

22.9.1868
Date of Report 18.7

Public Works Department

G.O. 1713 & 1714 P.W.D.

Dated 29.5.1868

PUBLIC WORKS DEPARTMENT.
FORT ST. GEORGE,
29th May 1868.

No. 1,714.

No. 740.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT

SIR,

RAILWAY, No. 63.

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 Madras South-West Line of Railway, including the Bangalore Branch, and of the North-West Line between Arcunum and Moodanoor, for the half-year ended 31st December 1867.

I have the honor to be,

Sir,

Your most obedient servant,

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

Erd. S. T. Augustin.

Railway Department

Civil Engineers' office

No. 150-

From

Major J. H. M. Shaw Stewart R.E.
Consulting Engineer for Railways

To

Colonel C. A. Orr R.E.

Secretary to Government
Public Works Department
Fort Saint George

Sir,

I have the honour to forward
the Revenue Accounts and Traffic Analysis
of the South-West Line of the Madras Railway
including the Bangalore Branch, and of the
North-West Line as far as Choodanoor, for
the half year ended the 31st December 1867.

1. During the period under re-
view, no additional portion of either line
was opened for traffic.

2. The number of miles run by
ordinary trains during each day in the half-
year was as follows:—

Consulting Engineer for Railways

	<u>Week days</u>	<u>Sundays</u>
South West Line	2737	1501
Bangalore Branch	507	338
North West Line	733	480

4. The passenger fares during the half-year under review were—

First Class by day	Trains	18 pice per mile
by night	do	22 do
Second do by day	do	6 do
by night	do	7 do
Third do		3 do

with free luggage of 40, 25, and 15 pounds respectively.

5. The goods rates were—

Special Class	8 pice per ton per mile
First do	12 do
Second do	14 do
Third do	16 do
Fourth do	24 do
Fifth do	36 do

6. The above-mentioned rates, both for passengers and goods, were sanctioned by Government with effect from the 1st November 1865, subject to revision after twelve months.

The subsequent orders of Government on the

7.10 2877 14 11/10
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proposed

proposed revision do not affect the rates up to the 31st December 1867.

7. Special rates were charged for the conveyance by rail of salt, iron, iron-ore, timber, cotton, stone, coffee, cigars, horses, palmirako, and carriages.

8. The average distances travelled by each class of passengers and goods were—

	South-West Line		North-West Line	
	Half-year ended the		Half-year ended the	
	31 st December 1867	31 st December 1866	31 st December 1867	31 st December 1866
	Miles 492		Miles 153	Miles 147
Passengers 1 st Class	148.431	156.083	82.9	90.865
2 ^d do	18.991	66.757	55.36	56.353
3 ^d do	49.455	50.808	37.11	36.254
Goods Special Class	46.2	50.8	40.3	49.2
1 st do	121.5	124.9	65.3	55.4
2 ^d do	122.1	105.8	110.6	124.0
3 ^d do	137.7	145.5	114.9	89.6
4 th do	151.9	142.4	110.9	120.5
5 th do	74.1	98.6	143.9	138.4

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9. A comparison of the foregoing figures shows that there has not been much change in the average distances travelled by passengers of the different classes. Upon both lines the mileage of first class passengers has slightly decreased, as has also the second class mileage on the North-West Line, while there has been a corresponding increase on the South-West Line. The third class mileage has slightly increased on the North-West Line, and decreased on the South-West Line.

10. The aggregate receipts, with the nature and the amount of traffic upon the South-West and North-West Lines compared with the corresponding half of 1866, are given in the following statements:—

South-West Line.

South-West Line

	Half-year ended 31 st December 1867		Half-year ended 31 st December 1866		Increase Decrease	
	Rs	A P	Rs	A P	Rs	A P
Coaching—	8,02,272	11	7,45,639	9 1	56,633	
Merchandise—	11,24,518	10 7	12,08,133	13 9		83,615
Railway materials—	41,549	14 11	52,636	14 10		11,087
Miscellaneous—	70,130	2 9	73,309	15 3		3,179
Total—	20,38,471	7 3	20,79,720	4 11		41,249
Expenditure—	9,37,870	5 4	10,16,509	8		78,639
Profit—	11,00,601	1 11	10,63,211	4 3	37,390	

Length of line open—miles—	492	492		
Expenditure on Capital in India and in England—Rupees—	635,14,769	619,07,390	16,07,379	
Half-yearly per-centage of profit—	1.73	1.72	0.01	
Number of Trains—	3569	3675		106
Average mileage of Trains—	160.418	158.5	1.918	
Average Contents of each Vehicle—				
Passengers First Class—	2.238	2.1	0.138	
Second—do—	5.185	5.5		0.315
Third—do—	35.648	35.3	0.348	
Goods—Tons—	2.599	2.5	0.099	
Average receipt per week—Rupees—	78,403	79,989		1,586
do—per mile—				
of Railway open—	4,143	4,227		84
do—per Train mile—	3.56	3.56		
do—per Engine mile—	2.89	3.14		0.25

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11. Though the receipts from coaching bear a favourable comparison with those of the corresponding half of 1866, the decrease in the receipts under the head of merchandise, materials, and miscellaneous have caused a slight falling off in the aggregate. The expenditure however being lower, the net receipts exhibit an increase of Rupees 37,390. The difference in the net percentage of profit is scarcely perceptible, being for the half-year 1.73 or 3.46 per annum, compared with 1.72 or 3.44 for the second half of 1866. The average contents of the different classes of passengers' carriages remain almost unaltered. The average load of each goods wagon, though slightly in excess of that during the second half of 1866, is still only about half the full load.

12. North West Line

North West Line

	Half-year ended 31 st December 1867		Half-year ended 31 st December 1866		Increase	(Decrease)
	Rs	A	Rs	A	Rs	Rs
Coaching	146,652	4 5	119,074	0 4	27,578	
Merchandise	260,216	15 10	158,981	10 8	101,236	
Railway materials	55,947	14 1	86,627	14 7		30,680
Miscellaneous	7,613	11 2	5,529	8 0	2,084	
Total	470,428	13 6	370,213	1 7	100,215	
Expenditure	19,041	6 3	11,981	15 0	7,060	
Profit	280,014	4 3	250,331	2 7	29,683	
Length of line open	153		148		5	
Expenditure on Capital in India and in England	193,212	38	165,69,081		27,52,157	
Half-yearly percentage of profit	1.45		1.51			0.06
Number of Trains	1,649		1,464		185	
Average mileage of Trains	70.502		70.4		0.102	
Average Contents of each Vehicle						
Passengers First Class	1.328		1.1		0.228	
Second do	2.720		2.5		0.220	
Third do	29.830		30.2		0.370	
Goods	2.467		2.7		0.233	
Average receipt per week	18,093		14,239		3,854	
do per mile of Railway open	3,074		2,501		573	
do per Train mile	4.04		3.59		0.45	
do per Engine mile	3.66		3.21		0.45	

In spite of a large falling off under

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under the head of Railway materials, the half-yearly receipts upon this line contrast favourably with those of the half year ended 31st December 1866. The percentage of profits however has fallen off by 0.06, and when compared with the corresponding figure for the half year ended 30th June 1867, shows a still greater decrease, viz: 0.48 percent. This is due to the large expenditure of Capital during the past half year on the line under construction, which as yet yields no return. The results under the other heads specified in the Statements are satisfactory.

14.

South-West Line

Expenditure during the half year ended the

	31 st Decem- ber 1867	31 st Decem- ber 1866	Increase (Decrease)
Miles open	492	492	"
Miles maintained from Revenue	492	478	14
Locomotive Department	338,263	344,508	6,245
Repairs of carriages	38,170	46,078	7,908
Traffic Department	171,285	176,303	5,018
Telegraph	18,085	17,388	697
Permanent way	307,604	369,825	62,221
Ballasting	7,736	6,925	811
General Charges	39,147	35,598	3,549
Fire Insurance Fund	17,580	17,884	304
Total	937,870	1,016,509	78,639

15.

It will be seen that the principal decrease is in the item "Permanent Way", and this is mainly due to the increased length of iron road during the half year now under review. Upon the whole the foregoing figures are highly satisfactory.

16.

North-West Line

Expenditure during the half year ended the

	31 st Decem- ber 1867	31 st Decem- ber 1866	Increase	Decrease
Miles open	153	147	6	"
Miles maintained from Revenue	106	60	46	"
Locomotive Department	69,310	58,509	10,801	"
Wine of Rolling Stock	39,929	"	39,929	"
Traffic Department	30,907	28,982	1,925	"
Telegraph	3,155	1,761	1,394	"
Permanent way	25,932	23,602	2,330	"
General Charges	8,037	3,876	4,161	"
Fire Insurance Fund	3,147	3,152	"	5
Total	190,417	119,882	70,535	Increase

17. The chief part of this apparently large increase is due to the "Wine of Rolling Stock", an item which now for the first time appears in the half-yearly Revenue Accounts of the North-West Line. When the additional mileage of open line

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line, and other portion charged to Revenue, is taken into consideration, the remainder of the increased expenditure is accounted for.

18. The gross weight, that is the weight of the trains, engine and tenders with the loads, carried during the half year over a distance of one mile was,—

South-West Line

Half-year ended the

31st December 1867 31st December 1866

Tons — 95,755,951 103,628,410

North-West Line

Half-year ended the

31st December 1867 31st December 1866

Tons — 19,486,551 16,099,798

19. Upon the South-West Line there is a falling off of Tons 7,872,459, and upon the North-West Line an increase of Tons 3,386,753.

20. The net receipts from the four principal classes of traffic were per ton per miles as follows:—

	Half year ended the				Increase		Decrease	
	31 st December 1867		31 st December 1866					
	S. W. Line	N. W. Line	S. W. Line	N. W. Line	S. W. Line	N. W. Line	S. W. Line	N. W. Line
<u>Passengers</u>	Pies	Pies	Pies	Pies	Pies	Pies	Pies	Pies
First Class —————	1.74	1.01	1.73	0.60	0.01	0.41		
Second — do —————	1.56	0.28	1.93	0.45			0.37	0.17
Third — do —————	7.71	7.03	7.81	7.28			0.10	0.25
Goods —————	1.47	2.78	1.28	2.39	0.19	0.39		

21. The above figures show that the net receipts have remained much the same as in the corresponding period of 1866. There is a slight falling off in the second and third class passenger traffic, counterbalanced by an improvement in the first class traffic and in the goods.

22. The annexed statements show the number of passengers of each class, and the receipts realized.

South-West Line

	Miles open		Miles open		Half year ended the		Increase		Decrease		Percentage		Percentage	
	492		492		31 st December 1867		31 st December 1866				Increase		Decrease	
	No.	Receipts	No.	Receipts	No.	Receipts	No.	Receipts	No.	Receipts	No.	Receipts	No.	Receipts
<u>Passengers</u>														
1 st Class —————	4647	57,470	4278	57,636	369			166	8.62				0.29	
2 nd — do —————	21,528	69,285	22,558	70,472			1030	1187					3.16	1.68
3 rd — do —————	756,562	574,899	673,454	527,411	83,108	47,788			12.34	9.07				

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North-West Line

Miles open	Miles open			Per-centage	Per-centage
153	147				
Half-year ended the		Increase	Decrease		
31 st	31 st				
December 1867	December 1866			Increase	Decrease

Passengers	No. Receipts	No. Receipts	No. Receipts	No. Receipts	No. Receipts	No. Receipts	No. Receipts	No. Receipts	No. Receipts	No. Receipts
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
First Class	393	2741	272	2226	121	515		4448	2313	
Second do	2558	4246	2175	4060	383	186		1761	453	
Third do	221255	126731	178928	102268	42317	26262		2365	2626	

23. Upon the South-West Line there has been an increase in the number of first class passengers but a slight decrease in receipts. In the second class there has been a decrease both in numbers and receipts: while in the third class passengers there has been a very satisfactory increase under both heads. The net increase is Rupees 46,435. On the North-West Line there has been a considerable increase, both in the number of passengers carried in each class and in the receipts, far above the proportion due to the additional length of 5 miles open. Net increase, Rupees 27,064.

24. The following statements show the particulars of the goods, Railway materials, &c., which have been carried upon each line during the half-year, and the receipts realized.

South-West Line

	Half-year ended the									
	31 st December 1867	31 st December 1866	Increase	Decrease	Per-centage of Increase	Per-centage of Decrease				
Goods &c.	Tons Receipts	Tons Receipts	Tons Receipts	Tons Receipts	Tons Receipts	Tons Receipts	Tons Receipts	Tons Receipts	Tons Receipts	Tons Receipts
Merchandise &c.	127995	1124579	140662	1208134		12667	83615		9.01	6.92
Railway materials	10643	44550	14704	52626		4061	11036		27.62	21.06
Miscellaneous	"	70130	"	72310		"	3180		"	4.24
North-West Line										
Merchandise &c.	52818	269217	39275	158982	2543	101235		8.4	63.68	
Railway materials	5476	55948	8649	86628		2173	30680		26.69	35.42
Miscellaneous	"	7614	"	5580		2084			37.68	

25.

When the unfavourable nature of the past season for trade is taken into consideration, the results above recorded cannot be deemed unsatisfactory. Upon both lines there has been a great falling off in the receipts from Railway materials; but if this item is removed, the decrease in the receipts on the South-West Line is more than counterbalanced by the increase on the North-West Line. This result may be mainly attributed to the traffic in cotton, which has been unusually large. But for this item the half-yearly returns would show a considerable decrease.

26.

The manner in which the carriage of the principal commodities has been affected during the past half-year will appear from the following brief statement:—

	Half-year ended the			
	31 st December 1867		31 st December 1866	
	Weight in Tons	Receipts in Rupees	Weight in Tons	Receipts in Rupees
Cotton	6802.6	2,06,615	3,662.8	97,917
Gram	3086.8	23,407	4,090.9	37,932
Iron	1798.1	45,492	2,381.7	28,619
Jaggery	3899.5	51,786	2,307.4	15,742
Raggy	4468.2	35,463	10,734.4	86,741
Rice and Paddy	25,315.7	1,96,203	32,568.0	2,79,947
Salt	23,847.6	214,412	26,312.1	2,41,180
Seeds	4564.4	47,223	4,575.8	43,419
Timber	7,159.4	40,433	5,940.2	34,538

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27.

The per-centage of the gross

traffic earnings absorbed by the working expenses has been as follows during the last four half-years:-

	Half-year ended the			
	31 st December 1867	30 th June 1867	31 st December 1866	30 th June 1866
South-West Line—	46.00	44.02	48.88	46.61
North-West Line—	40.47	31.39	32.38	32.94

Considering the dull state of trade which prevailed during the past half-year, the per-centage on the South-West Line cannot be deemed high: it is less than the figure for the corresponding period in 1866. On the North-West Line the increased per-centage is due to the fact, already noticed, that the "Wine of Rolling Stock" appears for the first time as an item on the debit side of the Revenue Account.

But for this the per-centage would have stood at 31.97.

28.

The return of late trains shows that

none were delayed by serious accidents during the past half-year, and that out of 4,328 trains there were only seven more than two hours late, and 23 from one to two hours late. This result upon single lines, aggregating 645 miles in length, is very satisfactory.

I have the honour to be
Sir

Yours most obedient servant

Wm. Stewart Major R.E.

Consulting Engineer for Railways.

Madras
4th Aug
1868

Consulting Engineer for Railways

P.W. 1868- Do. M.
 From Govt for May
 No. 1695

The Consulting Engineer
 for Railways.

To

The Secretary to Govt.
 P. W. Dept.

Dated 4th } May/68.
 No. 45 }

No. 150.

Recd: 24-1

No. 1713 & 1714 - 29 - May/68

Forwarding the
 Revenue Accounts and
 Traffic Analysis of the
 L. W. line of the Madras
 Ry including the Bangalore
 Branch & of the L. W. line
 as far as Moodanoor, for
 the half year ended the
 31st Decr/67.

Ch 738

22 May 68 Od 125

List of Accounts and Returns forwarded with Consulting Engineer's
 Letter to Government No. 150 dated 4th May 1868.

South West Line.

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No. 1. Revenue Account.

" 2. Form A.

" 3. Form B.

" 4. Up and Down Traffic Statement.

" 5. Number of Trains and Mileages S.W. & N.W. Lines.

" 6. Permanent way Statement.

" 7. Locomotive Statement. N.W. and S.W. Lines.

" 8. Statement showing the Working expenses in each Dept. do.

" 9. Receipts Expenditure and Profits &c.

" 10. Total Working expenses &c.

" 11. Return of Loco Trains. S.W. & N.W. Lines.

" 12. Comparative Statement showing the Quantity and
 amount of the several Commodities together with
 the Abstract Statement. S.W. & N.W. Lines.

" 13. Statement showing the Traffic Receipts &c. and
 the amount paid into the Treasury.

North West Line.

" 14. Revenue Account.

" 15. Form A.

" 16. Form B.

" 17. Up and Down Traffic Statement.

" 18. Receipts Expenditure & Profits &c.

" 19. Total Working expenses &c.

" 20. Permanent way Statement.

" 21. Return of Fire Insurance Fund.

" 22. Return of Stores Troops &c.

" 23. Statement of Rolling Stock.

" 24. — Do — of the Extent and Cost of Land &c.

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B
 Madras Railway South-West Line
 Madras to Raypore and Bangalore Branch
 Receipts, Expenditure, and Profits for the half-year ending 31st Dec 1867.
 3569 Trains

	Number of Passenger Trns.	Receipts.	Expenditure	Profit and Loss.	Receipts from each Passenger Trn.	Expenditure from each Passenger Trn.	Profit and Loss on each Passenger Trn.	Average mileage	Receipts per passenger per mile.	Expenditure per passenger per mile.	Profit and Loss per passenger per mile.	Number of vehicles run.	Receipts from each vehicle.	Expenditure from each vehicle.	Profit and Loss on each vehicle.	Average mileage of train.	Receipts per vehicle per mile.	Expenditure per vehicle per mile.	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
Person	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Miles	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Miles	Rs	Rs	Rs
Class I	46	57,469 15 8	31,528 12 12	25,941 37	12 5 10 4	6	20 4 0	148 43 1	1 4 00	8 78	7 22	2052 28	1 31	11 16	12 10 3 25	2 7 28	1 6 39	1 0 89	
Class II	315 8	69,285 28	39,919 9 22	29,365 9 6	2 3 1 9 8	1	14 10 83	68 39 1	6 11	3 52	2 59	3231 21	7 1 22	12 18 19	9 1 503	2 1 66	1 2 16	11 50	
Class III	756 50	574,898 10 1	123,966 12 8	45,094 13 5	12 1 90		9 6 44	49 45 5	2 95	0 64	2 31	9920 57	15 3 07	12 11 36	45 7 771	5 9 36	1 2 96	4 6 40	
Brake	1749 5	59,119 34 2	68,960 11 4	9840 13 2	32 12 8 00	39	5 9 11 68	108 82	4 11 82	5 9 54	9 92	5191 11	6 2 67	13 6 66	1 14 399	160 418	11 63	1 3 90	2 27
Horse Power	1692 129																		
Carriage Truck	385	30,523 3 11	22 62 1	6902 3 11	8 15 4 63	6 1	2 5 09	162 58 3	10 52	5 14	2 38	1975 15	7 2 32	11 5 4 32	3 7 11 00	1 6 49	1 2 31	4 18	
Goods Vehicles	138,638 54	11,66,068 9 6	6,32,293 1	4,53,758 2	8 68 25	4 8	2 13 8 73	116 29 5	11 90	7 53	6 37	73541 15	13 8 36	8 9 6 78	7 4 1 58	1 6 98	10 29	8 69	
Telegraph Receipts	4497 10																		
Land Revenue	65633 11																		
Locomotive and line of Road	10,975 12 6																		
Engine																			
Total Receipts	2038,471 7 3																		

Madras
 14th May 1868

Major R. B. M. M. M.
 Consulting Engineer for Railways

May 18 1938

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South Western and Bangalore Branch

Statement showing the average number of miles open, the total working expenses per mile open, the total receipts, the receipts per mile open, the net receipts per mile open, and the percentage net to gross receipts per mile open.

Half-year ended	Average number of miles open	Total working expenses per mile open.	Working expenses per mile open.	Total Receipts.	Receipts per mile open.	Net Receipts per mile open	Percentage of net to gross receipts per mile open.
		Rs	Rs	Rs	Rs	Rs	
30 th June 1862	Average 317	57,946	1811	7340 67	2316	505	21.80
31 st December	406	65688	1618	919,952	2,266	648	28.60
30 th June 1863	406	833,23	2,052	10,98,956	2,707	655	24.20
31 st December	406	851,00	2,096	13,20,969	3,254	1,158	35.59
30 th June 1864	406	728,01	1,794	14,81,089	3,648	1,854	50.82
31 st December	Average 477	879,539	1,844	17,16,474	3,598	1,754	48.75
30 th June 1865	492	9,27,38	1,889	18,02,054	3,659	1,770	48.37
31 st December	492	9,23,95	1,878	20,95,150	4,258	2,380	55.89
30 th June 1866	492	9,43,14	1,921	20,27,978	4,122	2,201	53.40
31 st December	492	10,16,09	2,066	20,79,720	4,227	2,161	51.12
30 th June 1867	492	9,39,62	1,909	21,33,860	4,337	2,428	55.98
31 st December	492	937,70	1,906	20,38,471	4,143	2,237	53.99

Madras
4th May 1868

Manthornt Major
Consulting Engineer for Railways

106.1695/68

From 29 May 1868 to 1 July 1868

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Madras South-West Railway, including Bangalore & Mysore

Statement showing in half-yearly periods, the Receipts, Expenditure, and Profits, and also per week, per mile of Railway open, per Train-mile and per Engine-mile; per-centage of working expenses and annual rate of percentage of Profit on Capital expended.

Half-year ended	Number of miles open.	Receipts		Expenditure		Profit		Receipt per week.	Expen- = ditune per week	Profit per week.	Average.		Receipt per mile of Railway open.	Expen- = ditune per mile of Railway open.	Profit per mile of Railway open.	Receipt per Train-mile.	Expendi- = ture per Train-mile.	Profit per Train-mile.	Receipt per Engine-mile.	Expenditure per Engine-mile.	Profit per Engine-mile.	Per-centage of working expenses.	Annual rate of per-centage of Profit on Capital expended.
		Rs	A P	Rs	A P	Rs	A P	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
30 th June 1862 —————	Average 317	7,34,066	10 8	5,73,945	15 10	1,60,120	10 10	28,233	22,075	6,158	2,316	1,811	505	2,90	2,27	.63	2,47	1,93	.54	78.19			
31 st December —————	406	9,19,951	8 11	6,54,887	15 .	2,63,063	9 11	35,383	25,265	10,118	2,266	1,618	648	2,72	1,94	.78	2,43	1,74	.69	71.40			.78
30 th June 1863 —————	406	10,98,956	1 2	8,33,003	7 3	2,65,952	9 11	42,268	32,039	10,229	2,707	2,052	655	3,01	2,28	.73	2,66	2,02	.64	75.80			1.24
31 st December —————	406	13,20,968	12 5	8,51,099	11 8	4,69,869	0 9	50,806	32,786	18,071	3,254	2,096	1,158	3,42	2,21	1,21	2,92	1,88	1,04	64.43			1.12
30 th June 1864 —————	406	14,81,089	2 4	7,28,401	6 10	7,52,687	11 6	56,965	28,015	28,950	3,648	1,794	1,854	3,15	1,55	1,60	2,89	1,42	1,47	49.18			1.92
31 st December —————	406	17,16,473	11 8	8,79,529	6 9	8,36,934	4 11	66,118	33,828	32,190	3,598	1,844	1,754	3,09	1,58	1,51	2,76	1,42	1,34	51.24			2.80
30 th June 1865 —————	477	17,16,473	11 8	8,79,529	6 9	8,36,934	4 11	66,118	33,828	32,190	3,598	1,844	1,754	3,09	1,58	1,51	2,76	1,42	1,34	51.24			3.08
31 st December —————	477	17,16,473	11 8	8,79,529	6 9	8,36,934	4 11	66,118	33,828	32,190	3,598	1,844	1,754	3,09	1,58	1,51	2,76	1,42	1,34	51.24			3.08
30 th June 1865 —————	492	18,00,053	14 9	9,29,237	10 1	8,70,816	4 8	69,233	35,521	45,052	4,258	1,878	2,380	3,57	1,57	2,00	3,26	1,44	1,82	44.09			3.06
31 st December —————	492	20,95,150	7 9	9,23,795	6 2	11,71,355	1 7	80,583	36,358	41,641	4,122	1,921	2,201	3,69	1,72	1,97	3,37	1,57	.80	46.61			4.08
30 th June 1866 —————	492	20,27,977	12 10	9,45,313	9 3	10,82,664	3 7	77,999	39,096	40,893	4,227	2,066	2,161	3,56	1,74	1,82	3,14	1,54	1,60	48.87			3.64
31 st December —————	492	20,79,720	4 11	10,16,509	8 .	10,63,211	4 3	79,989	36,129	45,942	4,337	1,909	2,428	3,80	1,67	2,13	3,23	1,42	1,81	44.02			3.43
30 th June 1867 —————	492	21,33,860	15 4	9,29,362	7 1	11,54,498	8 3	82,071	36,072	42,331	4,143	1,906	2,237	3,56	1,64	1,92	2,89	1,33	1,56	46.00			3.82
31 st December 1867 —————	492	20,38,471	7 3	9,37,870	5 4	11,00,601	1 11	78,403															3.46

Madras
4th May 1868.

Wm Stewart Major R.E.
Consulting Engineer for Railways

During
Wm Stewart
4th May

Statement showing the Working expenses in each Department of the Madras South-West Railway during the half years ended 31st December 1866 and 1867 respectively.

Half year ended	Locomotive Traffic				Telegraph Permanent Ballasting General				Total					
	Department				Department									
December 1867	346,433	1	2,171,285	310	18084	164	304,608	9	4,736.59	3946.119	920289	14	7	
do 1866	390585	4	3,176,303	45	17888	"	11369825	15	69257	4	85597	1311	3	
Excess	"	"	"	"	"	"	"	"	810	165	3528	1310	"	
Deficit	1452	3	1	5018	7	1303	27	6222	17	8	"	"	78835	1

Madras South-West Line

December 1867	69010	69	30907	44	3154	410	34626	34	1304	58	8089	"	41673	20	15	3
do 1866	58508	108	28782	27	1760	1110	20602	42	"	"	3876	68	116730	6	11	"
Excess	10801	121	19254	9	1393	12	11021	122	1304	58	4160	9	83060	8	4	"
Deficit	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"

Madras
4th May 1868

Wm. Stewart, Major R.E.
Comm. Engrs. for Railways

Madras Railway

Abstract of Expenditure for Working and Upholding Locomotive Engines and Tenders for the half year ending 31st December 1867.

Total miles run by Engines.	Working														Total Cost of a 2nd class engine mile.	Cost of oil & Allowance &c.	Cost of Working.	Repairs Cost of	Proportion of Cost of Superintendent	Total cost of Upholding Engines and Tenders.										
	Government Engineers & Firemen's Wages.		Laborers & Cleaners Wages.		Coal Consumed.		Coal Consumed.		Wood Consumed.																					
	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost																				
	Total	Per Engine mile.	Total	Per Engine mile.	Total	Per Engine mile.	Total	Per Engine mile.	Total	Per Engine mile.																				
W. Line	70,030	16,250.35	16	7,491.91	48	11,231.72	1.8	18,531.17	5	51,889.86	8.2	80,452.22	199	342,727.12	48.5	51,409.10	1.2	349	16,743.11	452,305.07	582.38812	1	23,903.14	767,115.11	8	1,631,998.91	4	55,238,242.13	7	
N. Line	12,842	10,427.14	136	4,567.77	68	6,004.40	5	990.91	15	17,151.10	1.5	26,591.39	4	113,179.05	5	16,727.11	2.1	266	3,779.31	29,132.8	1145	7721.3	33,457	416,276.10	11	1,886,958.11	106	61,387.13	5	7

Cost of Repairs, including labour and materials, of Carriages and Wagons for the half year ending 31st December 1867.

	Workmen's wages.	Materials.	Proportion of Total	Cost per mile.
W. Line	253314.4	38170.42	"	103
N. Line	5214.2	7922.94	"	118

Abstract

	Cost of Upholding Engines & Tenders per mile inclu- sive of Carb.	Cost of Upholding Engines and Tenders per mile inclusive of Carb.	Cost of Repairs of Carriages and Wagons per mile	Total Expenditure of Locomotive & Carriage Repair - incl. carb. per mile.
Seewine	" 43.1	" 78	" 103	" 863
N. W. line	" 51.3	" 77.8	" 118	" 876

Madras
April 1868

Compared by
checked by

Thomson
Chief Accountant.

Consulting Engineer for Railways.

Agent & Manager.

Fitzgerald Church.

L. W. L.

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Madras Railway, South-West Line No. 1
Madras to Bangalore and Bangalore Branch
Distribution of Working Expenses for the half year ending 31st (December 1867).

Distribution of Working Expenses for the half year ending 31																											
Weight of each Vehicle.	Average contents of each Vehicle.	Weight of average contents.	Weight of each loaded vehicle.	Composition of train.	Weight of engine and tender and loads.	Weight of loaded train.	Average mileage of train.	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.										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18										
Lms	Reems	Lms	Lms	M	Lms	Lms	Miles	Lms	Rs	A.P.	Rs	A.P.	Rs	A.P.	Rs	A.P.	Rs	A.P.									
Class I	6.9	2.238	0.122	7.023	0.538	1.212	4.990	2886934	9.975	15.9	5956	1.11	4.781	6.9	7485	14.0	97	1.5	1214	15.5	651.6	1366	4.4	31528	12.1		
Class II	6.24	5.185	0.286	6.526	0.733	1.535	6.318	3617256	12.630	14.8	7541	3.9	6053	14.8	9478	1.8	122	14.9	1538	4.11	824	4.8	1729	14.1	39919	9.2	
Class III	6.14	35.648	1.964	8.104	1.833	4.766	19.620	11233075	37.224	3.6	23418	10.6	18799	14.7	29433	6.10	381	11.8	4777	1.1	2559	12.5	5372	1.1	123966	12.8	
Brake	6.76	0.282	0.282	7.042	1.177	2.660	10.948	160418	6268079	21887	3.1	13067	10.5	10490	6.3	16423	14.7			2665	9.10	1428	5.9	2997	9.5	68960	11.4
Water Box	7.05	1.469	0.252	7.332	0.259	0.845	3.477	1990693	6.951	3.3	4150	3.0	3331	10.8	5216	1.9			846	9.3	453	10.2	952	1.2	21901	6.3	
Carriage Truck	5.03	2.706	0.149	5.179	0.040	0.066	0.273	156301	545	12.6	325	13.8	261	9.5	409	8.9			66	7.6	35	9.11	74	12.0	1719	9.9	
Goods	5.9	2.599	2.599	8.499	10.824	29.526	121.624	69633613	24124	10.9	133430	3.2	106654	3	10223	8.5			27061	4.2	12132	2.11	26654	3.8	632293	1.4	
Engine and Tender	40.63							9575395	15339	15.6	187889	14.5	150372	14.7	170683	8.0	601	11.10	38170	4.2	18084	14.4	39146	11.9	920289	14.7	
Total																											

J. M. Stewart Major R.E.
Consulting Engineer for Railways

Madras
14th May 1868

PN. 1695/68.

From 29 May 1862 to 2/38

16
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Abstract Statement

The chief variations in the traffic of the two periods are as follow:-

Upward Traffic

Chillies	Meas	8,227,	or	24	percent
Decrease in quantity	Re	3,544,	or	44	"
Chunam and Lime	Meas	13,534,	or	94	percent
Increase in quantity	Re	1039,	or	89	"
Pinewood	Meas	16,049,	or	46	percent
Decrease in quantity	Re	2,655,	or	63	"
Ground-nuts	Meas	10,626,	or	731	percent
Increase in quantity	Re	2,953,	or	1114	"
Jaggery	Meas	49,157,	or	188	percent
Increase in quantity	Re	36,216,	or	462	"
Pil of all kinds	Meas	14,769,	or	57	percent
Decrease in quantity	Re	4,214,	or	49	"
Paddy	Meas	86,878,	or	68	percent
Decrease in quantity	Re	29,879,	or	86	"
Powder and ammunition	Meas	1862,	or	361	percent
Increase in quantity	Re	2,771,	or	164	"
Raggy	Meas	17,122,	or	67	percent
Decrease in quantity	Re	52,173,	or	66	"
Sandal-wood	Meas	1471,	or	263	percent
Increase in quantity	Re	1535,	or	369	"
Sadd of all kinds	Meas	44,907,	or	44	percent
Decrease in quantity	Re	10,088,	or	28	"
Skins	Meas	1375,	or	96	percent
Increase in quantity	Re	435,	or	110	"
Sheepers	Meas	5,208,	or	86	percent
Decrease in quantity	Re	2,070,	or	94	"
Sugar of all kinds	Meas	5364,	or	76	percent
Increase in quantity	Re	2,416,	or	86	"

(Downward Traffic)

Ramboo				
Increase in quantity	less	20,120	or	116 percent
in receipts	Rs	2,895	or	85
Charcoal				
Increase in quantity	less	5,746	or	100 percent
in receipts	Rs	1,033	or	108
Chunam and Lime				
Increase in quantity	less	8,631	or	290 percent
in receipts	Rs	701	or	311
Cocoanuts				
Increase in quantity	less	35,217	or	525 percent
in receipts	Rs	29,004	or	869
Coffee				
Increase in quantity	less	11,540	or	111 percent
in receipts	Rs	8,127	or	124
Cotton loose				
Increase in quantity	less	78,909	or	90 percent
in receipts	Rs	104,787	or	115
Cotton half pressed				
Increase in quantity	less	1411	or	240 percent
in receipts	Rs	2,587	or	889
Oge or Red-wood				
Decrease in quantity	less	30,717	or	52 percent
in receipts	Rs	7,395	or	49
Fruits				
Increase in quantity	less	9,834	or	111 percent
in receipts	Rs	4,678	or	118
Ground-nuts				
Increase in quantity	less	10,067	or	293 percent
in receipts	Rs	1,120	or	281

Indigo

Increase in quantity	less	5,855	or	453 percent
in receipts	Rs	3,431	or	514
Iron of all kinds				
Decrease in quantity	less	10,784	or	94 percent
in receipts	Rs	8,096	or	221
Oil of all kinds				
Increase in quantity	less	13,110	or	81 percent
in receipts	Rs	4,862	or	117
Ordinance stones				
Decrease in quantity	less	1,093	or	84 percent
in receipts	Rs	911	or	71
Sandal-wood				
Increase in quantity	less	1,220	or	1070 percent
in receipts	Rs	1,195	or	1,013
Seeds of all kinds				
Increase in quantity	less	44,595	or	202 percent
in receipts	Rs	13,893	or	189
Stone				
Increase in quantity	less	73,109	or	52 percent
in receipts	Rs	5,264	or	52
Timber Increase in quantity	less	31,689	or	40 percent
in receipts	Rs	5,027	or	38

Mount Stewart Major R.E.

Cons: Engineer for Railways.

June 29 May 1882 1852
P.M. 1695/68

Madras Railway

Comparative Statement showing the quantity and amount of the several commodities of merchandise traffic for the second half year of 1866.

D	Half-year ended 31 st December 1867.						Half-year ended 31 st December 1866.					
	Weight			Amount			Weight			Amount		
	Up	Down	Total	Up	Down	Total	Up	Down	Total	Up	Down	Total
	Measures & P	Measures & P	Measures & P	Rs	As	Rs	Measures & P	Measures & P	Measures & P	Rs	As	Rs
Ballast				1912		1912						
Baggage (Military)	826 33		826 33	745		745	2421 3	1229 2	8650 5	3093 6	1193 5	4286 11
Bamboo	23582 20	37,409 10	60,991 30	4930 7		4930 7	16,476 15	17,289 13	33765 28	3252 2	3400 10	6652 12
Beer	14852	303	15,155	10,959 2		10,959 2	18,994 11	430 30	19,425 1	10878 117	161 3	11,039 11
5 Bétel Nuts	1,510 30	50,576 30	52,087 20	333 2		333 2	829 20	48,177 21	49,007 11	253 9	16,632 8	16,886 1
Brass and Copper	9,372 8	1,396 30	10,768 38	5432 1		5432 1	4,178 33	1,487 32	5666 25	2,455 11	737 87	3,193 3
Camphor	352 23		352 23	500 15		500 15		3	920	1,216 19	6 14	1,223 8
Charcoal	1618 20	11,494 30	13,113 10	305 10		305 10	917		6324 20	40 12	951 1	991 13
Chillies	12964 30	3,327 10	16,292	4422 15		4422 15	575	5,749 20	25,610	7,967 97	2,087 2	10,051 11
10 Chunan and Linin	27894	11,604 20	39,498 20	2204 15		2204 15	2,192 20	4,417 20	25,610	1,166 9	225 5	1,391 14
Cloth and Piece Goods	29,543 35	12,004 20	41,548 15	20,890 59		20,890 59	14,359 30	2,972 32	17,332 22	15,894 69	4,792 7	20,686 13
Cocoanuts	2,983 10	42,109 10	45,092 20	567 129		567 129	24,734 6	8,380 11	33,114 17	671 14	3,336 125	4,008 10
Coffee	1,662 30	21,936 20	23,599 10	566 6		566 6	3,050 30	6,892 10	9,943	347 10	6,567 1	6,914 11
Coke and Coal	1,641 20		1,641 20	183 12		183 12	642 20	10,396 26	11,039 6	69 1	125 1	194 11
15 Commissariat Stores							77 10	180	257 10	940 13	23 6	964 3
Cotton, loose	10,402 24	166,941 10	177,343 34	6,293 3		6,293 3	1364 7	36 30	1,400 37	5,191 5	91,148 15	96,340 4
Do half pressed		5,817 20	5,817 20				9,182 17	88,031 31	97,214 8	66 2	291 7	357 9
Do full do		1,999 30	1,999 30	1507 10		1507 10	176 20	589	765 20	18 9	1200 46	1,218 13
Size of Redwood		28,091 30	28,091 30				80 20	1,639	1,719 20	664 2	14,999 126	15,663 14
20 Firwood	18,744 20	137,648 10	156,392 30	1569 2		1569 2	4006 20	58,809 10	62,815 30	4,224 8	15,231 134	19,456 5
Fruits	124 10	18,727	18,851 10	67 1		67 1	34,793 24	102,791 20	137,585 4	257 13	3,968 6	4,226 5
Furniture	3515 24	446 5	3,961 29	3743 7		3743 7	1,186 30	8893	10,079 30	2,229 12	711 13	2,941 9
Cheer	562 30	11,655 10	12,218	225 7		225 7	1950	535 16	2,435 16	283 3	4,527 157	4,811 2
Cream	48,053 30	35,963 30	84,017 20	15,696		15,696	587 10	7,757 20	8,344 30	27,818 61	10,113 3	37,931 9
25 Ground Nuts	12,080	13,504	25,584	3217 114		3217 114	76,590 9	24,761 20	111,351 29	265 9	399 7	665
Gumies	14,720 11	31,358 30	46,079 1	4497 89		4497 89	1,454	3437	4,891	4,347 57	13,043 24	17,390 4
Haz		1,739 30	1,739 30				13,686 10	35,988 31	49,675 1	4,120 11	448 3	7,568 14
Indigo	1,029 10	7,148 10	8,177 20	761 17		761 17	18,744 30	3,552 36	22,297 26	903 33	668 13	1,571 4
Iron of all kinds	48,206 13	735 30	48,942 3	33,737 14		33,737 14	986 32	1,293	2,279 32	24,961 62	3,657 12	28,619 2
Jaggery	75,208 28	20,931	106,139 35	44,600 220		44,600 220	52,309 18	11,520 10	63,829 28	7,845 34	7,896 71	15,741 10
Lussac	957 10	2,365 22	3,322 32	1132 11		1132 11	2,652 7	36754	62,806 7	1472 4	1291 4	2,763 8
	10,213	29,323 20	40,236 20	4419 146		4419 146	1390 8	1265 30	2,655 38			
			122 20	279		279	25,682 26	16,212 08				

Madras Railway.

Return of Late Trains during the Half Year ending 31st December 1867.

From what Station	To what Station.	Distance	Number of Trains	Trains not delayed by any serious accidents							Delayed by Serious Accidents				
				Per Week	Total no. of Trains	Not more than 15 mts late	15 to 30 mts late	30 to 40 mts late	1 to 2 hours late	More than 2 hours late	Total no. of Trains	Average	Greatest	Not more than 3 hours late	3 to 5 hours late
Up Trains															
Through.															
Madras	Beypoor	40 1/2	7	184	6	20	6	2	2	36	0.8	4.0			
Short Trains															
Madras	Guntaboor	30 1/4	7	184	3	5	8	1	0	17	0.3	1.5			
do	do	30 1/4	8	158	2	5	2	2	0	11	0.3	1.30			
do	Solarpett	132	6	158	5	20	16	4	0	45	0.11	1.25			
do	Vellore	80 1/2	6	158	5	8	11	0	0	24	0.6	1.0			
Guntaboor	Beypoor	104 1/4	6	158	5	11	1	0	1	18	0.4	3.13			
Branch															
Madras	Moodanoor	196	7	184	5	13	2	0	0	20	0.3	0.55			
Arconum	Siddapah	119	0	112	4	1	3	0	0	8	0.2	0.55			
do	Chinaputtly	41 1/4	6	158	10	19	4	2	0	35	0.6	1.30			
Siddapah	Moodanoor	35	7	184	1	0	0	0	0	1	0.0	0.15			
Solarpett	Bangalore	84 1/4	14	368	23	25	25	2	1	76	0.7	5.45			
do	do.	84 1/4	6	158	3	2	0	0	1	6	0.2	4.15			
Down Trains															
Through															
Beypoor	Madras	40 1/2	7	184	8	7	2	2	0	19	0.3	1.30			
Short Trains															
Guntaboor	Madras	30 1/4	7	184	8	7	5	0	0	20	0.3	0.55			
do	do	30 1/4	6	158	0	1	0	0	0	2	0.0	0.45			
Solarpett	do	132	6	158	5	19	6	0	0	30	0.5	0.45			
Vellore	do	80 1/2	6	158	4	19	5	0	0	28	0.5	0.52			
Beypoor	Guntaboor	104 1/4	6	158	9	16	8	1	2	36	0.8	2.55			
Branch															
Moodanoor	Madras	196	7	184	1	1	1	1	0	4	0.1	1.10			
Siddapah	Arconum	119	0	112	11	19	7	5	0	42	0.13	1.25			
Chinaputtly	do	41 1/4	6	158	6	7	2	0	0	15	0.2	0.50			
Moodanoor	Siddapah	35	7	184	1	3	1	0	0	5	0.1	1.0			
Bangalore	Solarpett	84 1/4	14	368	1	6	0	1	0	8	0.1	1.30			
do	do	84 1/4	6	158	2	4	1	0	0	7	0.1	0.50			

Remarks.

Traffic Manager's Office, N. M. S. Railway, Major & Manager, Traffic Manager.

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Dec. 29 - May 18 - 1795

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Approved: _____
Chief Auditor

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10th 1695/68

2nd 29 May 1695/68

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10th 1695/68

Madras Railway
North Line.

Statement showing Details of Expenditure on maintenance of Way and Works.

(80)

Half Years Ending	Permanent Way	masonry	Earth and Gravel	Stations	Bungalows and Platforms	Miscellaneous	Ballasting	Superintendence	material and tools	Gross Totals.
31 st December 1867	16,836 8 4	765 13 11	4,321	149 4 3 5	226 7 6	153 11 2	329 8 10 7	68 7 7 10 1	195 5 9	359 31 9
31 st December 1866	11,401 4 8	334 2 7	26	53 7 15 9	55 13 3	84 12 2	254 5 2	71 9 3 6 11	347 1 3 2	236 02 7 2
Increase	5,435 3 8	431 11 4	405	95 6 3 8	170 10 3	68 15	304 4 5 5	" "	" "	123 29 1 10
Decrease	" "	" "	" "	" "	" "	" "	" "	315 12 10	157 5 10 2	" "
Cost per mile December 1867	170 1 1	7 11 9	4	15 16	2 4 7	1 8 10	33 5 1	69 7 6	19 12 1	362 15 1
do December 1866	190 1 2	5 9 1	"	8 15 5	" 14 10	1 6 7	43 10	119 14 3	57 13 8	393 5 11

Stores Expended on Maintenance of Way and Works

North Line.

Half Years Ending	Churns	Pol. Slippers	Chairs	Doors	Doors	Bars	Libs.												
31 st December 1867	59	10705	222	5	10														
31 st December 1866	14	2795	22	6	12														
Increase	45	7910	200	"	"														
Decrease	"	"	"	1	2														

Half year ending Decm. 1867 — 60 miles maintained by Revenue. (average)
 do do Decm. 1866 — 79 1/2 — do — 2 months } 99 average.
 do do do — 119 — do — 4 — do }

Madras
7th April 1868

Compared by G. H. P.
and checked by E. H. P.

Atkinson
Chief Accountant

Respect Major W. D.
Engineer for Railways. Agent Manager

Don't forget to send the money

My dear mother
I have just received your letter of the 10th
and was glad to hear from you.
I am well and hope this finds you the same.
I have not much news to write at present.
I am still in the same place.
I have not much news to write at present.
I am still in the same place.

Mr. 1695/68

Prosser May 168 to 1738

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Draw 10

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My dear mother
I have just received your letter of the 10th
and was glad to hear from you.
I am well and hope this finds you the same.
I have not much news to write at present.
I am still in the same place.

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Mr. 1695/68

Prosser May 168 to 1738

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North West Line.

28

Statement showing the average number of miles open, the total working expenses, the working expenses per mile open, the total receipts, the receipts per mile open, the net receipts per mile open, and the percentage of net to gross receipts per mile open.

Half-year ended.	Average number of miles open.	Total working expenses.	Working expenses per mile open.	Total Receipts.	Receipts per mile open.	Net Receipts per mile open.	Percentage of net to gross receipts per mile open.	
		Rs	Rs	Rs	Rs	Rs		Rs
30 th June 1862	26 $\frac{3}{4}$	22,172	829	25,300	946	117	12.37	
31 st December	Average 35 $\frac{1}{4}$	23,781	646	37,353	1,060	414	39.06	2
30 th June 1863	41 $\frac{1}{4}$	37,459	908	61,406	1,489	581	39.02	2
31 st December	41 $\frac{1}{4}$	31,863	894	72,173	1,750	856	48.91	3
30 th June 1864	41 $\frac{1}{4}$	37,876	918	78,169	1,895	977	51.56	
31 st December	Do 60 $\frac{1}{4}$	57,301	951	133,325	2,213	1,262	57.27	
30 th June 1865	79 $\frac{1}{4}$	72,69	909	162,417	2,049	1,140	55.64	
31 st December	Do 106	97,38	919	360,628	3,402	2,483	72.99	
30 th June 1866	119 $\frac{1}{4}$	99,04	837	303,031	2,541	1,704	67.06	
31 st December	Do 148	119,82	810	379,213	2,501	1,691	67.61	
30 th June 1867	153	155,76	1,016	495,336	3,237	2,221	68.61	
31 st December	153	190,16	1244	470,430	3,074	1,830	59.53	

Madras
4 May 1868

Memorandum
Consulting Engineer for Railways

Statement showing in half-yearly periods, the Receipts, Expenditure, and Profits, and also per week per mile of Railway open, per Train-mile and per Engine-mile; percentage of working expenses and annual rate of per-centage of Profit on Capital expended.

Half-year ended		Number of miles open.	Receipts		Expenditure		Profit		Receipt per week.	Expen- -diture per week.	Profit per week.	Receipt per mile of Railway open.	Expen- -diture per mile of Railway open.	Profit per mile of Railway open.	Average		Receipt per Train-mile.	Expen- -diture per Train-mile.	Profit per Train-mile.	Receipt per Engine-mile.	Expen- -diture per Engine-mile.	Profit per Engine-mile.	Percentage of working expenses.	Annual rate of per-centage of Profit on Capital expended.
			Rs	A P	Rs	A P	Rs	A P	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
30 th June 1862		26 $\frac{3}{4}$	25,299	9 3	22,172	1 2	3,127	8 1	973	853	120	946	829	117	38	1.21	0.17	1.31	1.15	0.16			87.64	.12
31 st December		Average 35 $\frac{1}{4}$	37,353	4 3	22,781	1 10	14,572	2 5	1436	876	560	1,060	646	414	54	0.94	0.60	1.47	0.90	0.57			60.99	.52
30 th June 1863		41 $\frac{1}{4}$	61,405	11 1	37,459	1 4	23,946	9 9	2,362	1,441	921	1,489	908	581	21	1.35	0.86	2.10	1.28	0.82			61.00	.73
31 st December		41 $\frac{1}{4}$	72,172	12 3	36,862	9 6	35,310	2 9	2,776	1,418	1,358	1,750	894	856	55	1.30	1.25	2.31	1.18	1.13			51.08	1.01
30 th June 1864		41 $\frac{1}{4}$	78,169	4 1	37,876	6 9	40,292	13 4	3,006	1,457	1,549	1,895	918	977	82	1.36	1.56	2.34	1.13	1.21			49.73	.99
31 st December		Average 60 $\frac{1}{4}$	133,325	5 7	57,301	7 8	76,023	13 11	5,128	2,204	2,924	2,213	951	1,262	12	1.34	1.78	2.65	1.14	1.51			42.98	1.77
30 th June 1865		79 $\frac{1}{4}$	162,416	11 1	72,069	3 1	90,347	8	6,247	2,772	3,475	2,049	909	1,140	88	1.28	1.60	2.52	1.12	1.40			44.37	1.84
31 st December		Average 106	360,627	13 5	77,438	5 8	263,189	7 9	13,870	3,747	10,123	3,402	919	2,483	27	1.15	3.12	3.84	1.04	2.80			27.02	4.26
30 th June 1866		119 $\frac{1}{4}$	303,031	1 4	99,804	4 2	203,226	13 2	11,655	3,829	7,816	2,541	837	1,704	51	1.16	2.35	3.10	1.03	2.08			32.94	2.78
31 st December		Average 148	370,213	1 7	119,881	15	250,331	2 7	14,239	4,611	9,628	2,501	810	1,691	59	1.16	2.43	3.21	1.04	2.17			32.38	3.02
30 th June 1867		153	495,336	5 10	155,475	14 7	339,860	7 3	19,051	5,980	13,071	3,237	1,016	2,221	31	1.35	2.96	3.66	1.15	2.51			31.39	3.86
31 st December		153	4,70,430	13 6	190,416	9 3	280,014	4 3	18,093	7,324	19,769	3,074	1,244	1,830	04	1.72	2.32	3.66	1.48	2.18			40.47	2.89

Wm Stewart Major R.E.
Consulting Engineer for Railways.

Madras
4th May 1868

1872

1872

W. 1695/68

Pres. 29 May 1868

North West Line

Up Traffic Down Traffic
weight weight

Up Receipts Down Receipts

Week ended

1867
July

August

September

October

November

December

Up Traffic	Down Traffic	Up Receipts	Down Receipts
weight	weight		
6. 10. 10	19516	1555 7.2	8056 12.7
13. 13	22291	2330 2.4	11030 14.9
20. 7	20240	2797 15.11	9528 4.11
27. 20	20072	3113 6.5	11051 12.2
3. 12	22129	3341 2.5	15226 13.4
10. 15	22701	3115 4.5	11227 5.10
17. 28	26786	2214 8.11	11206 1.2
24. 30	25226	1997 7.7	100511 6.5
31. 19	19104	2029 6.4	5200 14.6
7. 30	20074	1950 0.1	6828 10.7
14. 30	21629	2602 10.5	6379 13.1
21. 10	16640	1712 13.1	2202 4.7
28. 10	20336	1910 2.1	4504 7.7
5. 10	19322	2596 14.5	3015 2.2
12. 11	16001	2668 11.10	2604 4.9
19. 10	14210	1708 5.8	2727 15.6
26. 10	19059	1642 2.2	2559 1.9
3. 10	19498	2278 5.5	8110 5.9
10. 20	18341	2706 10.11	4775 8.2
17. 24	19227	1616 3.9	4669 10.4
24. 24	22578	2748 3.2	6498 7.11
31. 20	21970	2457 4.5	8574 14.5
7. 24	22960	2220 1.10	11255 0.2
14. 20	27225	4802 15.6	11230 12.3
21. 24	26878	6147 8.7	6403 10.7
28. 20	20408	4182 6.6	3330 11.11
31. 21	11174	1947 10.6	1964 1.2
	217724	72454 6.10	182112 4.5

Memorandum

Consolidating Accounts for Railways

Madras
4. May 1868

and
Loss.

Receipts from
each Receipt, 1/2.

604710	212.07	57.107	84.116
10. 10. 6.7	9.197	6.15.7.20	5. 5. 5. 5.
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May 1868

Mr 1655/68

115

	Number of passengers, &c.	Receipts.	Expenditure	Profit and loss.	Receipts from each passenger, &c.
	1	2	3	4	5
Persons	Rs	AP	Rs	AP	Rs
Class I	393	2741 9 1	1848 8 5	893 . 8	6 15 7 3/4
Class II	2558	4246 . 2	3597 2 1	648 4 1	1 10 6 7/8
Class III	221255	126731 4 7	23149 9 .	103581 11 7	9 1 9 7/8
Boats	441566	9329 9 9	9934 1 7	6047 10 21	2 0 7 1/8
Horse Rovers	307	3603 12 10	2380 8 2	1223 4 8	5 7 10 7/8
Carriage Truck	94	316 16 4	13 11 10	431 2 .	2097 33 11 11
Goods Vehicles	38294571	1195 11 11			8 4 1 1/8
Telegraph receipts		6417 15 3			
Miscellaneous					
Total Receipts		470430 13 6			

Madras
4 May 1868

B

Madras Railway North-West Line
Arcotum to Moodanoor

Receipts, Expenditure, and Profit for the half year ended 31st December 1867.

1649 Trains.

Expenditure for each passenger, Rs.	Expenditure for proper use of each passenger, Rs.	Average mileage.	Receipts for passengers per mile.	Expenditure for passengers per mile.	Profit and loss per passenger per mile.	Number of vehicles run.	Receipts from each vehicle.	Expenditure for each vehicle.	Profit and loss on each vehicle.	Average mileage of train.	Receipts per vehicle per mile.	Expenditure per vehicle per mile.	Profit and loss per vehicle per mile.
6	7	8	9	10	11	12	13	14	15	16	17	18	19
Rs. A. P.	Rs. A. P.	Miles	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Miles	Rs. A. P.	Rs. A. P.	Rs. A. P.
4 11 37 6 4 4 29	..	82.9	.. 1 4 14	.. 10 70	.. 5 26	248	10 10 50	7 7 776	3 9 274	..	26.15	.. 1 8 36	.. 9 79
1 66 0 4 0 7	..	55.36	.. 5 76	.. 4 88	.. 0 88	523	8 10 75	6 14 0 55	1 3 10 20	..	1 10 11	.. 1 6 73	.. 3 38
1 20 9 7 5 88	..	37.11	.. 2 96	.. 0 54	.. 2 42	347	26 7 10 16	6 10 7 79	29 13 2 27	..	8 3 37	.. 1 6 15	.. 6 9 22
22 7 11 4 2	..	1 5 10 66	67.86	.. 4 11 78	.. 5 3 65	.. 2 57	12 10 57	7 3 1 13	..	70.502	.. 1 6 40	.. 1 7 59	.. 1 19
3 100 7 3 10 24	..	100.7	.. 10 47	.. 6 90	.. 2 55	340	10 7 7 91	7 0 0 29	3 9 6 80	..	24.86	.. 1 7 07	.. 9 79
2 12 5 7 6 7 7 37	..	84.46	.. 1 6 77	.. 6 22	.. 1 0 45	2477	12 10 6 48	4 4 2 18	8 6 4 30	..	2 10 47	.. 11 60	.. 1 10 87

Wm Stewart Major R.E.
Consulting Engineer for Railways

17

Madras Railway, North-West Line, No 1
 Arcot to Moodanoor
 Distribution of working expenses for the half-year ended 31st December 1867.

Distribution of working expenses for the half-year.																		
Weight of each vehicle.	Average contents of each vehicle.	Weight of average contents.	Weight of each loaded vehicle.	Composition of train.	Weight of engine and tender, loaded	Weight of loaded train.	Average mileage of train.	Gross weight moved over one mile.	Charge of way and works.	Locomotive Department.	Fuel.	Coaching.	Tickets.	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	19
Tons	Tons	Tons	Tons	M	Tons	Tons	Miles	Tons	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Class I	6.9	1.228	0.073	6.973	0.211	0.471	1.942	225.773	444.137	472.911	232.4	446.86	13.410	89.7	39.129	110.511	1848.8.5	
Class II	6.24	2.720	0.150	6.390	0.448	0.916	3.779	437.338	865.105	919.11	451.8	868.149	25.141	173.41	77.74	214.125	3597.2.1	
Class III	6.14	29.880	1.644	7.784	2.367	5.895	24.320	2827.390	5570.154	5918.113	2905.108	5591.1511	166.91	1115.43	498.71	1382.35	23149.9.	
Brake	6.76	0.226	0.226	6.986	1.140	2.548	10.512	70.502	1222.162	2407.157	2558.47	1255.15	2417.11	481.153	215.7	597.71	9984.1.7	
Motor Power	7.05	1.664	0.822	7.274	0.247	0.575	2.271	275.647	543.111	577.5	283.46	545.29	108.113	48.95	134.121	2240.10.4		
Carriage Truck	5.03	5.127	2.449	7.479	0.015	0.036	0.148	17.206	33.145	36.4	17.1011	34.6	6.127	3.6	8.67	139.13.10		
Goods	5.9	2.467	2.467	8.367	11.277	30.189	124.543	1447.9095	26.6519	30.527	5.11	15.232	720.771510	5947.134	2271.119	5589.10	106431.2.	
Engine and Tender	40.63																	
Total	19,486,551	35,931.9	4,100.911	5	20,378.2	20,701.11	4	20512	7,922.94	3,154.710	8,037.4	14,734.015	3.					

Madras
 4th May 1868

W. M. M. M.
 Consulting Engineer for Railways

Madras Presidency.

Statement of the quantity and cost of the lands made over by the State for each Railway to the end of December 1867.

Name of Railway	Extent in acres and decimals.	Sum paid for lands.	Sum paid for trees, buildings &c., on the land.	Total of Columns 3 and 4.	Sum realized by sale of trees &c., on land.	Sum payable by Railway Company.	Net cost to Government.
1	2	3	4	5	6	7	8
		Rs	As	Rs	As	Rs	As
<u>Madras Railway</u>							
South-West Line	9,487.0588	6,12,582 10 3	28,289 2 10	8,95,475 4 3	18,202 " 7	6,639 12 5	8,70,633 7 3
North-West Line	4,619.565	91,600 11 3	42,576 1 9	1,34,176 13	1,524 1 6	18,595 3	1,14,057 8 6
Bangalore Branch	2,505.291	21,761 15 3	4,251 6 4	26,013 5 7	" "	" "	26,013 5 7
Total	16,611.9148	7,25,945 4 9	3,29,720 2 1	10,55,665 6 10	19,726 2 1	25,234 15 5	10,10,704 5 4
<u>Great Southern of India Railway</u>							
	3,912.6243	4,39,036 10 2	11,800 19 11	55,205 6 5.2	16,193 2 2	" "	5,35,863 3
Grand Total	20,524.5391	11,64,981 14 11	4,42,739 13 1	16,07,721 12	35,919 4 3	25,234 15 5	15,46,567 8 4

Madras
4th May 1868

Wm. Stewart Major R. E.
Consulting Engineer for Railways

LOCOMOTIVE AND CARRIAGE BUILDING DEPARTMENT

STATEMENT of Rolling Stock Finished and that in the Course of Erection and Construction up to 11th December 1867.

ERECTED.	Up to 30 th Decr/67	This Month.	Total.	In the Course of Erection.	Up to 31 st Decr/67	Remarks.
Headen Machinery	86	"	86.			
Engines nos 1-2-24 & 25 to 66						
Trunk Locomotives						
Engines nos 5 to 24	20	"	20.			
FINISHED.	Up to 31 st Decr/67	This Month.	Total.	In the Course of Construction.	Up to 31 st Decr/67	Remarks.
Sliding Carriages	4	"	4			
1st class Carriages	15	"	15			
2 nd class Carriages	40	"	40			
3 rd class Carriages with Brakes	"	"	"			
4 th class Carriages	121	25	146			
5 th class Carriages with Brakes	30	"	30			
6 th class Open Flatbed Carriages	2	"	2			
Composite Carriages	24	"	24			
Open Goods Waggons	50	"	50			
Open Flatbed Goods Waggons	344	"	344			
High Open Goods Waggons	5	"	5			
High Flatbed Open Goods Waggons	1280	"	1280			
Ballast Waggons.	244	"	244			
Hoek Waggons	435	"	435			
Head Waggons	7	"	7			
Flat Waggons	35	"	35			
Road Brake Waggons	22	"	22			
Turned Goods Waggons	28	"	28			
Turned Trucks	8	"	8			
Turned Trucks	114	"	114			
Turned Trucks	6	"	6			
Platform Trucks	25	"	25			
Waggons Luggage Vans	36	"	36			
Goods Brake Vans	3	"	3			
Open Goods Vans	3	"	3			
Open Goods Vans	3	"	3			
Open Goods Vans	2	"	2			
Open Trucks with Brakes	1	"	1			
Open Trucks with Brakes	4	"	4			
Open Trucks with Brakes	30	"	30			
Open Trucks with Brakes	2917	25	2942			

signed A. H. Thomson
Chief accountant
Railways 3/11/18.
me
may 1868.

Thomson
secretary.
1/1887. I hope (p. 41). - Please attend Major's
Locomotive and Carriage Superintendent.
Cons: Eng^r for Railways -
Account of all engines -

ATTENTION PLEASE.

Adrian Rindberg

1889.

John

Ordinance Department

Store	Ordnance Department				Navy Department				Army Department				Treasury Department				Post Office Department				War Department				Interior Department				Justice Department				Education Department				Agriculture Department				Commerce Department				Finance Department				Miscellaneous															
	Item	Unit	Quantity	Value	Item	Unit	Quantity	Value	Item	Unit	Quantity	Value	Item	Unit	Quantity	Value	Item	Unit	Quantity	Value	Item	Unit	Quantity	Value	Item	Unit	Quantity	Value	Item	Unit	Quantity	Value	Item	Unit	Quantity	Value	Item	Unit	Quantity	Value	Item	Unit	Quantity	Value	Item	Unit	Quantity	Value																
Store	Ammunition	Box	150	715	Explosives	Box	150	715	Small Arms	Box	150	715	Artillery	Box	150	715	Engineering	Box	150	715	Medical	Box	150	715	Transportation	Box	150	715	Construction	Box	150	715	Maintenance	Box	150	715	Supply	Box	150	715	Administration	Box	150	715	Education	Box	150	715	Agriculture	Box	150	715	Commerce	Box	150	715	Finance	Box	150	715	Miscellaneous	Box	150	715
	Small Arms	Box	150	715	Artillery	Box	150	715	Engineering	Box	150	715	Medical	Box	150	715	Transportation	Box	150	715	Construction	Box	150	715	Maintenance	Box	150	715	Supply	Box	150	715	Administration	Box	150	715	Education	Box	150	715	Agriculture	Box	150	715	Commerce	Box	150	715	Finance	Box	150	715	Miscellaneous	Box	150	715								
	Artillery	Box	150	715	Engineering	Box	150	715	Medical	Box	150	715	Transportation	Box	150	715	Construction	Box	150	715	Maintenance	Box	150	715	Supply	Box	150	715	Administration	Box	150	715	Education	Box	150	715	Agriculture	Box	150	715	Commerce	Box	150	715	Finance	Box	150	715	Miscellaneous	Box	150	715												
	Engineering	Box	150	715	Medical	Box	150	715	Transportation	Box	150	715	Construction	Box	150	715	Maintenance	Box	150	715	Supply	Box	150	715	Administration	Box	150	715	Education	Box	150	715	Agriculture	Box	150	715	Commerce	Box	150	715	Finance	Box	150	715	Miscellaneous	Box	150	715																
Store	Small Arms	Box	150	715	Artillery	Box	150	715	Engineering	Box	150	715	Medical	Box	150	715	Transportation	Box	150	715	Construction	Box	150	715	Maintenance	Box	150	715	Supply	Box	150	715	Administration	Box	150	715	Education	Box	150	715	Agriculture	Box	150	715	Commerce	Box	150	715	Finance	Box	150	715	Miscellaneous	Box	150	715								
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Store	Small Arms	Box	150	715	Artillery	Box	150	715	Engineering	Box	150	715	Medical	Box	150	715	Transportation	Box	150	715	Construction	Box	150	715	Maintenance	Box	150	715	Supply	Box	150	715	Administration	Box	150	715	Education	Box	150	715	Agriculture	Box	150	715	Commerce	Box	150	715	Finance	Box	150	715	Miscellaneous	Box	150	715								
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Englische Brannquers Office
Am dinst 12 Februarj 1868

Wm. Newson
Care: Care of Railways
Alfred T. Page
for Agent and Man.

for Agent and Manager

Capto. Manages

Mr. 1695/88
Pres. 29 May/88 Lr 2738

from the Com. Eng.
for Rail.

To the Consulting Engineer
for Railways -
Recd 4/6/88
N.
W.D.

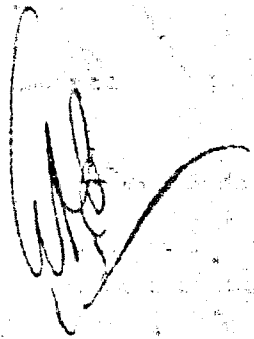
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the Consulting Engineer

for Railways, and
Revenue Accounts:
Analysis of the
traffic operations of
the Madras Port
West Line of India
including the Bangalore
Branch, and of the
North West Line between
Arcotum and Morda.
= now, for the Half-
Year ended 31st -
December 1867-



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1912-1914

Passing orders on the
Southern Railway
for the half year
ending 31st December 1914.

Passing orders on the
Southern Railway and Analysis
of the traffic operations of the
Southern Railway for the half year
ending 31st December 1914.

Submitted to the
Board of Directors of the
Southern Railway.