

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 2428	Press ~~Mis.~~
186-37	
Dated 7. 8	1867.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
9th August 1867.*

No. 236. Read the following letter from the Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Simla, 17th July 1867, No. 620 R:—

1. I am directed to acknowledge the receipt of your letter, No. 1,013 of the 2nd April last, forwarding the Revenue Account of the Madras Railway for the second half of 1866, with a Note thereon by the Consulting Engineer, and to communicate the following observations.

2. The profits of the last three half-years have been as follows:—

	S. W. Line. RS.	N. W. Line. RS.	Total. RS.
Second half of 1865 ..	11,71,355	2,63,189	14,34,544
First „ 1866 ..	10,82,664	2,03,227	12,85,891
Second „ „ ..	10,63,211	2,50,331	13,13,542

3. *South-West Line.*—There was a decrease in numbers of passengers in all classes, but more especially in the third class, which may probably be ascribed to prevalent scarcity and distress. The goods traffic was but slightly better than in the previous year. The earnings were thus nearly at a stand still, while the expenses increased somewhat, so that the per-centage of profits was less than before.

4. The increase in expenditure, as compared with previous year, appears to have been owing in part to the maintenance of the way and works of the Bangalore branch having come upon Revenue in the interval. Maintenance of carriage and wagon stock shows a large increase in cost. There was a decrease in the charges for grease, amounting to as much as 60 per cent.

5. *North-West Line.*—The gross earnings on this line had also remained nearly stationary, although 33 additional miles of line were opened during the half-year, causing necessarily considerable increase in expenditure.

6. The passenger traffic showed an absolute increase, and the falling off from Rupees 2,546 to Rupees 2,419 is not unsatisfactory with a portion of the line newly opened, extending it farther from the sea terminus.

7. In goods traffic the quantities carried show a small increase, and as there was a large falling off in cotton, there must have been a considerable growth in that of other staples.

8. The train mile receipts were nearly identical on the two lines, viz., Rupees 3-9-2 and 3-9-5 respectively. These are very poor, and that they are so is probably attributable to the great inequality in the up and down traffic. The efforts of the management should be directed to amend this as far as possible, and to effect arrangements whereby the paying loads by every train should be made as large as possible.

9. In the expenses of the North-West Line, the hire of locomotive and rolling-stock has not been included, and the item on this Account credited in the South-West Line Revenue account has doubtless been debited to the capital of the North-West Line, as in the previous half-year. The error of this procedure has been pointed out in Public Works Department No. 448 R, of 1st June last, and I am to request that in finally reviewing the account now under notice, an addition to the working expenses of Rupees 34,871 may be made.

*Proceedings of the Madras Government, Public Works Department,
9th August 1867.*

10. The expenditure under Maintenance of Way and Works was very moderate it would appear. The length maintained apparently increased at the end of the second month of the half-year from 41 to 93 miles, while the cost increased only 53 per cent. The small expenditure under this head is ascribed to the use generally on this line of cast-iron pot-sleepers; on this line also is found under the item grease, which, if resulting from causes likely to be permanent, is satisfactory. These points should, however, be noticed at length in the analysis.

No. 237. ORDER THEREON, 9th August 1867, No. 2,428.

RAILWAY, No. 10.

1. Communicated to the Consulting Engineer for Railways for any observations that he may have to offer on the points noticed in paragraph 10. It is not clear how the lengths of permanent way, stated at 41 and 93 miles respectively, have been arrived at by the Government of India. Colonel Anderson will explain this, if possible, and he will show at the foot of future statements the number of miles on each line maintained from Revenue, as compared with that of the previous half-year.

2. The analysis of the Revenue accounts and Traffic operations of the Madras Railway for the half-year ending 31st December 1866 having been forwarded to the Government of India on the 24th June 1867, it is now too late to make the addition ordered in paragraph 9.

3. The attention of the Railway authorities will be called to the observations of the Government of India in paragraph 8, and the Consulting Engineer will in future analyses notice the proportion which the up-traffic on each line bears to the down-traffic.

(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.

N. 620 R
Government of India
Public Works Department
Railway

To
The Secy to the Govt of Madras
P.W. Dept. (Railway)

Simla, 17th July 1867

Sir,

I am directed to acknowledge the receipt of your letter No. 1013 of the 2nd April last forwarding the Revenue Account of the Madras Railway for the 2nd half of 1866 with a note thereon by the Consulting Engineer and to communicate the following observations—

2. The profits of the last 3 half years have been as follows—

	S.W. Line	N.W. Line	Total
	R	R	R
2 nd half of 1865	11,71,355	2,63,189	14,34,544
1 st " " 1866	10,82,664	2,03,227	12,85,891
2 nd " " " 1866	10,63,211	2,50,331	13,13,542

3 S. N. Line. There was a decrease in numbers of passengers in all classes but more especially in the 3rd Class, which may probably be ascribed to prevalent scarcity and distress. The goods traffic was but slightly better than in the previous year. - The earnings were thus nearly at a stand still, while the expenses increased somewhat, so that the percentage of profits was less than before. -

4 The increase in expenditure as compared with previous year appears to have been owing in part to the maintenance of the way and works of the Bangalore Branch having come upon Revenue in the interval. Maintenance of carriage and waggon stock shows a large increase in cost. There was a decrease in the charges for grease amounting to as much as 60 per cent. -

5 S. N. Line. The gross earnings on this line had also remained nearly stationary although 33 additional miles of line were opened during the half year, causing necessarily considerable increase in expenditure.

6 The Passenger traffic showed an absolute increase, and the falling off from Rs. 2546 to Rupees 2419 is not unsatisfactory with a portion of the line newly opened extending

extending it farther from the sea terminus. In Goods traffic the quantities carried show a small increase and as there was a large falling off in cotton there must have been a considerable growth in that of other staples. -

8 The train mile receipts were nearly identical on the two lines viz. P. 3-9 and 3-9-5 respectively. These are very poor and that they are so, is probably attributable to the great inequality in the up and Down traffic. The efforts of the management should be directed to amend this as far as possible and to effect arrangements whereby the paying loads by every train should be made as large as possible. -

9 In the expenses of the S. N. Line, the hire of Locomotive and Rolling Stock has not been included and the item on this account credited in the S. N. Line Revenue Account has doubtless been debited to the Capital of the S. N. Line as in the previous half year. - The error of this procedure has been pointed out in P. W. D. No. 448 R. of 1st June last, and I am to request that in finally reviewing the Account now under notice an addition to the working expenses of

R. 34,871 may be made--

10. The expenditure under Maintenance of Way and Works was very moderate, it would appear. The length maintained apparently increased at the end of the 12th month of the half year from 41 to 93 miles while the cost increased only 53 per cent. The small expenditure under this head is ascribed to the use generally on this line of cast iron pot sleepers on this line also is found under the item grease which if resulting from causes likely to be permanent is satisfactory. These points should however be noticed at length in the Analysis.

I have the honor to be

Sir

Your most obed^t serv^t

W. Dickins Col. R.A.

Secy. to the Gov. of India

W. D.

(14542)

2nd April 1867 or 19th

W. W. D. P.
Secy of Govt of India
No 2040

From

The Secy. to Govt of
India. S. H. D.

21/17 } July/67

to 21/17

Passing certain observa-
tions on the Revenue
Account of the Madras
Railway for the 2nd half
of 1866.

No 236

21/17 } July/67

No 2428-9 Augt 1867

(over)

misleading

Public Works Department.

No 2428

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 9 Augt 1867

Read the following

The Secy to Govt of India
S. H. D.

(Here enter No. 610 dated 17th July 1867)

Communicated to
the Consulting Engineer
for Railways for any
observations that he
may have to offer
on the points noticed
in para 10. It is not
clear how the lengths
of permanent ways
stated at 41 and 93
miles respectively, have
been arrived at by
the Govt of India -
Colonel Anderson will
explain this, if possible,

and he will show
at the foot of future
statements the number
of miles on each line
maintained from Revenue,
as compared with that
of the previous half
year -

The Analysis of
the Revenue Accounts and
Traffic Operations of the
Madras Railway for
the half year ending
31st Dec/66 having
been forwarded to
the Gov^t of India on
the 24th June 1867, it
is now too late to
make the additions
ordered in para 9.

The attention of
the Railway Authorities
will be called to the

observations of the Gov^t of India
in para 8, and the
Consulting Engineer will
in future Analyses
note the proportion which
the up traffic on each
line bears to the down
traffic -

M.

Yours faithfully
The Consulting Engineer
for Railways -

Dec 21/8/67

2

P. W. 1867. Department.

Proc of Govt for August
No. 2428

PROCEEDINGS OF GOVERNMENT.

Dated *9th August 1867*

Communicating with
instructions to the conducting
Engineer orders of the Govt. of
India on the Revenue Account
of the Madras Railway for the
Second half of 1866.

No. 236-237

2. 6. 1867 157 Or. 15