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.

P. W. DEPARTMENT.

G.O. No. 3257—58 Press Mis.
424-26.
Dated 21—10— 1867

Not to be folded or roughly handled

No. 424. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 8th October 1867, No. 274 :—

As directed by Government in their Order dated the 6th September 1866, No. 2,850, I have the honor to submit the Revenue Account of the Great Southern of India Railway for the half-year ended 30th June last, accompanied by a brief explanatory Note.

Cr.

GREAT SOUTHERN OF INDIA RAILWAY.

Revenue Account for the half-year ending 30th June 1867.

Dr.

Expenditure.	Amount.	Total	Miles 111,818 Cost per Train Mile	Per-centage. Working expenses.	Per-centage. Revenue.	Receipts	Class.	No.	Amount.	Total.	Earnings per Train Mile.
	Rs. A. P.	Rs A P	Annas.						Rs. A. P.	Rs. A, P	
To Locomotive Department.		86,896 0 7				By Coaching.				1,56,886 13 11	22 55
Salaries of Superintendent, Clerks, and Office expenses.	8,723 13 1		12 49	61 52	27 45	Passengers	1st	1,834	8,361 3 0		
						Do.	2nd	1,25,263	93,759 2 0		
						Do.	3rd	78,281	43,287 11 0		
Wages of Foremen, Enguemen, and Firemen	16,318 6 4					Excess Fares	1st	193	359 10 0		
						Do	2nd	1,729	1,143 8 0		
Cleaners, Cokemen, and Water men.	3,855 13 4					Do	3rd	1,424	669 15 0		
Coal	34,136 5 9					Return fares		13,499	6,596 6 0		
Oil, tallow, waste, &c.	4,814 10 5					Soldiers	2nd	11	22 3 0		
Repairs of Engines and Tenders	2,977 9 4					do.	3rd	293	288 12 0		
Do. Carriages and Waggons	8,972 4 1					Special trains			350 0 0		
Stationery	6,862 8 3								1,49,838 6 0	1,51,452 10 5	21 77
	235 0 0					Parcels			5,481 6 1		
To Maintenance Department.		28,752 13 11	4 14	20 37	9 09	Passengers' luggage.			85 4 10		
Superintendence	4,838 2 7					Horses, Carriages, and Dogs			1,481 13 0		
Labor	17,568 11 2					By Goods					
General Stores	6,376 0 2					Merchandize			76,095 13 0	8,215 12 1	1 18
		20,292 1 10	2 91	14 36	6 41	Railway Material			63,931 13 0		
To Traffic Department.						Ballasting			11,139 13 0		
Salaries of Assistant Traffic Manager, Clerks, &c.	6,451 6 0					Rent and Demurrage			285 3 5		
Wages of Guards and Inspectors	915 1 0					By Sundries					
Do. Porters and Pointsmen	5,608 8 7					Bungalow rent			758 2 8		
Greasing of Rolling Stock	1,842 7 7					Telegraph Receipts			3,367 0 0		
Tickets	170 0 0					Interest on Revenue Balances			4,090 9 5		
Printing and Stationery	1,306 0 3										
General Stores	1,187 4 2										
Telegraph.											
Salaries of Signalers and Peons	1,045 0 0										
General Stores	1,076 6 3										
		5,289 2 5	76	5 75	1 67						
To General Charges.											
Proportion of cost of General Management.	2,739 2 5										
Fire Insurance Fund	2,500 0 0										
		1,41,260 8 9	20 30	100 00	44 62						
Balance carried to General Balance Account		1,75,294 11 8	25 20	..	55 38					8,16,555 4 5	45 50
		3,16,555 4 5	45 50	100 00	100 00						

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

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

Nungambakkam,
September 1867.

NOTE.

Great Southern of India Railway.

1. The gross receipts during the half-year ended 30th June 1867 amounted to .. .. Rupees 3,16,555
The working expenses to . .. . ,, 1,41,260
The balance or profit to ... . ,, 1,75,295

2. The half-yearly receipts, working expenses, and balances have been as follows since the 1st January 1865 :—

	Half-year ended the				
	30th June 1865.	31st December 1865.	30th June 1866.	31st December 1866.	30th June 1867.
Miles opened	79	79	79	5 Mths & 2 days 79	29 days. 127
Miles charged to revenue ...	79	79	79	79	79
	Rs.	Rs.	Rs.	Rs	Rs.
Gross receipts	1,81,104	2,03,291	2,09,950	2,87,306	3,16,555
Working expenses	88,872	1,01,509	95,169	1,32,496	1,41,260
Balance	92,232	1,01,782	1,14,781	1,54,610	1,75,295

3. This statement gives the following results for the first half of 1867, as compared with the four preceding half-years :—

		Rs.
The receipts show an increase over the	1st half of 1865 of	1,35,451
Do. do.	2nd do. do. ..	1,13,264
Do. do.	1st do. 1866 of ...	1,06,605
Do. do.	2nd do. do. ..	29,249
The expenditure shows an increase over the	1st half of 1865 of	52,388
Do. do.	2nd do. do. .	39,751
Do. do.	1st do. 1866 of	46,091
Do. do.	2nd do. do. ...	8,564
The net profit shows an increase over the	1st do. 1865 of	83,063
Do. do.	2nd do. do. .	73,513
Do. do.	1st do. 1866 of	60,514
Do. do.	2nd do. do. ...	20,685

4. The following statement gives the number of passengers of each class, and the receipts realized from them during the five half-years in question :—

	Half-year ended the				
	30th June 1865.	31st December 1865.	30th June 1866.	31st December 1866.	30th June 1867.
Single Fares.	No.	No.	No.	No	No.
Passengers 1st Class	616	463	582	528	1,334
Do. 2nd ,, ...	1,823	1,876	2,037	2,480	1,25,263
Do. 3rd ,, ...	1,86,266	1,63,906	1,82,038	1,97,757	78,281
	Rs.	Rs	Rs	Rs	Rs.
Receipts, 1st Class	1,655	1,245	1,534	1,458	3,361
Do. 2nd ,, ...	2,670	2,403	2,740	3,394	93,759
Do. 3rd ,, ...	87,772	84,983	9?,864	1,04,377	43,288
Return Fares.	No.	No.	No.	No.	No.
Passengers, 2nd and 3rd Class ..	...	32,336	10,997	12,225	13,499
	Rs.	Rs.	Rs.	Rs.	Rs.
Receipts, do. do. ...	...	15,279	3,784	11,634	6,596

5. Combining the single and return fares the receipts are:—

	Half-year ended the				
	30th June 1865.	31st December 1865.	30th June 1866.	31st December 1866	30th June 1867.
	Rs.	Rs.	Rs.	Rs.	Rs.
Receipts, 1st Class	1,655	1,245	1,534	1,458	3,361
Do. 2nd ,, ...	2,670	2,403	2,740	3,394	93,759
Do. 3rd ,, ...	87,772	99,762	95,648	1,16,011	49,884
Total ..	92,097	1,03,410	1,00,922	1,20,863	1,17,004

6. It should be borne in mind, with reference to the two foregoing paragraphs, that third class carriages were abolished upon this line from the 1st March 1867, the second class fare being at the same time reduced from 8 Pies to 5 Pies per mile. These changes have, of course, inevitably tended to increase the receipts from the two remaining classes; but they have rendered it extremely difficult to institute any direct comparison between the receipts, during different half-years, from any particular class.

7. The goods traffic, exclusive of railway materials, has been as follows:—

	Half-year ended the				
	30th June 1865	31st December 1865.	30th June 1866.	31st December 1866.	30th June 1867.
	No	No.	No.	No.	No.
Maunds	4,50,222	5,95,635	6,20,476	7,36,334	6,36,727
	Rs.	Rs.	Rs.	Rs.	Rs.
Receipts	58,243	67,427	65,428	88,267	76,096

8. In spite of the increased length of open line there has been a decided falling off in the goods traffic. This may be partly attributed to the short supply of salt at Negapatam, and to the want of a means of communication between that place and the extensive salt pans at Vedarnium.

9. The gross receipts from all sources per mile of open line, the working expenses per mile of line charged to revenue, and the net profits per mile of open line have been as follows during the last five half-years:—

	Half-year ended the				
	30th June 1865.	31st December 1865.	30th June 1866.	31st December 1866.	30th June 1867.
	Rs.	Rs.	Rs.	Rs.	Rs.
Gross receipts per mile of open line	2,292·45	2,573·30	2,657·59	3,302·36	2,492·56
Working expenses per mile of line charged to revenue	1,124·96	1,284·92	1,204 67	1,679·69	1,788·10
Net profits per mile of open line ...	1,167·49	1,288·38	1,452·92	1,777·12	1,380·25

10. It cannot be said that the Returns for the half-year under review bear a favorable comparison with those for previous periods. In the traffic analysis the causes to which this falling off is attributable will be more fully entered into; but it may be here noticed that the changes* in the rates for passenger traffic upon this line, which were introduced on the 1st March last, have produced a considerable effect upon the receipts. These changes consisted in the abolition of the former second and third classes, the fares for which were respectively 8 Pies and 4 Pies per mile, and in the creation of an intermediate class at 5 Pies per mile. The direct results of these changes will be fully shown in a report called for in G. O. No. 99, dated 11th January 1867, and which will be submitted in the course of a few days.

* *Vide supra*, paragraph 6.

Madras. (Signed) J. H. M. SHAW STEWART, Major, R. E.,
8th October 1867. *Acting Consulting Engineer for Railways.*

No. 425. Order thereon, 21st October 1867, No. 3,257.

RAILWAY, No. 24.

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

(Here enter No. 3,258, dated 21st October 1867.)

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE,
21*st October* 1867.

No. 3,258.

No. 426.
To

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

SIR,

RAILWAY, No. 25.

I am directed by the Right Honorable the Governor in Council to forward a copy of the Revenue Account of the Great Southern of India Railway for the half-year ended 30th June 1867, together with a Note by the Acting Consulting Engineer on the more important and prominent features of the Account.

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

Exd. S. T. Augustin.

Great Southern of India Railway.

Dr. **Revenue Account for the half year ending 30th June 1867.** Cr.

Expenditure	Amount		Total		Trains 111,318 Cost per Train mile expended	Percentage Working Expenses	Percentage Revenue	Receipts	Class	No.	Amount		Total		Earnings per train mile
					Annas										
To Locomotive Department			86.896	6 7	12.49	61.52	27.45	By Coaching					156886	13 11	22 55
Salaries of Superintendent clerks and office expenses	8723	13 1						Passengers	1st	1334	3361	3			
wages of Drivers Firemen & Firemen	16318	6 4						do	2d	125263	93759	2			
Cleaners Coolmen & watermen	3855	13 4						do	3d	78281	43267	11			
Coal	34136	5 9						Excess Fares	1st	193	359	10			
Wood	4814	10 5						do	2d	729	1143	8			
Oil Tallow Waste &c	2977	9 4						do	3d	1424	669	15			
Repairs of Engines & Tenders	8972	4 1						Returned Fares		13499	6596	6			
do Carriages & Wagons	6862	8 3						Soldiers	2d	21	22	3			
Stationery	235	0 0						do	3d	292	288	12			
								Special Trains			350	0	149838	6 0	
To Maintenance Department			28782	13 11	4.14	20.37	9.09	Canals					3481	6 1	
Superintendence	4838	2 7						Passengers Luggage					85	4 10	
Labor	17568	11 2						Horses Carriages & Dogs					1481	13 0	
General Stores	6376	0 2						By Goods					157452	10 5	21.77
To Traffic Department			20292	1 10	2.91	4.36	6.41	Merchandize					76095	13 0	
Salaries of Asst Traffic Managers & clerks	6451	6 0						Railway Material					63931	13 0	
wages of Guards & Inspectors	915	1 0						Ballasting					11139	13 0	
do Porters & Watchmen	5608	8 7						Rents & Demurrage					285	3 5	
Greasing of Rolling Stock	1842	7 7						By Sundries					8215	12 1	1.18
Tickets	170	0 0						Bungalow rent					758	2 8	
Printing & Stationery	1396	0 3						Telegraph Receipts					3367	0 0	
General Stores	1187	1 2						Interest on Revenue balances					4060	9 5	
Telegraph															
Salaries of Signallers & peons	1645	0 0													
General Stores	1076	6 3													
To General Charges															
proportion of Cost of General Management	2789	2 5	5289	2 5	.76	3.75	1.67								
Fire insurance Fund	2500	0 0													
Balance Carried to General Balance account			141260	8 9	20 30	100.00	44.62								
			175294	10 8	25 20		55.38								
			316555	4 5	45.50	100.00	100.00						316555	4 5	45.50

Repaired Am
September 1867

Rds

Major P.E.

Agent & Traffic Manager

A. Assist Engr for Railways.

Note

Great Southern of India Railway

1. The gross receipts during the half-year ended 30 June 1867 amounted to ——— Rupees 316,555

The working expenses to ——— 141,260

The balance or profit to ——— 175,295

2. The half-yearly receipts, working expenses, and balances have been as follows since the 1st January 1865:—

	Half-year ended the 30th June 1865	31st December 1865	30th June 1866	31st December 1866	30th June 1867
Miles opened	79	79	79	79 (6 months 12 days) 127 (29 days)	127
Miles charged to revenue	79	79	79	79	79
Gross receipts Rupees	181,104	203,291	209,950	287,306	316,555
Working expenses "	88,872	101,509	95,169	132,696	141,260
Balance "	92,232	101,782	114,781	154,610	175,295

2. This statement gives the following results for the 1st half of 1867, as compared with the four preceding half-years:-

	Rupees
The receipts show an increase over the 1st half of 1865 of	1,25,451
Do Do Do 2d Do Do	1,13,264
Do Do Do 1st Do 1866	1,06,605
Do Do Do 2d Do Do	27,249
The expenditure shows an increase over the 1st Do 1865	52,288
Do Do Do 2d Do Do	39,751
Do Do Do 1st Do 1866	4,091
Do Do Do 2d Do Do	8,564
The net profit shows an increase over the 1st Do 1865	83,063
Do Do Do 2d Do Do	73,513
Do Do Do 1st Do 1866	60,514
Do Do Do 2d Do Do	20,686

4. The following statement gives the number of passengers of each class, and the receipts realized from them, during the four half-years in question:-

	Half-year ended the 30th June 1865	31st Dec. 1865	30th June 1866	31st Dec. 1866	30th June 1867
Single Fares	No.	No	No	No	No
Passengers 1st class	611	463	582	528	1,334
Do 2d Do	1,823	1,876	2,037	2,480	125,263
Do 3d Do	186,266	163,906	182,038	197,157	78,281
	Rs	Rs	Rs	Rs	Rs
Receipts 1st Do	1,655	1,245	1,534	1,458	3,361
Do 2d Do	2,670	2,403	2,740	3,394	93,759
Do 3d Do	87,772	84,083	92,864	104,377	43,288
Return Fares	No	No	No	No	No
Passengers 2d and 3d class	"	32,326	10,997	12,225	13,499
	Rs	Rs	Rs	Rs	Rs
Receipts Do Do	"	15,279	3,784	11,634	6,596

5 Combining the single and return fares the receipts are:-

	Half-year ended the 30th June 1865	31st Dec. 1865	30th June 1866	31st Dec. 1866	30th June 1867
	Rs	Rs	Rs	Rs	Rs
Receipts 1st class	1,655	1,245	1,534	1,458	3,361
Do 2d Do	2,670	2,403	2,740	3,394	93,759
Do 3d Do	87,772	99,762	96,648	116,011	49,884
Total	92,097	103,410	100,922	120,863	147,004

6 It should be borne in mind, with reference to the two foregoing paragraphs, that third class carriages were abolished upon this line from the 1st March 1867, the second class fare being at the same time reduced from 8 pies to 5 pies per mile. These changes have of course inevitably tended to increase the receipts from the two remaining classes; but they have rendered it extremely difficult to institute any direct comparison between the receipts, during different half-years, from any particular class.

7. The goods traffic exclusive of railway materials has been as follows:—

	Half-year ended the-				
	30th June 1865	31st Dec 1865	30th June 1866	31st Dec 1866	30th June 1867
	No	No	No	No	No
Maunds	450,222	595,125	620,476	736,221	631,727
Receipts	Rs	Rs	Rs	Rs	Rs
	58,243	67,427	65,428	88,267	76,096

8. In spite of the increased length of open line there has been a decided falling off in the goods traffic. This may be partly attributed to the short supply of salt at Negapatam, and to the want of a means of communication between that place and the extensive salt pans at Vedarnium.

9. The gross receipts from all sources, per mile of open line, the working expenses, per mile of line charged to revenue, and the net profits, per mile of open line have been as follows during the last five half-years:—

	Half-year ended the				
	30th June 1865	31st Dec 1865	30th June 1866	31st Dec 1866	30th June 1867
	Rs	Rs	Rs	Rs	Rs
Gross receipts per mile of open line	2292·45	2573·30	2657·59	3302·31	2492·56
Working expenses per mile of line charged to revenue	1124·96	1284·92	1204·67	1679·69	1788·10
Net profits per mile of open line	1167·49	1288·38	1452·92	1777·12	1380·25

11. It cannot be said that the returns for the half-year under review bear a favourable comparision with those for previous periods. In the traffic analysis the causes to which this falling off is attributable will be more fully entered into; but it may be here noticed that the changes in the rates for passenger traffic upon this line which were introduced on the 1st March last have produced a considerable effect upon the receipts. These changes consisted in the abolition of the former second and third classes, the fares for which were respectively 8 pies and 4 pies per mile, and in the creation of an intermediate class at 5 pies per mile. The direct results of these changes will be fully shown in a report called for in Gt. O. C. No 99, dated 11th

× Vide Supra paragraph 6.

11th January 1867, and which will be submitted in the course of a few days.

Thos Stewart Major R.E.
Acting Consulting Engr for Railways

Madras
8th October
1867

2 / 2 / 2 C

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 274.

From

Major J. W. M. Shaw Stewart R.E
Ag. Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E

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

SIR,

As directed by Govern=
=ment in their Order dated the 6th
September 1866, No. 2850, I have
the honor to submit the Revenue
Account of the Great Southern of
India Railway for the half-year
ended

ended 30th June last, accompanied by a brief explanatory note.

I have the honor to be,

Madras
8th October
1867

Sir,
Your most obedient Servant.
[signature] Major R.E.
Acting Consulting Engineer
for Railways.

Public Works Department
No 32577

Proceedings of the Madras Government
Under date the 21st October 1867

Read the following

From the Consulting Engineer
for Railways } M.G. No 2715 dated 8th October 1867

Ordered that the
foregoing letter be for-
warded to the Government
of India.

To the Consulting Engineer
for Railways
dated 22/1867

From the Secretary to the
Govt of India P.W.D.
No 32578

I am directed by
the Right Honorable
the Governor in Council
to forward a copy of the
Revenue Account of
the Great Southern of
India

Rec'd 1867 for October
No 3835

RAILWAY DEPARTMENT.

From

The Consulting Engineer
for Railways,

To

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

Dated 5th } October 1867.
Received 9. }

No. 274.
Rec'd 21

Submitting the
Revenue Account of the
G.S.I. Ry for the half
year ending 30th June last.
viz 3257-3258-21st Oct

No 4424

C. Route 670 14

India Railway for the
half year ended 30th September
last 1867 together with
a note by the Acting
Consulting Engineer on the
more important and
prominent features of
the account—

Financial Secretary
21st Dec 1867

Recd 22/10/67 with 26 Copies of
Govt 325 of 1867

Pub: Works 1867 Departt.

Pro: of Govt. for October

No. 3257 & 3258

Pro: of the Madras Govt.

Dt 21st October 1867

Passing orders on a letter from the Consulting Engs. forwarding the Revd Account of the G. I. P. Railway for the first half of 1867.

Furnishing the Govt. of India with the above Account.

No. 424-428-@426

2. ILR Oct 67 Ca. 14th