512 1 0	24,129	17,867 0 0	...	.....	12·15	17·78	...	.....

16. The following statement gives the particulars of the goods, &c., conveyed during the half-year under review :—

Goods, &c.	Half-year ending 31st December 1866.		Half-year ending 31st December 1865.		Increase.		Decrease.		Per-centage of Increase.		Per-centage of Decrease.	
	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.
		RS. A. P.		RS. A. P.		RS.		RS.		RS.		RS.
Merchandize, &c.	27,052	88,267 4 8	21,883	67,427 9 8	5,169	20,840	.....	.....	23·62	30·91	...	.....
Railway materials	7,871	60,660 12 6	4,180	22,786 11 9	3,691	37,874	.....	.....	88·30	166·22	...	.....
Miscellaneous	.....	7,720 3 8	.....	3,465 8 0	.....	4,255	.....	.....	.....	122·80	...	.....

17. The working expenses amount to 42·39 per cent. of the receipts; which may be pronounced highly satisfactory. In the half-year ending 31st December 1865, they were 49·93 per cent., and for the intermediate half-year 45·33 per cent. of the gross receipts.

18. The net revenue for the half-year under review yields a per-centage on capital expenditure of £ 1-11-2½, which is also an improvement.

19. The Return of late trains shows that nearly one-third the total number of trains were late by a period of 43 minutes on the average. This cannot be regarded as satisfactory. It is attributable in a great measure to the goods and passenger's traffic being carried in the same train, which necessitates delay in shunting at the intermediate stations.

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REAT SOUTHERN OF INDIA RAILWAY.

Reven e Acount for Half-year ending 31st December 1866.

Train Miles run 108,442.

Expenditure.	Amount.	Coaching.	Goods.	Total	Cost per Train Mile.	Per-centage of Working Expenses.	Per-centage of Revenue.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
To Locomotive Department.							
,, Salaries of Superintendent, Clerks, and Office expenses.	2,140 13 1						
,, Wages of Foremen, Firemen, and Enginemen.	13,793 0 7						
,, Wages of Cleaners, Cokemen, and Watermen.	2,122 12 0	26,298 6 5	54,263 8 6	80,561 14 11	11·88	60·72	28·04
,, Coal, Coke, and Wood	37,384 6 4						
,, General Stores	2,937 0 2						
,, Repairs of Engines and Tenders ...	12,473 10 6						
,, Do. Carriages and Wagons ...	9,710 4 3						
To Maintenance.							
,, Superintendence	840 8 0						
,, Wages of Plate-layers, &c.	20,125 0 2	8,971 3 2	18,511 5 2	27,482 8 4	4·6	20·71	9·56
,, Salaries of Clerks, Inspectors, &c. ...	2,868 13 8						
,, General Stores	3,648 2 6						
To Traffic Department.							
,, Salaries of Assistant Traffic Manager, Clerks, &c.	4,575 12 1						
,, Wages of Guards, Porters, &c.	5,755 11 1	5,797 4 6	11,959 8 5				
,, General Stores	7,425 5 9						
To Tickets	120 0 0	120 0	.....	9,306 3 7		4·55	6·72
To Telegraph. Rs. A. P.							
,, Salaries of Signallers and Peons. 1,046 8 0							
,, General Stores 382 14 8							
	1,429 6 8	714	11 4				
To General Charges.							
,, Proportion of cost of General Management.	2,845 5 3	1,745	3,600 3 2	5,345 5 5			
,, Fire Insurance Fund...	2,500 0 0					4·02	1·86
To Balance carried to General Balance Account.	.....	50,479 0 2	1,04,131 0 0	1,54,610 0 2	22·82	.....	53 82
		94,125 11 8	1,93,180 4 7	2,87,306 0 3	42·39	100 00	100·00

Receipts.	Class.	No.	Amount.	Total.	Earnings per Train Mile.
			Rs. A. P.	Rs. A. P.	
By Coaching		.....	....	1,30,657 11 5	19·27
,, Passengers	1	528	1,457 9 0		
	2	2,480	8,304 6 0		
	3	107,757	1,04,377 0 0		
,, Excess fares	1 & 2	78	148 10 0		
	2 & 3	333	237 2 0		
,, Return fares	2 & 3	2,880	1,260 6 0		
	2 & 3	12,225	11,633 14 0		
,, Soldiers	2	12	40 0 0		
	3	841	1,369 9 0		
,, Special trains			720 0 0		
,, Parcels			4,917 15 5		
,, Passengers' luggage			71 4 0		
,, Horses, Carriages, and Dogs			1,030 0 0		
By Goods			.....	1,48,928 1 2	21·98
,, Merchandize...			87,849 5 5		
,, Railway Materials			51,127 6 4		
,, Ballasting			9,533 6 2		
,, Rent and Demurrage			417 15 3		
By Sundries			.....	7,720 3 8	1·14
,, Bungalow rent			750 1 3		
,, Telegraph receipts			3,770 1 0		
,, Interest on Revenue Balances			3,200 1 5		
				2,87,306 0 3	42·39

Negapatam,
6th May 1867.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

(Signed) W. S. BETTS,
Agent and Traffic Manager.

A.

GREAT SOUTHERN OF INDIA RAILWAY.

NEGAPATAM TO CAROOR.

of Working Expenses for the Half-year ending 31st December 1866.

Average mileage of Train.	1,017 Trains. Gross weight moved over one mile.	Maintenance of Way and Works.	Locomotive Department.	Fuel.	Coaching.	Tickets.	Repairs of Vehicles.	Electric Telegraph.	General Charges.	Total working expenses of each class.
8	9	10	11	12	13	14	15	16	17	18
Miles.	Tons.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	A. P.	RS. A. P.
	175,351	442 2 9	538 7 7	601 7 11	285 11 10	7 4 9	156 3 9	35 3 7	0 3	2,152 10 5
	360,895	910 0 10	1,108 4 0	1,237 15 4	588 1 5	15 0 5	321 8 10	72 8 1	0 6	4,430 7 5
	2,346,576	,917 4 3	7,205 15 0	8,049 5 6	3,823 12 9	97 10 10	2,090 11 11	471 6 7	1 1 0	28,807 3 10
106·629	605,323	526 6 9	1,858 13 6	2,076 6 7	986 6 2	.....	539 5 3	121 9 8	6 14 10	7,405 14 9
	54,655	137 13 2	167 13 4	187 7 8	89 1 0	.....	48 11 2	10 15 9	26 12 11	668 10 11
	14,857	37 7 5	45 9 11	50 15 5	24 3 4	.....	13 3 9	11 4	7 4 7	181 12 2
	8,326,294	1511 5 2	22,542 5 0	25,180 11 11	11,959 8 5	.....	6,540 7 7	1,429 6 8	3,00 3 2	89,049 4 7
	11,884,051	2482 8 4	33,467 4 4	37,384 6 4	17,756 12 11	120 0 0	9,710 4 3		5 5 3	1,32,696 0 1

(Signed) J. C. ANDERSON Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

6X

	Number of Passengers, &c.	Receipts.	Expenditure.	Profit and Loss.		Rec... from Passen...	
	1	2	3	4			5
	Persons.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A.	
Class I	528	1,606 3 0	2,152 10 5	.....	546 7 5	3 0	
Class II	2,748	3,933 4 0	4,430 7 5	.....	497 3 5	1 0	
Class III	222,792 Tons.	1,18,379 1 0	28,807 3 10	89,571 13 2	.....	0 8	
Brake...	229·096 H. D.	4,989 3 5	7,405 [illegible] 9	.....	2,416 11 4	21 [illegible] 5	
Horse Box	139 288 Carriages.	1,030 0 0	850 7 1	179 8 11	.....	2 0	
Carriage Truck ...	80						
Goods Vehicles ...	34,923·546	1,48,928 1 2	89,049 4 7	59,878 12 7	.....	4 [illegible] 2	
Special Trains ...	.....	720 0 0					
Miscellaneous ...	.....	7,720 3 8					
Total Receipts ...	.....	2,87,306 0 3					

MADRAS,
15th July 1867.

sums paid in Engl...

...w, Cost of W...

Distribution

	Weight of each Vehicle.	Averge contents of each Vehicle.	Weight of average contents.	Weight of each loaded Vehicle.	Constitution of Train.	Weight of Engine and Tender shared.	Weight of loaded Train.
	1	2	3	4	5	6	7
	Tons.	Persons.	Tons.	Tons.	Number.	Tons.	Tons.
Class I	6·60	1·342	0·074	6·674	0·181	0·410	1·617
Class II	6·50	2·623	0·145	6·645	0·374	0·843	3·328
Class III	5·95	27·764 Tons.	1·530	7·480	2·160	5·483	21·639
Brake	5·65	0·131	0·131	5·781	0·721	1·414	5·582
Horse Box	5 84	1·143 Horses 1·703 Dogs.	0·232	6 072	0·062	0·128	0·504
Carriage Truck ...	4·33	1·700 Carriages	0·812	5·142	0·020	0·035	0·137
Goods.	5·69	2·536	2·536	8·226	6·969	19·456	76·782
Engine and Tender ...	27·77						

MADRAS,
15th July 1867.

Expenditure for each Vehicle.	Profit and Loss on each Vehicle.		Average Mileage of a Train.	Receipts per Vehicle, per mile.	Expenditure per Vehicle, per mile.	Profit and Loss per Vehicle, per mile.	
14	15		16	17	18	19	
RS. A. P.	RS. A. P.	RS. A. P.	Miles.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
11 11 2·24	.....	2 15 6·22		0 1 3·72	0 1 9·06	.....	0 0 5·34
11 10 6·55	.....	0 4 11·22		0 1 6·64	0 1 8·99	.....	0 0 2·35
13 1 9·52	40 12 3·85	.....		0 8 1·02	0 1 11·61	0 6 1·41	.....
10 1 5·24	.....	3 4 8·16	106·629	0 1 0·24	0 1 6·17	.....	0 0 5·93
10 1 11·87	2 2 2·42	.....		0 1 10·08	0 1 6·23	0 0 3·85	.....
12 9 0·51	8 3 0·23	.....		0 3 1·84	0 1 10·62	0 1 3·22	.....

(Signed) J. C. ANDERSON, Lieutenant-Colonel, R. E.,
Consulting Engineer for Railways.

GREAT SOUTHERN OF INDIA RAILWAY.

Abstract of Expenditure for Working and Upholding Locomotive Engines for the Half-year ending 31st December 1866, exclusive of any sums paid in England.

Name of the Line.	Total miles run by Engines.	Working: Foremen, Enginemen, and Firemen's wages. Cost.	Working: Foremen, Enginemen, and Firemen's wages. Per Engine mile.	Working: Cleaners', Cokemen's, and Watermen's wages. Cost.	Working: Cleaners', Cokemen's, and Watermen's wages. Per Engine mile.	Working: Coke consumed. Quantity. Cwts.	Working: Coke consumed. Quantity. Pounds per Engine mile.	Working: Coke consumed. Cost. Total.	Working: Coke consumed. Cost. Per Engine mile.	Working: Coal consumed. Quantity. Cwts.	Working: Coal consumed. Quantity. Pounds per Engine mile.	Working: Coal consumed. Cost. Total.	Working: Coal consumed. Cost. Per Engine mile.	Working: Wood consumed. Quantity. Cwts.	Working: Wood consumed. Quantity. Pounds per Engine mile.	Working: Wood consumed. Cost. Total.	Working: Wood consumed. Cost. Per Engine mile.	Total cost of Fuel per mile.	Cost of Oil, Tallow, Waste, &c. Total.	Cost of Oil, Tallow, Waste, &c. Per Engine mile.	Cost of Working. Total.	Cost of Working. Per Engine mile.	Repairs. Cost of Repairs of Engines and Tenders. Materials.	Repairs. Cost of Repairs of Engines and Tenders. Wages.	Repairs. Cost of Repairs of Engines and Tenders. Total.	Repairs. Cost of Repairs of Engines and Tenders. Per Engine mile.	Proportion of Superintendent's salary and Establishment. Total.	Proportion of Superintendent's salary and Establishment. Per Engine mile.	Total cost of upholding Engines and Tenders. Total.	Total cost of upholding Engines and Tenders. Per Engine mile.
	No.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.			RS. A. P.	RS. A. P.			RS. A. P.	RS. A. P.			RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Great Southern of India Railway..	108,092	13,581 5 7	0 2 0·1	3,020 14 0	0 0 5·3	.....	.....	.....	.....	22,615½	23·4	30,149 8 1	0 4 5·6	24,772½	45·8	7,234 14 3	0 1 0·8	0 5 6·4	2,904 11 2	0 0 5·2	56,891 8 1	0 8 5·0	7,802 6 2	2,603 10 7	10,406 0 9	0 1 6·5	2,067 9 9	0 0 3·7	69,365 2 7	0 10 3·

Cost of Repairs including Labour and Materials, of Carriages and Waggons, for the Half-year ending 31st December 1866.

Name of the Line.	Cost. Workmen's wages.	Materials.	Stores.	Proportion of Superintendent's wages and Establishment.	Total.	Per Engine mile.
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Great Southern of India Railway...	930 13 2	6,985 14 1	.....	3,279 15 11	11,196 1½ 2	0 1 7·9

Abstract.

	Cost of upholding Engines and Tenders per mile, exclusive of fuel.	Cost of upholding Engines and Tenders per mile, inclusive of fuel.	Cost of repairs of Carriages and Waggons, per mile.	Total expenditure of Locomotive and Carriage Department per mile.
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Great Southern of India Railway...	0 4 8·8	0 10 3·2	0 1 7·9	0 11 11·1

MADRAS,
15*th July* 1867.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways

GREAT SOUTHERN OF INDIA RAILWAY.

Statement showing the quantity and amount of Revenue derived from the several commodities comprising the Merchandize Traffic for the Half-year ending 31st December 1866.

	Description.	Quantity.						Receipts.					
		Eastward.		Westward.		Total.		Eastward.		Westward.		Total.	
		Maunds.	S.	Maunds.	S.	Maunds.	S.	Rs.	A.	Rs.	A.	Rs.	A.
	Areca nuts	231	22	23,816	12	24,047	34	31	12	3,193	13	3,225	9
	Beer and Wines ...	100	7	1,396	28	1,496	35	12	4	266	4	278	8
	Cloth...	1,143	8	3,321	3	4,464	11	195	8	458	1	653	9
5	Curry-stuffs	22,595	33	1,521	22	24,117	15	265	9	4	9	270	2
	Firewood	.....	...	826	...	826	...	2,510	6	166	6	2,676	12
	Fruit and Vegetables..	4,319	27	2,718	25	7,038	12	...	...	75	13	75	13
	Furniture	30	2	73	35	103	37	556	10	372	14	929	8
	Grain of all kinds ...	237,618	12	174,074	8	411,692	20	6	14	24	12	31	10
10	Granite stones ...	12,545	35	3	28	12,549	23	20,662	1	19,608	12	40,270	13
	Hay and Straw ...	161	7	4,487	11	4,648	18	1,370	15	0	4	1,371	3
	Hides	757	32	655	24	1,413	16	15	15	520	0	535	15
	Indigo...	388	...	12	21	400	21	51	7	90	10	142	1
	Lac Dye	.....	...	425	20	425	20	56	1	1	12	57	13
15	Metals	286	38	4,547	38	4,834	36	...	...	42	8	42	8
	Oil and Ghee... ...	2,967	36	1,460	32	4,428	28	28	12	496	15	525	11
	Oil cakes	14,300	5	177	39	14,478	4	400	11	183	13	584	8
	Salt	95	5	97,829	13	97,924	18	2,198	2	22	0	2,220	2
	Seeds of all kinds ...	10,198	37	20,786	10	30,985	7	34	10	17,135	15	17,170	9
20	Silks	90	5	96	38	187	3	1,159	1	2,597	10	3,756	11
	Sugar	3,613	9	320	25	3,933	34	15	5	14	9	29	14
	Soap-sand	4,410	13	157	35	4,598	8	364	11	37	2	401	13
	Sundries	30,079	...	28,832	26	58,911	26	778	2	18	10	796	12
	Timber	45	9	16,711	9	16,756	18	4,318	1	3,728	2	8,046	3
25	Tobacco	1,626	2	2,040	24	3,666	26	6	9	1,802	4	1,808	13
	Toddy...	.....	...	.....	...	.....	...	196	6	358	2	554	8
27	Treasure	696	29	33	...	729	29	...	...	...	...	...	...
	Total ...	349,077	12	386,341	27	735,418	39	35,398	7	51,233	15	86,632	6

Madras,
15th July 1867.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.
Consulting Engineer for

Return of late Passenger Trains on the Great Southern of India Railway during half-year ending 31st December 1866.

From what Station.	To what Station.	Distance.	Number of Trains per week.	Total number of Trains.	Trains not delayed by any serious accident. Not more than 15 minutes late.	15 to 30.	30 to 60.	1 to 2 hours.	More than 2 hours.	Total number late.	Average delay.	Greatest delay.	Not more than 3 hours late.	3 to 6 hours.	More than 6 hours.	Break down entirely.	Total number.	Remarks.
											m.	h. m.						
Eastward	...	79	13	357	10	55	32	11	3	111	38	*3-10	...	...	...	...	...	* Line out of order.
Westward	...	79	13	357	17	63	31	17	1	119	47	†3	...	...	...	...	...	† Streerunghum festival.

(Signed) W. S. BETTS,
Agent and Traffic Manager.

(Singed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

Negafatam,
30th May 1867.

GREAT SOUTHERN OF INDIA RAILWAY.

Return of Fire Insurance Fund Invested, and claims paid from the commencement to the half-year ending 31st December 1866.

Amount set aside.	Investments. Particulars.	Amount.	Claims paid.	Balance invested in Bank.	Remarks.
100,000	Loan No. 6,946, of 35-36 at 4 per cent.	1,200			
	Do. 22,115, of 42-43 do.	1,000			
	Do. 22,216, of do. do.	1,000			
	Do. 4,725, of do. do.	500			
	Do. 22,159, of do. do.	1,000			
	Do. 38,447, of 54-55 do.	500			
	Do 11,468, of 35-36 do.	600			
	Do. 24,571, of 54-55 do.	2,000			
	Do. 13,240, of 42-43 do.	500			
	Do. 001,082-8,809 do. do.	1,000			
	Do. 13,425, of do. do.	1,000			
	Do. 000,502, of 65 do.	3,000	.....	673 4 10 2,500 0 0	
		13,300	.....	3,173 4 10	

Negapatam,
4th March 1867.

(Signed) W. S. BETTS,
Agent and Traffic Manager.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

10Y

No. 721. ORDER THEREON, 31st July 1867, No. 2,299.

RAILWAY, No. 53.

Ordered that these papers be forwarded to the Government of India :—

(Here enter No. 2,300, dated 30th July 1867.)

(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.

RETURN showing the Stores, Troops, Mails, and Post Office Servants conveyed on the Great Southern of India Railway during the Half-year ending the 31st December 1866.

Ordnance Department.	Stores.						Troops.		Mails.						Remarks.
	Commissariat Department.			Public Works Department.	Stationery Department.	Medical Department.		Luggage.	Mail servants.	Baggage of Troops conveyed free.	Railway charges.	Railway charges which would have been made to the public.	Saving to Government.		
	Stores.	Horses (Stud.)	Clothing.												
Tons.	Tons.	No.	Tons.	Tons.	Tons	Tons.	No.	Tons.	Tons.	Tons.	RS. A. P.	RS. A. P.	RS. A. P.		
...	51-7-22	...	...	...	...	...	...	...	...	No.	...	273 5 0	.....	.....	
										...	...	1,360 0 0	4,490 0 0	3,130 0 0	
										...	...	359 9 0	.....	.....	
				1,360	...	...	...	...	...	...	...	263 15 0	351 14 0	87 15 0	
					33-5-3-20	...	...	...	...	...	...	.....	14,165 8 0	14,165 8 0	Calculated at the rate of 4 Annas per mile as recommended in my letter to Goveernment, No. 103, dated 30th March 1867.
							147	...	...	miles, rates, at per mile.					
									56,662 Specia Annas						
										Bs.nghy Parcels.	63 10 5	.....	.....		
											2,320 7 5	19,007 6 0	17,383 7 0		

MADRAS,
15*th July* 1867.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

PUBLIC WORKS DEPARTMENT,
FORT SAINT GEORGE,
31*st July* 1867.

No. 2,300.

No. 722.
To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

RAILWAY, No. 54.

1. In compliance with the request contained in paragraph 4 of your letter No. 493 R, of the 12th June 1867, I am directed to forward for submission to the Government of India the accompanying Report from the Consulting Engineer for Railways with the Revenue Accounts and Analysis of the traffic operations of the Great Southern of India Railway for the half-year ending 31st December 1866.

2. The return showing the quantity and cost of land made over to the Great Southern of India Railway during the half-year under notice will be found embodied in the returns which accompanied my letter No. 1,877 of the 24th June 1867.

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

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

Exd. S. T. Augustin.

12X

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 2052

From

Lieut Colonel J. C. Anderson R. E.
Consulting Engineer for Railways,

To

Colonel C. A. Orr R. E.

Secretary to Government,
Public Works Department,
Fort Saint eorge.

SIR,

I have the honor to forward for submission to the Government of India the Revenue Account and Analysis of Traffic for the half year ending 31st December 1866.

Great Southern of India Railway.

2. A portion of the Erode Extension from Erichinopoly to Caroor a distance of 48 miles was opened on the 3d December 1866, making the total length of line open for traffic 127 miles. From that date two trains passed each way over the whole distance, and one train each way on sundays.

9. It will be observed that the receipts for the carriage of Railway materials are about two thirds of those from merchandize. This source of profit will shortly be exhausted, as the whole of the line will be finished during the current year. The Railway materials carried for the half year ending 31st December 1865, were shown in the return for that period as 23,874 Tons, but this includes ballast, which yielded a trifling receipt in favor of the Revenue on account. The quantity of Railway materials exclusive of Ballast has been inserted in the present return as more correct.

10. The average contents of the goods vehicles corresponds very closely with the average on the Madras Railway. The number of Passengers carried in each vehicle is less than the average on that line, but as regards the Third class it is still satisfactory.

11. The expenditure during the half year as compared with the corresponding period in 1865 was.

	Half year ending 31st December 1866			Half year ending 31st December 1865			Increase			Decrease		
	Rs	A	P	Rs	A	P	Rs	A	P	Rs	A	P
Locomotive Departt	80561	14	11	53,554	12	9	27,007	2	2	"	"	"
Traffic Department	17876	12	11	11,359	14	5	6,516	14	6	"	"	"
Telegraph do	1429	6	8	1,295	9	7	133	10	1	"	"	"
Permanent Way do	27482	8	4	29821	2	11	"	"	"	2,338	10	7
General Charges	2,845	5	3	2977	10	7	"	"	"	132	5	4
Fire Insurance Fund	2500	"	"	2,500	"	"	"	"	"	"	"	"
Total	132,696	"	1	101,509	2	3	33,657	13	9	2,470	15	11

12. The additional expenditure in the Locomotive and Traffic Departments is due to additional work done.

13. The nett receipts from the passenger and goods traffic were per Ton per mile as follows.

Passengers	Half year ending 31st December 1866		Half year ending 31st December 1865		Increase	Decrease
	Pies		Pies		Pies	Pies
First class	Loss	0·60	Loss	0·56	0·04	"
Second class	Loss	0·26	Loss	0·55	"	0·29
Third class	Profit	7·33	Profit	8·13	"	0·80
Goods	Profit	1·38	Profit	0·84	0·54	"

14. As on the Madras Railway by far the most profitable traffic is the Third class Passengers. Not content however with the high profit derived from each Third class

Carriage

carriage The Agent has raised The Fares consiederably. The expediency of The measure will be better tested than it can be at present when The line is opened to Erode. I apprehend that The rates will eventually have to be equalized with Those of The Madras Line, for any effort to induce through traffic to be successful.

15. The annexed Statement shows The number of Passengers of each Class and The receipts realized.

Passengers	Half Year ending 31st December 1866			Half Year ending 31st December 1865			Increase			Decrease			Percentage of Increase		Percentage of Decrease	
	No	Receipts		No	Receipts		No	Receipts		No	Receipts		No	Receipts	No	Receipts
1st Class	528	1606	3 "	490	1297	9 "	38	308	11 "	"	"	"	7·76	23·80	"	"
2d Class	2748	8983	4 "	2295	2761	2 "	453	1172	2 "	"	"	"	19·74	42·45	"	"
3d Class	222192	118379	1 "	198663	100512	1 "	24129	17867	" "	"	"	"	12·15	17·78	"	"

16. The following statement gives The particulars of The Goods &c conveyed during The half Year under review

Goods &c	Half Year ending 31st December 1866			Half Year ending 31st December 1865			Increase			Decrease			Percentage of Increase		Percentage of Decrease	
	Tons	Receipts		Tons	Receipts		Tons	Receipts		Tons	Receipts		Tons	Receipts	Tons	Receipts
Merchandize &c	27062	88247	4 8	21833	67427	9 8	6169	20840	"	"	"		23·62	30·91	"	"
Railway Materials	7871	60660	12 6	4180	22786	11 9	3691	37874	"	"	"		88·30	166·22	"	"
Miscellaneous	"	7720	3 8	"	3465	8 "	"	4255	"	"	"		"	122·80	"	"

17. The working expenses amount to 42·89 percent of The Receipts, which may be pronounced highly satisfactory. For The half year ending 31st December 1865, They were 49·93 percent, and for The intermediate half year 46·33 percent of The gross receipts.

18. The net revenue for The half year under review yields a percentage on Capital expenditure of £ 1-11-2½ which is above anticipation. improvement.

19. The Return of late Trains shows that nearly one Third The total number of Trains were late a period of 45 minutes on The average. This cannot be regarded as satisfactory. It is attributable in a great measure to The Goods and Passengers traffic being carried in The same train, which necessitates delay in shunting at The intermediate Stations.

I have The honor to be,
Sir,
Your most obedient Servant.

Madras
1st July/67

J. Strudeman Lieut Colonel R.E.
Consulting Engr for Railways

Railway Department.

From

The Consulting Engineer

for Railways,

To

The Secretary to Government,

Public Works Department,

Fort Saint George.

Dated 15th July 1867.

Received 16

No. 205.

Submitting the Revenue Account & Analysis of Traffic on the G.S.I. & G.I. Rys for the half year ending 30th June 1867.

No. 2299, 31st July 1867

Return of Mail Passenger Trains on the Great Southern & Essex Railway
during Half Year ending 31st December 1866

From what Station	To what Station	Distance	No. of Trains per Week	Total Number of Miles	Mail Trains Left Time Late	Under 10 Minutes Late	10 to 30	30 to 60	1 to 2 Hours	More than 2 Hours	Total Number Late	Average Late	Greatest Late	Mail Trains Left Time Late	5 to 15 Hours	More than 15 Hours	Mail Trains Left Time Late	Total No.	Remarks
					Trains and Mileage by each Service affected														
Eastward		79	13	357	10	55	32	11	3	111	38 3/4		3-10	-	-	-	-	-	* Time out of Order
Westward		79	13	357	7	63	31	17	1	119	47		3 1/2	-	-	-	-		** Irregularities of Local Trains

Agent and Traffic Managers Office
Waterford 30th March 67

J C Mullins Lieutt Colonel R.E.
Consulting Engr for Railways.

William Scott
Agent and Traffic Manager

Enclosed in a letter from the Consulting Engineer for Railways to the Secretary to Govt. P. W. Dept. dated 15th July 1867 No 205.

P.W. 20th 7/67

Read 3d June 1867.

Return of Date Trains.

A

921X

Great Southern of India Railway
Negapatam to Caroor
Distribution of Working Expenses for the half year ending 31st December 1866.

	Weight of each Vehicle.	Average Gross tons of each Vehicle.	Weight of Average Contents.	Weight of Load Vehicle.	Constitution of Train.	Weight of Engine and Tender when at work.	Weight of Loaded Train.	Average mileage of Train.	Gross weight moved one mile.	Maintenance of Way and Works.		Locomotive Department.		Fuel.		Coaching.		Vehicles.		Repairs of Vehicles.		Electric Telegraph.		General Charges.		Total working expenses of each Class.	
	1	2	3	4	5	6	7	8	9	10		11		12		13		14		15		16		17		18	
	Tons	Per cent	Tons	Tons	No	Tons	Tons	Miles	Tons	Rs	A P	Rs	A P	Rs	A P	Rs	A P	Rs	A P	Rs	A P	Rs	A P	Rs	A P	Rs	A P
Class I	6·60	1·342	0·074	6·674	0·181	0·410	1·617		175,351	442	2 9	538	7 7	601	7 11	285	11 10	7	4 9	156	3 9	35	3 7	86	0 3	2152	10 5
Class II	6·50	2·623	0·145	6·645	0·374	0·843	3·328		310,895	910	0 10	1,108	4 0	1,227	15 4	538	1 5	15	0 5	321	8 10	72	8 1	177	0 6	4430	7 5
Class III	5·95	27·764	1·580	7·480	2·16	5·483	21·637		2,346,576	5917	4 3	7,205	15 0	8,049	5 6	3,823	12 9	97	10 10	2,090	11 11	471	6 7	1,151	1 0	28807	3 10
Brake	5·65	Tons 0·131	0·131	5·781	0·721	1·414	5·582		605,323	1,526	6 9	1,858	13 6	2,076	6 7	986	6 2			539	5 3	121	9 8	296	14 10	7,405	14 9
Horse Box	5·84	Horses 1·143	Cargo 1·706	0·232	6·072	0·062	0·128	0·504	106·629	54,655	137	132	167	134	187	7 8	89	1 0		48	11 2	10	15 8	26	12 11	668	10 11
Carriage Truck	4·33	Carriages 1·700		0·812	5·142	0·020	0·035	0·137		14,857	37	7 5	45	9 11	50	15 5	24	3 4		13	3 9	2	15 9	7	4 7	181	12 2
Goods	5·69	2·536	2·536	8·226	6·969	19·456	76·782		8,326,394	18,511	5 2	22,542	6 5	25,180	11 11	11,759	8 5			6,540	7 7	714	11 4	3,600	3 2	89,049	4 7
Engine and Tender	27·77																										
									11,884,051	27,452	8 4	33,467	4 4	37,384	6 4	17,756	12 11	120	0 0	9,710	4 3	1429	6 8	5,345	5 3	132,696	0 1

Madras
Chief Engrs office
4th July 1867

J. Anderson Lieutt Colonel R.E.
Consulting Engr for Railways

Enclosed in a letter from the Consulting Engineer for Railways to the Secy to Govt P. W. Dept 7/15th July/69 No. 205.

(2)

P W 2647/69.

Statement showing the distribution of working Expenses for the half year ending Dec 31/66.

Great Southern of India Railway

Revenue Account for half-year ending 31st December 1866

Train miles run 108,442

Expenditure	Amount	Coaching	Goods	Total	Cost per train mile	Per centage of working expenses	Per centage of Revenue
To Locomotive Department							
" Salaries of Superintendent, clerks and office expenses	2140 13 1						
" Wages of Foremen, firemen & Enginemen	13,793 - 7						
" " Cleaners, Cokemen & Watermen	2122 12 -						
" Coal, Coke and wood	37,384 6 4	26295 6 5	54263 8 6	80561 14 11	11.88	60.72	28.04
" General stores	2937 - 2						
" Repairs of Engine and tenders	12475 10 6						
" " Carriages & waggons	9710 4 3						
To Maintenance							
" Superintendence	840 8 -						
" Wages of platlayers &c	20125 - 2						
" Salaries of clerks, inspectors &c	2868 13 8	8971 3 2	18511 5 2	27482 8 4	4.05	20.71	9.56
" General stores	3648 2 6						
To Traffic Department							
" Salaries of Asst Traffic Manager, Clerks &c	4575 12 1						
" Wages of guards, porters &c	5755 11 1						
" General stores	7425 5 9	5797 4 6	11959 8 5	19306 3 7	2.85	14.55	6.72
" Stationery	120 - -	120 - -	" "				
To Telegraph							
" Salaries of Signallers and peons 1046.8							
" General stores 382.14.5	1429 6 8	714 11 4	714 11 4				
To General Charges							
" Proportion of cost general management	2845 6 3	1745 2 1	3600 3 2	5345 5 3	.79	4.03	1.86
" Fire insurance Fund	2500 - -						
To Balance carried to General Balance Account		50479 " 2	104131 " "	154610 - 2	22.		53.82
		94125 11 8	193180 4 7	287306 - 3			100.00

Receipts	Class	No	Amount	Total	Earnings per train mile
				130657 11 5	19.27
By Coaching					
" Passengers	1	528	1457 9 "		
"	2	2480	3394 6 "		
"	3	197757	104377 " "		
"	1	78	148 10 "		
" Excess Fares	2	333	237 2 "		
"	3	2580	1260 6 "		
" Return Fares	243	12225	11633 14 "		
"	2	12	40 " "		
" Soldiers	3	841	1369 9 "		
"			720 " "		
" Special trains			4917 15 5		
" Parcels			71 4 "		
" Passengers' luggage			1030 " "		
" Horses, Carriages and dogs				148,928 1 2	21.98
By Goods			87849 5 5		
" Merchandize			57127 6 4		
" Railway Materials			9533 6 2		
" Ballasting			417 15 3		
" Rent and Demurrage				7720 3 8	1.14
By Sundries			750 1 3		
" Bungalow rent			3770 1 "		
" Telegraph receipts			3200 1 5		
" Interest on Revenue balances				287306 - 3	42.39

Negapatam
6th May 1867

F. A. Anderson
Consulting

William A. Bell
Asst & Traffic Manager

Enclosed in a letter
from the Commutting Engineer
for Railways to the Secy
to Government - P. W. D.
dated 15th July 67 No 205.

(1)

P W 2647/67.

Revenue Account
for the half year ended
Dec 31/66 -

B

Great Southern of India Railway

Negapatam to Erode

Receipts, Expenditure and Profits for the Half Year ended 31st December 1866.

	1 Number of Passengers &c.	2 Receipts.	3 Expenditure	4 Profit and Loss.	5 Receipts from each Passenger &c.	6 Expenditure per each Passenger &c.	7 Profit and Loss on each Passenger &c.	8 Average Mileage.	9 Receipts per Passenger per Mile.	10 Expenditure per Passenger per Mile.	11 Profit and Loss per Passenger per Mile.	12 Number of Vehicles run.	13 Receipts from each Vehicle.	14 Expenditure per each Vehicle.	15 Profit and Loss on each Vehicle.	16 Average Mileage of a Train.	17 Receipts per Vehicle per Mile.	18 Expenditure per Vehicle per Mile.	19 Profit and Loss per Vehicle per Mile.
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Class I	Persons 528	Rs 1,606	Rs 2,152	Rs	Rs	Rs	Rs	Miles 49·92	Rs	Rs	Rs	No. 184	Rs 8	Rs 11	Rs 2	Miles	Rs	Rs	Rs
Class II	2,748	3,933	4,430	497	1	1		38·73				380	10	5	4				
Class III	222,792	118,379	28,807	89,571	0·53	0·13	0·40	29·19	0·349	0·085	0·264	2,197	53	14	3	106·629	0·24	0·06	0·18
Brake	Tons 229·096	4,989	7,405					44·90	0·112	0·166	0·054	734	6	12	10		0·17	0·25	0·08
Horse Box	H 139 D 288																		
Carriage Truck	Carriages 80	1,080	850	179	0·11	0·02	0·09	45·49	0·057	0·008	0·049	84	12	4	8		0·23	0·03	0·20
Goods Vehicles	Tons 34923·546	148,928	89,049	59,878	4·26	2·86	1·40	54·87	1·292	0·892	0·400	7,087	21	2·74	12	106·629	1·40	0·97	0·43
Special Trains		720																	
Miscellaneous		7,720																	
Total Receipts		287,806·3																	

Madras
Com: Engr's office
15th July 1867

J Johnson Lieutt Colonel R.E.
Consulting Engineer for Railways

Enclosed in a letter from the Consulting Engineer for Railways to the Secy to Govt. P. W. Dept. dd 15th inst. duly rec'd 20th idem.

(3)

P W 2047/65

Statement showing the Receipts, Expenditure & Profits for the half year ending Dec. 31/66.

Return showing the Stores, Troops, Mails and Post office Servants conveyed on the Great Southern of India Railway during the Half-year ending the 31st December 1866.

67

Ordnance Department	Stores: Commissariat Department	Stores: Horses Stud	Stores: Clothing	Stores: Public Works Department	Stores: Stationary Department	Stores: Medical Department	Troops: Number.	Mails: Luggage	Mails: Mail Servants.	Baggage of Troops Conveyed Free	Railway Charges	Railway Charges which would have been made to the Public.	Saving to Government.	Remarks.
Tons	Tons	No.	Tons	Tons	Tons	Tons		Tons	No.	Tons	Rupees A. P.	Rupees A. P.	Rupees A. P.	
"	57-7-22	"	"	"	"	"	"	"	"	"	278 5 "	" " "	" " "	
				1360	"	"	"	"	"	"	1360 " "	4490 " "	3130 " "	
					33-5-3-20	"	"	"	"	"	357 7 "	" " "	" " "	
							147	"	"	"	263 15 "	351 14 "	87 15 "	
								56,662 miles						
								Special rates annas four at ~~0-6-0~~ Per Mile.						
												14,165 8 " ~~14,165 8 " 22,367 10 11~~	14,165 8 " ~~22,367 10 11~~	Calculated at the rate of four annas per mile as recommended in my letter to Govt No 103 dated 30th March 1867. J. L. A.
										Baughy Parcels	63 10 5	" " "	" " "	
											2,320 7 5	~~27,211 8 11~~ 19,007 6 " ~~25,587 9 11~~ 17,383 7 "		

Madras
Cons: Engr Office
15th July 1867

Exd

Lieut Colonel R. E.
Consulting Engineer for Railways.

Enclosed in a letter from the Consulting Engineer for Railways to the Secy to Govt P. W. Dept dd 15th July 67 No 205.

(8)

P W 2647

Return showing the stores, Troops, Guns &c conveyed on the G. I. P. Ry during the half year ending Dec 31 66.

Ge 2299 P. W. Dept

Proceedings of the Madras Government
Under date the 31st July 1867
Read the following

From the Consg Engineer for Railways No 205 dd 15th July 1867.

Ordered that these papers be forwarded to the Government of India

To the Consg Engrs for Rys
dd 18/67

No 2300
To the Secretary to the Govt of India P.W. Dept
In compliance with request contained in para 4 of letter No 493 dd June last forwarded to the Govt of India

the accompanying Report from the Consulting Engineer for Railways with the Revenue Accounts and Analysis of the traffic operations of the Great Southern of India Railway for the half Year ending 31st December 1866.

The returns showing the Quantity and value of Land made available to the Great Southern of India Railway during the half Year under notice will be found embodied in the returns accompanying this Letter.

Rec'd 1/8/67 with twenty-five Copies of Do. 2299 of 1867

Works 1867 Departt.

Girls for July

£2299 & 2300

Pass of the Madras Rail.

Dy 31st July 1867.

Passing orders on the
Burmese Accounts of the
E. I. Railway for
half year ended
31st December 1866.

Furnishing
Govt of India
with the above.