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MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

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PUBLIC WORKS DEPARTMENT,

FORT ST. GEORGE, *8th July* 1869.

No. 159.

No. 2,208.

To

THE SECRETARY OF THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

SIR,

RAILWAY, No. 13.

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 Arconum and Tadpatri, for the half-year ending 31st December 1868.

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

Colonel, R.E.,
Secretary to Government.

Exd. E. C. Shunker.

Railway Department

Coms: Engr. Office

No. 176

From

Major J. H. M. Shaw Stewart R.E.

Coms: 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 for=
=ward the Revenue accounts and
Traffic Analysis of the South-West and
the North-West lines of the Madras
Railway for the half-year ended the 31st
December 1868.

South-West line.

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South-West line.

2. The length of line open during the half-year under review, including the Bangalore Branch, was 492 miles.

3. The train mileage during the half-year was 561,039, and the engine mileage 707,284.

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

	Week days	Sundays
South-West Line	2,737	1,501
Bangalore Branch	507	338

5. The passenger fares and goods rates during the half-year were

Passenger fares per mile.

	Day.	Night.
First Class	18 pies.	22 pies.
Second Do	5	12
Third Do	2	

With a special charge of 5 pies for 100 lbs of First class passengers

Goods rates per ton per mile.

Special	8 pies.
First Class	12
Second Do	14
Third Do	18
Fourth Do	24
Fifth Do	36

6. Special rates were charged for the conveyance of salt, timber, cotton, stone, coffee, cigars, and sandalwood.

7. The aggregate receipts, with the nature and amount of traffic, compared with the corresponding half of 1867, were as follows:—

	Half-year ended the 31st December 1867.	Half-year ended the 31st December 1868.	Increase	Decrease
Coaching	802,273	898,522	96,249	
Merchandise	1,124,518	1,224,344	99,826	
~~Railway materials~~	40,549	72,332	30,783	
Miscellaneous	70,130	89,682	19,552	
Total	2,038,471	2,284,880	246,409	
~~Expenditure~~	937,870	1,024,633	86,763	
Profit	1,100,601	1,260,247	159,646	
Deduct bad debts as per Revenue account		4,515		
Net profits	1,100,601	1,255,732	155,131	

Expenditure on Capital in India			
" " " and England	635,4769	650,8295	15,5526
Half-yearly percentage of profit	1·732	1·930	0·198
Length of line open	492	492	
Train mileage (goods and passengers)	572,532	561,039	11,493
Engine mileage	706,030	707,284	1,254
Earnings per mile of line open	4,143	4,644	501
Expenses per do	1,906	2,083	177
Profit	2,237	2,561	324
Earnings per train mile	3-8-11	4-1-2	8-3
Expenses per do	1-10-3	1-13-2	2-11
Profit	1-14-8	2-4-0	5-4
Earnings per engine mile	2-14-2	3-3-8	5-6
Expenses per do	1-5-3	1-7-2	1-11
Profit	1-8-11	1-12-6	3-7
Average earnings per week	78,403	87,880	9,477
Expenses per do	36,072	39,409	3,337
Profit	42,331	48,471	6,140

Coaching

Coaching receipts per passengers			
" train mile	3-4-11	4-2-4	13-5
do do per mile open	1,631	1,826	195
Goods do per goods train mile	3-11-11	4-0-3	4-6
do do per mile open	2,513	2,818	306
Number of trains	3569	3442	127
Average mileage of trains	160,418	162,998	2580
Passenger train miles	242,367	216,641	25,726
Goods do	330,185	344,398	14,213
Average contents of each vehicle			
Passengers first class No.	2·238	2·769	0·531
do second do	5·185	3·461	1·724
do third do	35·648	35·937	0·289
Goods Tons	2·599	3·041	0·442

8

From the above it will be observed that there is an increase in the coaching and goods receipts when compared

with

with the corresponding half of 1867, both for train mile and per mile open; and though the expenditure has been greater, the net profits show an increase of Rupees 159,646.

9. To render the comparison with preceding periods correct, the gross receipts for the half-year ended the 31st December 1868 have been taken in this review; but in the Revenue account a sum of Rupees 4,514-10-1, representing the ~~South-West-Line~~ proportion of some old irrecoverable debts, has been deducted, and the gross earnings of the half-year reduced from Rupees 22,84,879-15-5 to Rupees 22,80,365-5-4. This leaves the net profits for the half-year to Rupees 12,55,732 which is equivalent to a dividend at the rate of 1·930 per cent per annum upon the Capital expenditure.

10. The net profits for the half-year ended 30th June 1868 were at the rate of 2·040 per cent of the Capital expenditure; so that for the entire year 1868 the percentage of net profits has been 3·970, or at the rate of £ 3-19-5 per £ 100 of the Capital expenditure.

11. ——— There is a slight alteration in the average number of first and third class passengers carried in each vehicle; but there is a falling off in the second class. The average loads of the goods waggons have been satisfactorily.

Receipts.

12. The following shows the percentage of gross receipts contributed from each source:—

Coaching.

	Half-year ended the 31st December 1867		Half-year ended the 31st December 1868.	
Coaching				
Passenger traffic	34·41		33·62	
Parcels and luggage	2·90		2·82	
Carriages, horses and dogs	1·50		1·54	
Special trains	0·01		0·21	
Season tickets	0·02	38·84	0·04	38·23
Merchandise				
Goods	54·51		53·18	
Railway materials	2·04		3·17	
Live stock	0·15		0·13	
Rent and demurrage	0·19		0·18	
Locomotive fuel	0·32	57·21	0·09	56·75
Hire of ballast engines		0·52		1·09
Mileage of vehicles		1·98		2·83
Telegraphs				

Telegraph receipts	0·22	0·26
Sundry ——do——	0·77	0·84
Government interest	0·46	

In the half-years under review this item is omitted from the Revenue account, as the Interest Settlement was not paid in time.

Total	100·00	100·00

13. The net receipts from the four principal classes of traffic were per mile as follows:

	Half-year ended the 31st December 1867	Half-year ended the 31st December 1868	Increase	Decrease
Passengers				
First class	Pence 1·74	Pence 2·76	Pence 1·02	Pence
Second do	1·56	0·21		1·35
Third do	7·71	7·70		0·01
Goods	1·47	1·76	0·29	

showing that the most important class of passenger traffic, the third

third, has remained stationary. The falling off in the second class is satisfactorily balanced by a rise in the first class, and in the goods traffic.

14. The details of the passenger traffic for the half-year under review and the four preceding half-years are given in the following table:—

Half-year ended the	Fares for passengers per mile	Number booked at stations.	Percentage of mileage.	Gross receipts. Rupees	Per centage of receipts.	Average distance = Lines Canal = Rd. Average number in carriages at one time. Miles	Per mile of Railways open. No.	Per mile of Railways open. Receipts Rupees	Passenger train mile.	Receipts per passenger train mile. As. P.
First Class										
31st December 1866		4,278	0·60	57,616	8·80	156·083	2·92	8·695	117·146	228,728	-4-
30th June 1867		4,567	0·55	58,041	8·27	145·475	2·79	9·282	117·969	238,528	-3-10
31st December	@ 2½ fare Eight 22 fare	4,647	0·59	57,470	8·19	148·431	2·85	9·445	116·809	242,367	-3-9
30th June 1868		5,058	0·59	63,230	8·60	147·044	3·49	10·280	128·514	212,808	-4-9
31st December		4,976	0·61	64,687	8·41	154·251	3·54	10·114	131·477	216,641	-4-9
Second Class										
31st December 1866	@ 1 fare Eight 7 fare	22,558	4·59	70,472	10·75	64·767	9·60	66·875	148·226	228,728	-4-11
30th June 1867		24,070	4·14	72,163	10·28	65·379	9·34	69·248	146·673	238,528	-4-10
31st December		21,528	3·98	69,285	9·87	68·991	8·97	64·088	140·223	242,367	-4-7
30th June 1868		28,825	5·39	68,426	8·63	69·814	9·46	58·608	128·913	212,808	-4-9
31st December		21,584	3·86	64,678	8·40	70·457	10·27	64·198	131·258	216,641	-4-9

Third

Third Class										
31st December 1866		67,454	9·48	57,711	8·045	60·808	14·959	12·848	10·264	228,728	2-6-10
30th June 1867		78,270	9·58	57,765	8·045	47·377	15·645	15·424	11·262	238,528	2-6-4
31st December	@ 3 fare	56,562	9·43	74,899	8·794	49·455	15·638	15·377	11·684	242,367	2-5-11
30th June 1868		81,806	9·602	68,250	8·277	48·808	18·758	14·822	12·280	212,808	2-12-9
31st December		82,629	9·553	69,880	8·319	64·105	19·548	15·906	13·462	216,648	2-15-3

15. The total number of passengers compared with the corresponding half of 1867 shows an increase, but a decrease compared with the previous period, which is generally the better half for passenger traffic.

16. In the first class the receipts for the half-year under review show a decided improvement over all previous periods; and the increase is not due so greatly to additional passengers as to better average mileage.

17. In the second class the

number

number of passengers and the receipts are satisfactory when compared with the first half of 1868, but they show a falling off when compared with the previous periods. This may be entirely ascribed to the great rise in the second class eight fare, from 9 to 12 pence per mile, which came into effect on the 1st February 1868.

18. In the third class the numbers are not above the average of previous half-years, but there is a considerable improvement in the receipts. This is due to better mileages; the festival at Trichinopoly, which occurred during the Christmas holidays, having in some measure contributed to the increase. The receipts from the third class for the period under review are like those from the first class, the largest yet earned.

19. One of the most satisfactory features in the passenger traffic is the high figure at which the average mileages for each class stands. In the second and third class the mileage is higher than it has ever yet been.

20. The average number of passengers over each mile of line was as follows:—

Half-year ended the	First Class	Second Class	Third Class	Total
31st December 1867	1402	4421	76048	81871
Do 1868	1560	4523	86054	92137

21. The following statement shows the particulars of the goods carried during the half-year, and the receipts realized:—

Half-year

	Half-year ended the 31st December 1867		Half-year ended the 31st December 1868		Increase		Decrease		Percentage of increase.		Percentage of decrease.	
Goods &c.	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs
Merchandise	127796	11,24,519	143553	12,24,344	15558	99825	-	-	12·15	8·88	-	-
Materials	10643	41550	21115	72323	10472	30783	-	-	98·39	74·09	-	-

These results cannot but be deemed satisfactory.

22. The manner in which the carriage of the principal commodities has been affected during the past year is shown below; but as separate returns of the commodities carried on the South-West and the North-West lines were not prepared before 1868, the following statement gives the two half-years of 1868 for the South-West line only, and the second half-years of 1867 and 1868 respectively for the two lines together:—

	Half-year ended the 30th June 1868		Half-year ended the 31st December 1868		Half-year ended the 31st December 1867		Half-year ended the 31st December 1868.	
	South-West line.				South-West and North-West lines.			
	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs
Cloths and piece goods	1572	43,327	2,028	48,507	1462	27,960	2,306	53,542
Cocoanuts	1034	20,929	316	6,055	1656	33,109	395	2,569
Coffee	4624	95,166	588	9,824	867	15,261	588	9,830
Cotton	12730	4,30,983	11,384	132,615	6801	206,615	20256	387,881
Firewood	5095	22,527	17,709	18,468	5745	21,633	14,598	24,351
Grain	2632	21,540	4,043	34,810	3,086	23,407	4,595	37,815
Iron	2854	41,308	2861	36,560	2221	45,492	3,736	45,348
Rice	19429	192,004	15,443	109,518	22,714	196,203	17,477	120,854
Salt	25060	203,738	28,295	201,565	23,846	214,442	32,625	220,670
Seeds	5622	62,354	8931	62,656	4564	47,223	11809	87,275
Tamarind	2[illegible]	17,906	2269	15,745	1719	12,588	2404	15,716
Timber	5169	38,725	4,788	25,278	7,159	40,433	8,455	87,017
Treacle	1352	24,965	1,376	29,629	1654	26,870	1805	36,695

23. The gross weight, that is

the weight of the trains engines and tenders with the loads carried over a distance of one mile was for the

Half-year ended the 31st December 1867	Half-year ended the 31st December 1868
Tons 98,175,951	Tons 95,550,671

showing a decrease of 2,625,280 tons during the half-year under review.

Expenditure.

The expenditure amounted to Rupees 10,24,634 and absorbed 44·84 per cent of the gross traffic receipts.

The Revenue account for the half-year under review shows the percentage of working expenses as 44·9 on the gross earnings after deducting a sum of Rupees 4,544/10/1 for bad debts of previous years; the figures already stated are in order to arrive at a correct comparison with preceding periods, the bona fide receipts of the half-year ended 31st December 1868 have been preserved throughout this review.

26 The following statement shows the different charges with their percentages on gross receipts for the last six half-years:—

	Half-year ended the 30th June 1866		31st December 1866		30th June 1867		31st Dec. 1867		30th June 1868		31st Dec. 1868	
	Working expenses	Percentage	Working expenses	Percentage	Working expenses	Percentage	Working expenses	Percentage	Working expenses	Percentage	Working expenses	Percentage
Locomotive Department	2,19,653	43·30	2,62,226	42·95	2,52,236	42·26	2,64,862	42·99	2,59,185	41·24	2,71,877	41·92
Repairs of engines and tenders	65,281	12·87	78,972	12·94	78,226	13·11	78,401	12·60	88,987	14·16	96,197	14·72
Do of carriages and waggons	27,120	5·34	46,078	7·55	45,307	7·59	38,170	6·19	28,838	4·59	21,290	3·28

Traffic

Locomotive Department	186606	9·17	176303	8·47	173389	8·72	171283	8·48	159864	6·98	161639	7·09
Do. Do.	23349	1·62	19388	0·98	14890	0·76	18085	0·89	18426	0·80	24078	1·05
Maintenance of Way	295666	14·58	269825	13·78	296113	12·87	307604	15·09	343983	14·92	366915	16·05
Manufacturing	14674	0·72	6925	0·34	4091	0·19	7736	0·38	8794	0·38	9360	0·41
General Charges	35667	1·76	35898	1·71	49514	2·33	39147	0·86	63842	0·75	46944	0·76
Fire Insurance and Rents	18043	0·89	17884	0·86	17496	0·82	17580	0·92	17243	2·77	17228	2·06
Total	946314	46·61	1016509	48·88	939362	44·02	937870	46·00	999170	42·95	1024634	44·93

27. The principal items in the working expenses of the Locomotive Department are compared in the following Table:—

	Half-year ended the					
	30th June 1866	31st Dec. 1866	30th June 1867	31st Dec. 1867	30th June 1868	31st Dec. 1868.
Salaries of Superintendent, assistant and clerks	15944	10021	14189	14004	15695	15936
Foremen, enginemen and firemen's wages	66313	71822	69592	66250	64353	65398
Wages of Labourers, Cleaners &c.	18335	19335	17781	17492	16773	16547
Coke, Coal and Wood	146895	147456	137696	150373	147473	158505
Oil, Tallow, waste and other stores	21663	20602	19978	16143	14892	15495

28.

21

28. The cost of the items per engine mile during the last six half-years is as follows:—

	Engine miles run	Cost per engine mile										
		Working										
		Superintendents, assistant and clerks.	Foremen, enginemen and firemen.	Cleaners, Servants and Labourers.	Fuel.	Oil, Tallow, waste and other stores.	Repairs of engines and tenders.	Repairs of Carriages and waggons.	Total cost of working, upholding engines and tenders.			
		A. P.	A. P.	A. P.	A. P.	A. P.	A. P.	A. P.	A. P.			
30th June 1866	609746	0 2·1	1 9·3	0 5·9	3 10·1	0 6·9	1 8·8	0 8·6	9 7·6			
31st December	609900	0 2·9	1 8·9	0 5·6	3 6·8	0 5·9	1 9·9	1 1·4	9 5·4			
30th June 1867	666078	0 4·1	1 8·2	0 5·2	4 0·2	0 5·8	1 11·0	1 1·2	9 3·4			
31st December	706030	0 3·8	1 6·0	0 4·2	3 4·9	0 4·5	1 7·9	0 10·3	8 6·3			
30th June 1868	702781	0 4·3	1 5·2	0 4·7	3 4·3	0 4·0	2 0·3	0 8·1	8 7·2			
31st December	707284	0 4·3	1 6·7	0 4·5	3 7·1	0 4·2	2 2·1	0 8·5	9 0·4			

The return for the past half-year compares favourably with those for preceding periods.

29. The fuel used in coke, coal, patent fuel and firewood. The consumption of firewood had a growing tendency in the

year

year 1863 the weight consumed by the Madras* Railway was 9,821 tons, in 1867 this had increased to 51,172 tons, and in 1868 to 54,358 tons. Taking 3 tons of firewood as equivalent to 1 ton of coal the consumption of firewood amounted during the years 1867 and 1868 to about 6 per cent of the total quantity of fuel used.

* South-West and North-West Lines.

30. The expenditure on the Traffic Department is divided into coaching and merchandise charges. The latter is further divided into — diture under the first head amounted to 6·87 per cent on the coaching receipts, being less than the percentage (8·61) on the receipts for the corresponding half of 1867; the percentage on the gross receipts was 2·70 against 3·38. Under the second head the merchandise charges were 7·70 per cent on the goods receipts for the half-year under review, and 8·76 for the corresponding half

-half of 1867. The percentage on the gross receipts was 4·37 against 5·02.

31. Maintenance of way amounts to Rupees 375,279 — against Rupees 315,340 during the corresponding half of 1867, the miles maintained being 492.

32. General charges. The expenditure under this head compares favourably with the preceding half-year; but exceeds that for the corresponding half of 1867. As the General Management salaries are divided between Capital and Revenue in the ratio of the total expenditure under each head, it is clear that as the Capital expenditure decreases,

the

the proportion chargeable to Revenue must increase. Owing to this cause the Revenue accounts for the South-West line will probably show an increasing expenditure under this head year by year.

33. The percentage of the gross earnings absorbed by the working expenses has been as follows for the last five half-years:—

31st Dec 1866.	30th June 1867.	31st Dec 1867.	30th June 1868	31st Dec 1868.
48·88	44·02	46·00	42·95	44·84

34. The returns of the late traffic for the half-year under review shows that only one train was delayed by a serious accident, and that out of 2990 trains working upon a single line of 492 miles in length only 5 trains were more than two hours late.

North-West

North-West Line.

33. A further portion of this line from Moodanoor to Sadpetri, a distance of 31½ miles was opened on the 1st of September 1868, making in all a distance of 184½ miles open for traffic.

36. The train mileage during the half-year was 157,282, and the engine mileage 176,328.

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

Week days —— 848

Sundays —— 502

38. The passenger fares and goods

goods rates have been the same as those charged on the South-West line; At present there is no night service on the North-West line; but the subject is now under consideration.

89. A special rate of 36 pies per ton per mile was charged for the conveyance of unpressed cotton.

240 The aggregate receipts with the nature and amount of traffic, compared with the corresponding half of 1867, were as follows:—

	Half-year ended the 31st December 1867	31st December 1868	Increase	Decrease
Coaching	146,152	181,086	34,434	"
Merchandise	260,217	446,807	186,590	"
Railway materials	55,948	156,551	100,603	"
Miscellaneous	7,614	3,545	"	4,069
Total	470,431	787,989	317,658	"

Expenditure

Expenditure	190,417	296,624	106,207	
Profit	280,014	491,365	211,351	
Deduct bad debts as per Revenue account		1,625		
Net profits	280,014	489,740	209,726	
Expenditure on Capital in India and England	19,321,238	20,865,441	3,544,203	
Half-yearly percentage of profit	1·45	2·14	·69	
Average length of line open	153	174	21	
Train mileage (goods and passengers)	116,258	157,282	41,024	
Engine mileage	128,425	176,328	47,903	
Earnings per mile of line open	3074	4528	1454	
Expenses per do	1244	1705	461	
Profits	1,830	2823	993	
Earnings per train mile	4-0-9	5-0-2	0-15-5	
Expenses per do	1-10-2	1-14-2	0-4-0	
Profits	2-6-7	3-2-0	0-11-5	
Earnings per engine mile	3-10-8	4-7-6	0-12-10	

Expenses

Expenses per engine mile	1-7-9	1-10-11	-3-2	
Profits	2-2-11	2-12-7	-9-8	
Average earnings per week	18093	20307	12214	
Expenses do	7313	11409	4096	
Profits	10780	18898	8118	
Coaching receipts per passenger train mile	3-15-7	4-0-2	-0-7	
do do per mile open	958-8-2	1040-11-6	82-3-4	
Goods do per goods train mile	4-1-4	5-6-7	1-5-3	
do do per mile open	2116-3-3	3487-15-2	1371-11-11	
Number of trains	1649	1927	278	
Average mileage of trains	70·50	81·62	11·12	
Passenger train miles	36922	45149	8227	
Goods train miles	79336	112133	32797	
Average contents of each vehicle				
Passengers first class	1·328	1·258	·	0·070
do second do	2·720	2·106	·	0·614
do third do	29·830	24·950	·	4·880
Goods Tons	2·467	3·133	0·666	·

41. The general results of the working on this line continue to be satisfactory. The receipts from all sources have considerably increased, and though the expenditure is also greater, the net receipts are Rupees 2,11,351 in excess of those during the corresponding half of 1867.

42. As in the South-West Line the comparison with preceding periods has been made with reference to the gross receipts for the half-year ended the 31st December 1868, but in the Revenue account a sum of Rupees 1,625-4-3, representing the North-West line proportion of some old irrecoverable debts, has been deducted, and the gross earnings of the half year reduced from Rupees 7,87,989-3-5 to Rupees 7,86,363-15-2. This lessens the net profits for the half-year to Rupees 4,89,740, which is equivalent to a

percentage of 2·14 per cent per annum on the Capital expenditure.

43. The net profits for the half-year ended the 30th June 1868 were at the rate of 2·55 per cent of the Capital expenditure, so that for the entire year 1868 the percentage of net profits has been 4·69, or at the rate of £4-13-9 per £100 of the Capital expenditure.

44. There is a slight alteration in the average number of passengers in the first and second classes carried in each vehicle but a falling off in the third class. The average loads of the goods waggons have been satisfactory.

Receipts

45. The following shows the percentage of gross receipts contributed from each source:—

	Half-year ended the 31st December 1867.		Half-year ended the 31st December 1868.	
Coaching				
Passenger traffic	28·425		20·131	
Parcels, luggage &c.	1·983		1·862	
Carriages, horses and dogs	0·766		0·952	
Special trains	—	31·174	0·035	22·980
Merchandise				
Goods	53·949		56·158	
Railway materials	11·893		19·867	
Live stock	0·158		0·095	
Rent and demurrage	0·186		0·123	
Locomotive fuel	1·021		0·128	
Mileage of stone trains	—	67·207	0·197	76·568
Telegraph receipts	0·254		0·183	

Sundry

Sundry receipts	0·376		0·269
Interest on traffic earnings	0·989	1·619	—
Total		100·000	100·00

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

	Half-year ended the 31st Dec. 1867	Half-year ended the 31st Dec. 1868	Increase	Decrease
Passengers	Pies	Pies	Pies	Pies
First class	1·01	0·43		0·58
Second do	0·28	def 0·60		0·88
Third do	7·03	5·81		1·22
Goods	2·78	3·20	0·42	

showing a falling off under each head of the passenger traffic, counterbalanced by a gain from goods.

47.

47. The details of the passenger traffic for the half-year under review and the four preceding half-years are given in the following table:—

Half-year ended the	Trains per passenger per mile	Distance travelled at each class	Consumption of fuel	Gross receipts	Percentage of receipts	Average distance travelled.	Average mileage of trains at each class	No.	Per mile of Railway open Receipts	Passenger train mile Receipts	Receipts per passenger train mile.
				Rupees		Miles			Rupees		as. pie.
First class.											
31st December 1866		272	15	2226	2·09	90·865	0·72	1563	12·793	34·267	— 1·5
30th June 1867		372	28	3130	2·40	95·446	0·98	2·138	17·988	36·108	— 1·4
31st December	18 pies	393	48	2,742	2·05	82·940	0·88	2·259	15·769	36·922	— 1·2
30th June 1868		583	26	4,606	3·05	91·920	1·36	3·351	26·471	29·344	— 1·10
31st December		475	18	3,679	2·32	105·65	0·96	2·385	25·144	45·149	— 1·3
Second class											
31st December 1866		2175	1·20	4060	3·80	56·353	3·58	12·500	23·333	34·267	— 1·11
30th June 1867	6 pies	2258	1·08	3816	2·92	54·515	3·41	12·977	21·931	36·108	— 1·8
31st December		2558	1·14	4,246	3·18	56·360	3·84	14·70	1 24·402	36·922	— 1·11
30th June 1868	From 1st Feb. quarter 1865 5 pies	2878	1·30	4578	3·04	59·730	4·37	16·540	26·540	39·344	— 1·10
31st December	5 pies	2904	1·25	4488	2·83	61·05	3·14	10·942	15·793	45·149	— 1·7

Third

Third class

31st Dec. 1866		178938	98·65	176368	94·11	24254	189·31	1128377	576·828	34247	2-14-10
30th June 1867		207167	98·74	123689	94·68	29229	228·42	1190615	710·856	36108	3-6-9
31st Dec.	3/pm	221255	98·68	126321	94·77	27110	222·36	1177580	728·339	26922	3-6-11
30th June 1868		218572	98·46	141177	93·91	42030	233·61	1256161	814·226	37344	3-9-7
31st Dec.		229415	98·57	150460	94·85	42671	181·84	1358477	364·772	45149	3-5-4

49. The total number of passengers carried on the line and the total receipts from the third class compare favourably with the preceding periods. The receipts are 19·6 per cent over those for the corresponding period of 1867, the average mileage being 17·7 per cent more than it was in 1867.

This satisfactory result is entirely obtained from the third class. In the first and second classes the figures are almost stationary, in spite of the greater length of open line.

50. The average number of passengers over each mile of line was as follows:—

Half-year ended the	First class	Second class	Third class	Total
31st December 1867	213	925	53659	64797
31st Do 1868	261	1019	56255	67525

51. The following statements show the particulars of the goods carried during the half-year and the receipts therefrom:—

Goods &c.	Half-year ended the 31st December 1867 Tons	£	31st December 1868 Tons	£	Increase Tons	£	Decrease Tons	£	Percentage of increase	Percentage of decrease
Merchandise	32818	260217	43247	446808	10429	186591	.	.	31·78	71·70
Railway materials	54176	55948	13606	156551	8130	100603	.	.	148·41	179·81

52. The manner in which the carriage

29 May 1869

Consulting Engineer for Railways

carriage of the principal commodities has been affected during the past year is shown below:—

	Half-year ended the.			
	30th June 1868		31st December 1868	
	Tons	Rs	Tons	Rs
Cloth and piece goods	2,444	5,032	278	5,033
Cotton	11,068	295,740	8,864	255,156
Hides or undressed leather	1,359	5,706	2,889	11,990
Firewood	4,944	10,940	6,889	15,883
Grain	245	928	552	3,006
Iron	929	8,054	875	8,788
Rice	4,047	24,488	2,033	11,336
Salt	3,774	12,927	4,339	19,105
Seeds	1130	10,839	2,879	24,419
Tobacco	402	2,136	552	4,931
Timber	2,078	10,504	3,666	11,738
Twist	239	5,856	429	7,066

53. The gross weight, that is the weight of the trains, engines and tenders, with the loads, carried over a distance of one mile was as for the

Half-year ended the	
30th December 1867	30th December 1868
Tons	Tons
19,486,651	29,443,299

showing an increase of 9,956,748 tons during the half-year under review.

Expenditure.

54. The expenditure amounted to Rupees 296,624, and absorbed 37·64 percent of the gross traffic receipts. As in the South-West line the actual receipts

receipts shown in the Revenue account to have been taken, leaving unnoticed the deduction of Rupees 1,625-4-3 for bad debts.

55. The following statement shows the different charges with their percentage on gross receipts for the last six half-years:—

	Half-year ended the 30th June 1866		31st Dec 1866		30th June 1867		31st Dec 1867		30th June 1868		31st Dec 1868.	
	Working expenses.	Percentage.	Working expenses.	Percentage.	Working expenses.	Percentage.	Working expenses.	Percentage.	Working expenses.	Percentage.	Working expenses.	Percentage.
Locomotive Department.	26,346	11·99	24,963	9·44	48,679	9·83	43,485	9·24	74,952	9·32	66,142	8·39
Repairs of engines & tenders.	8,725	2·88	16,167	4·37	23,862	4·82	17,993	3·80	18,443	2·30	41,289	5·24
— do — of carriages & waggons	4,124	1·36	7,379	1·99	10,118	2·04	7,923	1·68	8,518	1·06	9,792	1·24
Traffic Department	26,792	8·84	22,982	7·83	31,596	6·38	30,908	6·57	31,085	3·87	33,483	4·25
Telegraph — do —	2,017	·67	1,761	0·48	2,289	0·46	3,154	0·67	4,124	0·51	4,783	·61
Permanent way	15,044	4·97	23,602	6·37	26,646	5·36	34,624	7·36	41,396	5·15	62,108	7·87
Ballasting					1,681	0·34	1,307	·28	2,186	·27	3,382	·43
General charges	4,073	1·25	4,184	1·13	7,474	1·51	8,037	1·71	12,957	1·61	13,372	1·69
Fire Insurance Fund	2,685	·88	2,843	·77	3,231	·65	3,147	0·67	3,484	·43	3,500	·44
Hire of Rolling stock	—	—	—	—	—	—	—	—	39,929	8·49	54,247	6·75
Total	99,804	32·94	119,882	32·38	155,476	31·39	157,647	40·47	246,074	25·13	299,624	37·61

56. The expenditure for the half-year under review is relatively lower than in the corresponding half of 1867, being 37·61 per cent of the gross traffic earnings against 40·47. Having had an additional length of line to work the expenses have increased in certain departments.

57. The principal items in the working expenses of the Locomotive department are compared in the following table:—

	Half-year ended the 30th June 1866	31st Dec 1866	30th June 1867	31st Dec 1867	30th June 1868	31st Dec 1868
Salaries of superintendent, assistant and clerks	3,369	2,941	4,056	4,332	5,873	5,593

Foremen,

29 May 1869

Consulting Engineer for Railways

Foremen, enginemen and firemen's wages	9,673	9,777	11,103	10,425	11,889	14,570
Wages of labourers, cleaners &c.	3,424	3,482	3,814	4,567	4,828	6,017
Coke, coal and wood	15,970	13,806	24,139	20,378	48,548	35,177
Oil, tallow, waste and other stores	3,910	4,951	5,518	3,779	3,814	4,796

58. The cost per engine mile of the several items specified above, during the last six half-years is as follows:—

	Engine mileage	Cost per engine mile								
		Working.						Repairs of engines and tenders.	Repairs of carriages, waggons and trucks.	Total cost of locomotive engines and carriages.
		Locomotive superintendence and stores.	Foremen, enginemen and firemen's wages.	Wages of cleaners &c.	Fuel.	Coke, oil, tallow and other stores.				
		A.	B.	C.	D.	E.		F.	G.	H.
30th June 1866	97,800	6·7	1—6·9	6·7	2—7·3	7·7	1—5·4	8·1	8—0·5	
31st December	118,326	4·9	1—4·3	5·8	1—10·9	8·2	2—2·7	1—0·2	8—1·2	
30th June 1867	135,214	5·8	1—3·8	5·4	2—10·3	7·8	2—9·9	1—2·3	9—9·3	
31st December	128,425	6·5	1—3·6	6·8	2—6·5	5·4	2—2·8	1—1·8	8—7·6	
30th June 1868	152,630	7·4	1—2·9	6·1	6—8·1	4·8	1—10·2	1—0·7	10—8·2	
31st December	176,328	6·1	1—2·9	6·5	3—2·4	5·2	2—8·9	1—0·6	10—7·6	

59. On the Traffic department the expenditure under the head of coaching charges amounted to 3·74 per cent on the coaching receipts which is less than the percentage (6·89) on the receipts for the corresponding half of 1867. The percentage on the gross receipts was 86 against 2·15. These results show favourably for the half-year under review. Under the head of merchandise charges the expenditure came to 4·40 per cent on the goods receipts for the half-year under review, as compared with 6·42 for the corresponding half of 1867. The percentage on the gross receipts was 3·89 against 4·42.

60. Maintenance of way amounted to Rupees 65,491 against Rupees 35,932 during the corresponding half of 1867, the miles maintained being

Half-year ended the	
31st December 1867	31st December 1868
2 months—79	1 month—169
4 ——— 119	5 ——— 153
Average—106	Average—147

61. The return of late trains for the half-year under review shows that no train was delayed by any serious accident and that out of 1354 trains working upon a single line of 184½ miles in length only 12 trains were more than two hours late.

I have the honour to be,
Madras
31st May 1869

Sir
Your most obedient Servant

Lieutenant Major R.E.
Cons: Engineer for Railways

31 May 1869 Consulting Engineer for Railways

Rec'd 1869 Dept
Pers. of Govt. Corr. Secy Lucy
From No 2602

The Consulting Engineer
for Railways.

To
The Secretary to Govt
P. W. Dept

Dated 31st May
Rec'd 2d June } 1869.

No 176.
Encls: 26.

Forwarding the
Revenue Accounts and
Traffic Analysis of the
South West and North
West Lines of the Madras
Railway for the half year
ended the 31st Dec'r/68.

Nos 2207 & 2208. 8th July 1869

A/c 1869

c. 8th July 69 A. 11

A

Madras Railway South-West Line. No 1

Madras to Beypore and Bangalore Branch.

Distribution of Working Expenses for the half-year ending 31st December 1868.

	Weight of each Vehicle	Average number of each Vehicle	Weight of average Vehicle	Weight of each Loaded Vehicle	Consumption of Steam	Weight of Carriages and Vehicles attached	Weight of Loaded Train	Average Distance of Train	Gross weight moved one mile	Maintenance of Ways and Works	Locomotive Department	Fuel	Coaching	Goods	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	Persons	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	6·9	2·769	0·153	7·053	0·494	1·092	4·576		2,567,215	9,880 14 3	5,570 10 2	4,169 10 8	5,276 14 9	91 5 2	829 8 10	690 3 7	1,222 6 6	27,771 9 11
Class II	6·24	3·461	0·191	6·431	1·146	2·809	9·679		5,431,298	20,899 11 8	11,655 14 6	8,819 8 6	11,161 9 1	193 2 6	1,754 10 4	1,459 15 "	2,797 1 11	58,741 9 5
Class III	6·14	35·937	1·980	8·120	2·180	5·348	22·395		12,564,471	48,357 3 5	26,969 1 10	20,406 6 3	25,255 2 "	446 14 9	4,059 19 7	3,377 15 4	6,471 14 2	135,914 10 6
Brake	6·76	0·254	0·254	7·014	1·279	2·810	11·781	162·998	6,619,602	25,438 8 10	14,187 3 9	10,734 14 2	13,555 8 7	" " "	2,195 11 8	1,776 15 10	3,404 9 4	71,263 7 9
Horse Box	7·05	1·721	0·328	7·378	0·387	0·895	3·750		2,102,896	8,093 5 2	4,515 14 11	3,417 " 2	4,324 6 5	" " "	679 13 "	565 1 2	1,083 11 3	22,688 13 "
Carriage Truck	5·03	1·223	0·584	5·614	0·099	0·174	0·731		409,558	1,576 4 6	879 1 6	665 2 10	841 18 1	" " "	132 5 5	110 1 9	210 15 4	4,415 12 5
Goods	5·9	3·041	3·041	8·941	9·998	28·607	117·399		65,865,491	261,028 12 10	145,853 4 5	110,292 7 6	99,392 7 4	" " "	21,797 15 7	16,091 1 7	31,653 " "	686,615 1 3
Engine and Tender	40·63																	
Total									95,550,571	375,273 12 8	209,571 3 "	158,505 2 11	160,968 " "	5,731 6 "	31,989 14 "	24,077 15 3	46,943 10 5	1,107,406 " 3

Madras
29th May 1869

Maclean Stewart Major RE
Com: Engr: for Railways

No 2

Fr W 2302/69

Fr. 15th July 69 L 2 15

L

December 1868.

Expenditure for each Vehicle			Receipts and Loads on each Vehicle						Average Mileage of Vehicles	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
14	6	11·38	19	2	11·84	.	.	.		0	3	2·60	0	1	5·09	0	1	10·60			
12	5	10·66	1	2	7·90	.	.	.		0	1	4·11	0	1	2·56	0	-	1·55			
12	4	9·81	45	9	9·47	.	.	.		0	5	8·22	0	1	2·49	0	4	5·73			
10	15	11·08	.	.	.	1	5	4·65	162·998	0	1	2·91	0	1	4·48	.	.	.	0	-	1·57
11	9	0·71	3	7	7·41	.	.	.		0	1	5·70	0	1	1·62	0	-	4·08			
10	4	1·02	7	11	1·70	.	.	.		0	1	9·14	0	1	0·07	0	-	9·07			

A Mountstewart Major RC

Cons: Engr: for Railways

A° 3

Pr. 2302/69

Transp. Buch 169 Bl 151

No 2

Fr. 2302/69

From 1st July 69 to 31st Dec 69

Madras Railway. South-West Line No 2

Madras to Baypore and Bangalore Branch

Receipts, Expenditure, and Profits for the half-year ending 31st December 1869

	1 Number of passengers	2 Receipts	3 Expenditure	4 Profit and Loss	5 Receipts from Goods and Passengers per Mile	6 Expenditure per Mile	7 Profit and Loss from Goods and Passengers per Mile	8 Average Mileage	9 Receipts per Passengers per Mile	10 Expenditure per Passengers per Mile	11 Profit and Loss per Passengers per Mile	12 Number of Calculation	13 Receipts from Goods and Vehicles
	Persons	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	No	Rs. a p
Class I	4,976	64,686 9 -	27,771 9 11	36,914 15 1	- - -	12 15 11	14 5 9	57 7	6 8 37	- - -	154·25	0 1 4·18	0 - 6·95	0 - 9·23	- - -	1,924	33 9 11·32
Class II	31,584	64,577 12 -	58,741 9 5	5,836 2 7	- - -	2 - 8·57	1 12 9	- 2 11·48	- - -	70·46	0 - 5·57	0 - 5·07	0 - 0·50	- - -	4,750	13 9 6·30	
Class III	782,529	69,988 4 7	1,359 14 10	68,628 5 9	1 - -	18 0 9	1 2 35	103·57	- - -	54·10	0 - 2·88	0 - 0·61	0 - 2·27	- - -	11,049	57 14 7·28	
Brake	Tons 1352·511	64,462 6 8	71,263 7 9	- - -	6 3 11	1 4 7	10 6 7	2 11 0	48 - - -	5 - 5·76	134·95	0 5 8·46	0 6 2·97	- - -	0 - 6·51	5,092	12 10 8·13
Horses Box	H D 2165 1316																
Carriages Truck	Carriages 414	35,244 2 5	27,199 9 5	8,144 9 -	- - -	9 - 9·32	1 15 2·35	2 1 5·47	- - -	186·75	0 - 11·42	0 - 8·01	0 - 2·41	- - -	2,248	15 - 5·12	
Goods Vehicles	Tons 164,668·447	129,216 13 8	68,686 15 3	60,529 16 12·5	- - -	7 13 7·04	2 8 4·3	10 10·56	- - -	112·52	1 1 2·56	0 - 7·73	0 - 6·83	- - -	66,986	17 15 1·72	
Telegraph Receipts		1,999 7 9															
Miscellaneous		83,682 3 4															
Special Trains and Hire of Ballast Engine		29,670 9 11															
Total Receipts		2,280,365 6 4															

Madras
29th May 1869

No 2

Fr R 2302/69

Fr. Lucy 169 L 2 15/

L

December 1868.

Expenditure for each Vehicle			Profit and Loss on each Vehicle			Average Mileage of Steam	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	Miles	Rs	a	p	Rs	a	p	Rs	a	p	Rs	a	p
14	6	11·38	19	2	11·84	.	.	.		0	3	2·60	0	1	5·09	0	1	10·60
12	5	10·46	1	2	7·90	.	.	.		0	1	4·41	0	1	2·56	0	-	1·55
12	4	9·81	45	9	9·47	.	.	.		0	5	8·22	0	1	2·49	0	4	5·73
13	15	11·08	-	-	-	1	5	4·45	162·998	0	1	2·91	0	1	4·48	-	-	1·57
11	9	0·71	3	7	7·41	.	.	.		0	1	5·70	0	1	1·62	0	-	4·08
10	4	0·02	7	11	1·70	.	.	.		0	1	9·14	0	1	0·07	0	-	9·07

Thos Stewart Major RE

Cons: Engr: for Railways

29 Aug 1869

Consulting Engineer for Railways

List of Accounts and Returns forwarded with the Consulting Engineer's letter to Government No. 176 dated 29th May 1869.

513

South West Line.

No. 1. Revenue Account.
2. Form A.
3. " B.
4. Up and Down Traffic.
5. Train Mileage South West and North West Lines.
6. Maintenance of Way and Works
7. Locomotive Statement S W and N W Lines.
8. Working expenses in each Department.
9. Receipts, Expenditure and Profits &c.
10. Total Working expenses.
11. Late Trains South West and North West Lines.
12. Commodity Statement do.
13. Traffic Receipts and the amounts paid into the Govt. Treasury.

North West Line.

14. Revenue Account.
15. Form A.
16. " B.
17. Up and Down Traffic.
18. Maintenance of Way and Works
19. Receipts, Expenditure and Profits &c.
20. Total working expenses.
21. Fire Insurance Fund.
22. Return of Stores, Troops &c.
23. Rolling Stock.
24. Cost of Land
25. Merchandize Traffic mentioning the Chief Staples.
26. Time Table.

Week ended		Up Traffic Weight		Down Traffic Weight		Up Receipts			Down Receipts		
1868		Maunds	Seers	Maunds	Seers	Rs.	A	P	Rs	A	P
July	4.	25727	38	31352	17	8761	8	2	7943	2	6
	11.	94151	11	80078	34	31074	3	9	22418	8	9
	18.	71742	38	66847	13	24988	13	8	16754	6	2
	25.	77410	26	68019	3	26583	7	11	19119	10	5
August	1.	69048	34	58890	15	22800	1	11	16999	1	-
	8.	79718	18	56780	21	28298	7	7	16033	5	7
	15.	84940	24	60615	1	33138	12	2	21897	15	5
	22.	78480	14	60778	21	27135	0	9	18450	12	-
	29.	89535	30	68564	25	32903	8	5	22465	14	8
September	5.	82185	11	54228	36	29973	14	9	16609	4	2
	12.	70839	30	54957	21	23403	0	7	14288	7	8
	19.	67641	28	67673	3	26444	5	1	19928	0	10
	26.	77980	15	70401	16	27329	8	1	19096	0	4
October	3.	80780	35	79438	35	26744	9	5	23088	6	4
	10.	87217	"	84249	36	32879	8	6	24809	10	5
	17.	90538	29	86713	39	32321	3	8	24140	2	1
	24.	76395	13	66044	24	25526	0	5	18927	15	6
	31.	80884	5	68206	8	28187	4	-	16373	9	11
November	7.	75944	31	71381	19	25869	11	"	17260	7	10
	14.	84697	34	69567	15	29524	4	9	17188	0	11
	21.	77983	25	73871	13	24168	14	3	18567	4	7
	28.	81926	6	77624	18	28523	2	5	18461	8	7
December	5.	70720	37	71210	30	24424	7	5	16563	15	8
	12.	73178	11	68808	15	27514	0	10	17957	4	2
	19.	70896	4	74043	26	24539	12	-	16798	1	5
	26.	72537	26	77419	14	25712	4	4	18348	1	6
	31.	72976	4	73339	18	23942	7	1	18576	8	8
Total		2066276	17	1841102	16	722812	6	11	499059	11	1

Madras
29th May 1869

W. Mein Stewart Major RE
Consulting Engineer for Railways

Madras Railway

Statement of the Train Mileage South West and North West Lines for the Half Year Ending 31st December 1868.

Description of Trains	Nos	Mileage
South West Line		
Passengers	429	38195
Goods	548	122199
Mixed	2365	400645
Total	3342	₹ 561039
North West Line		
Passengers	22	708
Goods	750	45591
Mixed	1155	110903
Total	1927	₹ 157282

Chief Auditor

Agent and Manager

Major RE
Cons. Engr. for Railways

PW 2302/69
Rec'd 8th July 69 Ans 2 Sep

Madras Railway

No. 14- W 2302/69

Revenue Recording.

Statement of the Steam mileage South West and North West Lines for the Half year Ending 31st December 1868.

Madras Railway South West Line

Statement Shewing Details of Expenditure on Maintenance of Way & Works

Half Year Ending	Permanent Way	Masonry	Earthwork and Fencing	Stations	Bungalows & Platelayers Huts	Miscellaneous	Ballasting	Superintendence	Value of Stores Expended	Grand Total
31st December 1868	128091 12 8	9291 6 -	28361 12 8	20274 11 3	6373 12 -	3417 12 2	32703 5 -	46440 10 9	100323 10 2	375278 12 8
31 December 1867	128156 1 7	7556 8 -	5810 - 2	17411 8 7	5100 6 10	3192 7 2	20641 15 3	40878 4 5	86592 11 6	315339 15 6
Increase	" " "	1734 14 -	22551 12 6	2863 2 8	1273 5 2	225 5 -	12061 5 9	5562 6 4	13730 14 8	59938 13 2
Decrease	64 4 11	" " "	" " "	" " "	" " "	" " "	" " "	" " "	" " "	" " "
Cost per Mile December 1868	260 5 7	18 14 2	57 10 4	41 3 4	12 15 3	6 15 2	66 7 6	94 6 3	203 14 7	762 12 -
do do 1867	260 7 8	15 5 9	11 12 11	35 6 3	10 5 10	6 7 10	41 15 3	83 1 5	176 " "	640 14 11

Half year Ending	Sleepers Iron Pot.	Sleepers Pickled	Sleepers Country Wood	Cotton	Oil	Sun Boxes	Keys	Fish Bolts	Spanels Iron	Spanels Wood	Pails Iron	Pails Wood	Pails Steel	Fish Plates	Cast Iron Chairs	Points and Crossings complete	Trolley Wheels
31st December 1868	8344	245	27396	32454	29386	1843	93495	2842	87819	8979	20	2	238	550	122	2	"
31st December 1867	20485	3941	18702	22726	22842	1176	72826	5099	135328	27772	43	"	"	58	332	2	1
Increase	"	"	8694	9728	6544		20669	"	"	"	"	2	238	492	"	"	"
Decrease	12141	3676	"	"	"	333	"	2257	47509	18793	23	"	"	"	210	"	1

Half Year Ending December 1868.. 492 Miles Maintained by Permn

do do 1867. 492 Miles do

Madras
28 April 1869

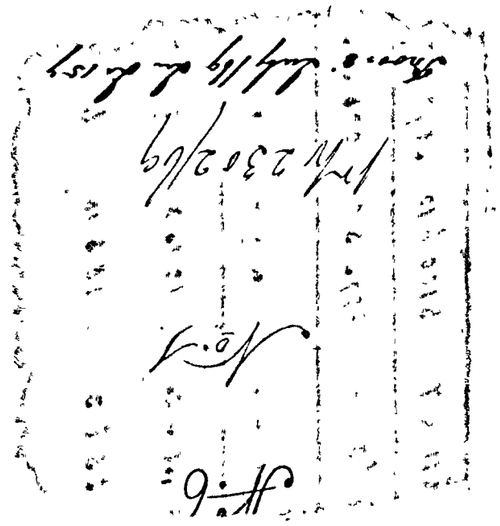
Compd by [illegible]
Audited by [illegible]

Permanent Branch
Acting Chief Accountant

Chief Auditor

V. Brandreth Major RE
Consl Engr for Railways

Agent & Manager



Statement showing the Working expenses in each Department of the Madras South West Railway during the half-years ended the 31st December 1867 and 1868 respectively

Half-year ended	Locomotive Department	Traffic Department	Telegraph Department	Permanent way Department	Ballasting	General Management	Total
December 1868	3,99,466 3 1	1,61,639 6 10	24,077 15 3	3,65,919 2 8	9,359 10 "	46,943 10 5	10,07,406 " 3
December 1867	3,76,433 1 2	1,71,285 3 10	18,084 14 4	3,07,603 9 9	7,736 5 9	39,146 11 9	9,20,289 14 7
Increase	23,033 1 11	" " "	5,993 " 11	58,315 8 11	1,623 4 3	7,796 14 8	87,116 1 8
Decrease	" " "	9,645 13 "					

North West Line

December 1868	1,17,223 8 6	33,482 12 11	4,783 " 6	62,108 2 3	3,382 8 4	72,144 11 3	2,93,124 11 9
December 1867	69,310 8 9	30,907 7 4	3,154 7 10	34,624 3 4	1,307 5 8	8,037 " 4	1,47,340 15 3
Increase	47,913 1 9	2,575 5 7	1,628 8 8	27,483 14 11	2,075 2 8	64,107 10 11	1,45,783 12 6
Decrease	" " "	" " "	" " "	" " "	" " "	" " "	" " "

Madras
29th May 1869

Major R.E.
Consulting Engineer for Railways

alone Branch

nd also per week per mile of Railway open

e of profits on Capital expended.

Year	Receipts per train mile	Expenditure per train mile	Profit per train mile	Receipts per Engine mile	Expenditure per Engine mile	Profit per Engine mile	Per centage of working expenses	Annual rate per centage of profit on Capital expended
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
05	2·90	2·27	0·63	2·47	1·39	0·54	78·19	0·78
48	2·72	1·94	0·78	2·43	1·74	0·69	71·40	1·24
55	3·01	2·28	0·73	2·66	2·06	0·64	75·80	1·12
58	3·42	2·21	1·21	2·92	1·88	1·04	64·43	1·92
54	3·15	1·55	1·60	2·89	1·42	1·47	49·18	2·80
54	3·09	1·58	1·51	2·76	1·42	1·34	51·24	3·08
70	3·08	1·59	1·49	2·79	1·44	1·35	51·62	3·06
80	3·57	1·57	2·00	3·26	1·44	1·82	44·09	4·08
01	3·69	1·72	1·97	3·37	1·57	0·80	46·61	3·64
61	3·56	1·74	1·82	3·14	1·54	1·60	48·87	3·43
28	3·80	1·67	2·13	3·23	1·42	1·81	44·02	3·82
34	3·56	1·64	1·92	2·89	1·33	1·56	48·00	3·46
73	4·10	1·76	2·34	3·28	1·41	1·87	42·95	4·08
52	4·06	1·82	2·24	3·22	1·45	1·77	44·93	3·86

Maintenance Major R.E.

Comm: Engr: for Railways

Madras South-West Railway including Bang

Statement shewing in half-yearly periods the Receipts, Expenditure, and Profits, per Train-mile and per Engine-mile, per centage of working expenses, and annual rate of per cent

Half-year ended.	Number of miles open.	Receipts		Expenditure		Profits		Receipts per train mile	Expenditure per train mile	Profits per train mile	Receipts per mile of Railway open	Expenditure per mile of Railway open	Annu Profit
		Rs.	a p	Rs.	a p	Rs.	a p	Rs.	Rs.	Rs.	Rs.	Rs.	
31st June 1862	Average 317	7,34,066	10 8	5,73,745	15 10	1,60,120	10 10	28,233	22,075	6,158	2,316	1811	
31st December "	406	9,19,951	8 11	6,56,887	15 0	2,63,063	9 11	35,383	25265	10,118	2,266	1,618	
30th June 1863	406	10,98,956	12 2	8,33,013	7 3	2,65,952	9 11	42268	32039	10,229	2,707	2052	
31st December "	406	13,20,968	12 5	8,51,099	11 8	4,69,869	9	50,806	32735	18071	3254	2096	
30th June 1864	406	14,81,189	2 4	7,28,411	6 10	7,52,687	11 6	56,965	28,015	28950	3,648	1,794	
31st December "	477	17,16,473	11 8	8,79,539	6 9	8,36,934	4 11	66018	33,828	32190	3,598	18441	
30th June 1865	492	18,00,053	14 9	9,29,237	10 1	8,70,816	4 8	69,233	35740	33493	3,659	1839	
31st December "	492	20,95,150	7 9	9,23,795	6 2	11,71,355	1 7	80,583	35531	45052	4258	1,878	
30th June 1866	492	20,27,977	12 10	9,45,313	4 3	10,82,664	3 7	77,999	36,358	41,641	4122	1,921	
31st December "	492	20,94,720	4 11	10,16,509	8	10,63,211	4 3	79,989	39,096	40893	4227	2,066	
30th June 1867	492	21,32,860	15 4	9,39,362	7 1	11,94,498	8 3	82,071	36129	45,942	4337	1,909	
31st December "	492	20,38,471	7 3	9,37,870	5 4	11,00,601	1 11	74,403	36702	42,331	4143	1,906	
30th June 1868	492	23,05,445	4 11	9,90,170	6 10	13,15,274	4 1	88671	38083	50,588	4686	2013	
31st December "	492	22,80,365	5 4	11,24,833	11	12557,36	10 4	87706	39,409	48,297	4635	2,183	

Madras

29th May 1869

South West Line 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 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.
30th June 1862	Average 317	5,73,946	1,811	7,34,067	2,316	505	21·80
31st December "	406	6,55,888	1,618	9,19,952	2,266	648	28·60
30th June 1863	406	8,33,109	2,052	10,98,956	2,707	655	24·20
31st December "	406	8,51,100	2,096	13,20,969	3,254	1,158	35·59
30th June 1864	406	7,28,401	1,794	14,81,089	3,648	1,854	50·82
31st December "	477	8,79,539	1,844	17,16,474	3,598	1,754	48·75
30th June 1865	492	9,09,204	1,849	18,04,555	3,659	1,771	48·37
31st December "	492	9,23,795	1,878	20,95,150	4,258	2,380	55·89
30th June 1866	492	9,45,914	1,921	20,27,978	4,122	2,201	53·40
31st December "	492	10,16,509	2,066	20,79,720	4,227	2,161	51·12
30th June 1867	492	9,39362	1,909	21,33,860	4,337	2,428	55·98
31st December "	492	9,37,870	1,906	20,38,471	4,143	2,237	53·99
30th June 1868	492	9,90,170	2,013	23,05,245	4,686	2,673	57·04
31st December "	492	10,24,634	2,083	22,80,365	4,635	2,552	55·07

Madras
29th May 1869

Lieut. Colonel Major R.E.
Cons. Engr. for Railways

25

Madras Railway.

ing the quantity and amount of the several commodities of Merchandise Traffic for the Second half years of 1867-68.

Half year ended 31st. December 1868						Half year ended 31st. December 1867.					
Weight			Amount			Weight			Amount		
Down	Total	Up	Down	Total	Up	Down	Total	Up	Down	Total	
Tons	Tons.		Rs. As P	Rs. As P		Tons	Tons		Rs. As P	Rs. As P	
116. 39	193. 68	1701 11 -	1595 7 2	3827 2 -		30. 4		30. 4	745 - -		745 - -
5788. 66	6,160. 71	1177 1 2	12849 0 6	140 26 1 8		226. 8	2451. 0	2,677. 8	647 10 -	4824 8 2	5472 2 2
1480. 91	2,424. 41	5859 10 9	7845 5 8	12,935 0 5		66. 0	1374. 3	2,240. 3	4930 7 -	6296 4 -	11225 11 -
25. 01	618. 63	11172 2 2	605 5 3	11677 7 6		545. 6	11. 1	556. 7	10959 2 -	95 11 -	11054 13 -
2350. 68	2,678. 84	2057 2 6	24471 7 1	31628 9 7		55. 5	1858. 0	1,913. 5	333 2 -	17679 11 11	18012 13 11
92. 29	319. 79	5233 8 1	984 4 -	4167 12 1		344. 3	51. 3	395. 6	5432 1 -	479 5 -	5911 6 -
-	-	-	-	-		13. 0		13. 0	500 15 -	- - -	500 15 -
268. 09	295. 09	637 - -	865 9 3	1502 9 3		119. 8	422. 3	542. 1	489 6 -	1984 7 -	2473 13 -
180. 52	780. 86	3811 4 8	1635 1 10	5446 6 9		476. 3	122. 2	598. 5	4422 15 6	814 11 -	5237 10 6
832. 28	1675. 19	1620 2 3	863 6 11	2483 9 2		1024. 8	426. 3	1451. 1	2204 15 -	926 8 -	3131 7 -
664. 96	2806. 46	40365 13 11	18286 2 8	58342 8 7		1086. 4	441. 0	1526. 4	20890 6 5	7069 5 4	27959 11 9
220. 23	395. 75	850 4 11	2719 7 1	3569 12 -		109. 6	1547 0	1,656. 6	567 12 9	32541 3 5	33109 0 2
467. 84	588. 61	918 9 2	3911 3 10	9829 13 -		61. 1	805. 9	867. 0	566 6 -	14694 7 -	15260 13 -
-	-	-	-	-		-	-	-	- - -	- - -	- - -
18782. 59	19624. 08	15111 12 4	361512 13 7	876624 9 11		382. 2	6133. 0	6,516. 2	6298 3 -	195925 11 -	202228 4 -
-	-	-	-	-			213. 8	213. 8		2878 3 -	2878 3 -
542. 14	682. 59	959 8 -	10297 9 -	11237 1 -			78. 5	78. 5		1507 10 -	1507 10 -
6735. 39	7769. 06	188 4 2	19918 8 5	20106 12 5			1032. 0	1032. 0		7604 12 -	7604 12 -
13132. 88	14598. 27	3671 6 4	30080 14 5	84351 14 7		688. 7	5056. 9	5745. 6	1869 2 -	26063 7 -	27932 9 -
18. 60	98. 41	2426 15 -	464 13 -	2891 12 -		129. 2	16. 4	145. 6	3743 7 -	382 10 -	4126 1 -
1282. 62	1474. 18	1639 5 11	9386 12 4	11026 2 8		194. 9	1415 0	1609. 9	1138 5 -	14412 13 4	15551 2 4
516. 02	1318. 96	11691 7 1	7048 11 7	18740 2 8		20. 7	428. 2	448. 9	225 7 -	6350 11 -	6576 2 -
1428. 20	4595. 24	26027 8 10	11188. 1 7	37815 10 5		1765. 4	1321. 2	3086. 6	15696 - -	7710 12 6	23406 13 6
993. 23	1470. 82	4423 2 7	1320 13 5	5264 - -		443. 8	496. 1	939. 9	3217 11 4	1519 5 4	4737 0 8
329. 56	3608. 00	24076 12 6	4127 4 5	33268 14 11		-	-	-	- - -	- - -	- - -
1315. 24	2,646. 61	12385 - -	11556 11 7	28940 11 7		540. 8	1155. 1	1695. 9	3557 - -	11294 - -	14851 - -
813. 40	889. 11	760 14 11	7053 15 2	8411 14 1		37. 8	269. 0	306. 4	761 1 7	4044 5 7	4805 7 -
72. 84	3756. 16	44293 11 4	1054 12 -	45348 7 4		2194. 0	27. 1	2221. 1	33737 14 -	239 9 -	33977 7 -
1163. 22	2867. 21	23285 6 8	7756 15 8	30042 6 6		2765. 3	1136. 3	3899. 3	44660 12 10	7725 10 7	52386 7 5
112. 85	236. 05	1678 6 10	2276 14 3	4555 5 1		35. 2	86. 9	122. 1	1132 11 -	2008 1 -	3141 6 -
1277. 20	2388. 46	12112 9 11	9087. 3 10	21749 13 9		400. 9	1077. 3	1478. 2	4419 14 6	9034 4 10	13454 3 4
-	-	-	-	-		4. 3	0. 3	4. 6	279 2 -	10 2 -	289 4 -
30. 43	457. 91	7996 15 10	487 14 -	8484 15 10		40. 0	15. 1	55. 1	979 14 -	553 3 -	1533 1 -
367. 80	1065. 69	2422 14 2	1016 2 3	8439 9 5		1489. 0	1111. 3	2600. 3	4740 12 -	3559 15 10	8300 11 10
-	6. 61	659 1 -	- - -	659 1 -		87. 4	3. 0	90. 4	4454 5 -	55 2 -	4509 7 -
1151. 00	1483. 10	1388 8 8	17309 6 6	18691 15 1		148. 2	915. 4	1063. 6	1008 4 -	16389 6 4	17397 10 4
3. 38	128. 25	1839 12 1	12 10 11	18852 7 -		40. 9		42. 8	435 - -	18 11 -	453 11 -
1439. 97	2448. 89	6432 15 3	6185 13 8	12616 14 11		3059. 9	1408. 0	4467. 9	27206 10 1	8255 4 5	35462 8 6
2744. 06	17477. 45	110599 8 8	10315. 11 4	120854 12 -		16555. 9	6158. 8	22714. 7	168047 14 5	19854 6 10	187902 5 3
2700. 21	22625. 66	208459 15 8	12210 12 3	220670 11 11		21442. 3	2404. 6	23846. 9	203019 - 6	11392 8 -	214411 8 6
-	-	-	-	-		74. 6	49. 0	123. 6	1981 1 -	1313 5 -	3264 6 -
1700. 19	1968. 89	960 6 8	21775 3 7	22735 10 2		104. 0	1431. 2	1535. 2	879 2 -	15162 6 5	16041 8 5
189. 06	276. 38	566 5 -	4096 11 4	4663 0 4		11. 1	266. 6	277. 7	86 14 -	5246 2 -	5333 - -
976. 33	1074. 27	648 0 1	14211 15 3	14859 15 4		103. 1	850. 4	953. 5	828 15 8	10715 5 -	11544 4 8
-	-	-	-	-		21. 4	19. 4	51. 3	142 13 -	73 13 -	216 10 -
1051. 47	1379. 39	4202 9 4	7344 5 8	11546 15 -		454. 8	628. 7	1083. 5	5220 8 -	4200 3 -	9420 11 -
6413. 14	14672. 49	108298 14 1	61829 10 9	170128 8 10		8315. 4	4399. 0	12714. 4	101352 11 1	44089 2 -	145441 13 1
856. 62	11809. 88	28867 7 5	53707 6 9	82574 14 2		2116. 3	2447. 9	4564. 2	25970 14 10	21281 14 10	47252 13 8
1576. 57	2404. 49	4022 2 11	11894 2 10	15916 5 9		281. 1	1489. 1	1770. 2	2129 8 -	10458 6 10	12587 14 10
766. 59	2283. 76	11834 13 5	4809 2 2	16643 15 7		1267. 2	661. 9	1929. 1	8596 5 -	4884 2 1	13480 7 1
248. 22	1826. 13	29450 8 5	1744 9 4	86694 13 -		1213. 6	440. 9	1654. 5	19474 10 -	7394 15 -	26869 9 -
5825. 69	8455. 26	15145 14 3	21871 1 11	87017 0 2		3118. 1	4041. 1	7159. 2	22164 9 5	18268 3 1	40432 12 6
72. 58	1209. 27	21062 15 10	506 7 5	21869 7 3		890. 8	25. 8	916. 6	16798 4 -	178 12 -	16977 - -
96290. 49	186794. 44	827881 1 -	838142 1 2	1665520 2 2		75405. 1	58272. 1	133677. 2	788960 6 6	583845 0 7	1372795 7 1
3503. 06	34717. 38	210822 6 11	19061 1 1	229883 8 -		13120. 2	2540. 7	15660. 9	90169 12 -	5489 15 -	95659 11 -
-	-	1948 2 -	1013 5 -	2961 7 -		-	-	-	10176 11 6	1236 - -	11412 11 6
99788. 55	221511. 82	1040151 9 11	858216 7 3	1898368 12 -		88525. 3	60812. 8	149338. 1	880296 14 -	590570 15 7	1470867 13 7

Lieutenant Major RE
Consulting Engineer for Railways

M.R.O. 1—77,006—5-6-37.

(1) Number of pages 116

(2) Date of repair 3 12 4 3

(3) Initials of the Reference

No. 7

Comparative Statement showing the quantity and amount of

Half year ended 31st. De

Description of Commodity	Weight Up	Weight Down	Total
	Tons	Tons	Tons.
Baggage (Military)	77. 29	116. 39	193. 68
Ballast	872. 65	5288. 66	6,160. 71
Bamboos	943. 59	1480. 91	2,424. 41
Beer	598. 62	20. 01	618. 63
5. Betel Nuts	227. 66	2350. 68	2578. 84
Brass and Copper	227. 50	92. 29	319. 79
Camphor	-	-	-
Charcoal Coke and Coal	127. 00	268. 09	395. 09
Chillies	600. 34	180. 52	780. 86
Chunam and Lime	742. 91	332. 28	1075. 19
10. Cloths and Piece Goods	1641. 50	664. 96	2306. 46
Cocoanuts	175. 52	220. 23	395. 75
Coffee	121. 17	467. 34	588. 51
Commissariat Stores	-	-	-
15 Cotton loose	891. 55	18732. 53	19624. 08
Do — half pressed	-	-	-
Do — fully pressed	90. 45	542. 14	632. 59
Dye or Redwood	33. 67	5735. 39	5769. 06
Firewood	1164. 89	13433. 38	14598. 27
20. Furniture	79. 81	18. 60	98. 41
Fruits and Vegetables	191. 56	1282. 62	1474. 18
Ghee	802. 94	516. 02	1318. 96
Gram	3157. 04	1408. 20	4565. 24
Ground nuts	480. 54	998. 28	1478. 82
Grain	3078. 44	529. 56	3608. 00
25 Gunnies	1831. 27	1315. 24	2,646. 51
Hay	-	-	-
Indigo	76. 21	813. 40	889. 61
Iron of all Kinds	8663. 32	72. 84	8736. 16
30. Jaggree	1703. 99	1163. 22	2867. 21
Luggage	90. 20	112. 85	236. 05
Oil of all Kinds	1111. 26	1277. 20	2388. 46
Opium	-	-	-
Ordnance Stores	427. 48	30. 43	457. 91
35. Paddy	697. 89	367. 80	1065. 69
Powder and Ammunition	6. 61	-	6. 61
Potatoes	332. 10	1151. 00	1483. 10
Pitch Tar and Asphalte	121. 87	3. 38	125. 25
Ragg	1008. 62	1439. 97	2448. 59
40. Rice	14738. 29	2744. 66	17,477. 45
Salt	24925. 45	2700. 21	27,625. 66
Sandal wood	-	-	-
Salt fish	268. 70	1700. 19	1968. 89
Salt petre	87. 27	189. 06	276. 33
45. Skins	97. 94	976. 33	1074. 27
Sleepers	-	-	-
Sugar of all Kinds	827. 92	1051. 47	1879. 39
Soudries	8259. 35	6413. 14	14672. 49
Seeds of all Kinds	3249. 26	8560. 62	11,809. 88
50 Tamarind	627. 92	1876. 57	2404. 49
Tobacco	1517. 17	766. 59	2283. 76
Twist	1506. 91	248. 22	1826. 13
Timber	2629. 57	5825. 69	8455. 26
Wines and Spirituous liquors	1136. 04	72. 58	1209. 27
Total	90563. 95	96250. 49	186,194. 44
Railway Materials	31214. 32	3503. 06	34717. 38
Fuel	-	-	-
Grand Total	121,778. 27	99,753. 55	221,511. 82

Madras
29. May 1869

Madras Railway — North-West Line No. 1.

Division — to Jadcherla.

Distribution of Working Expenses for the Half-year ending 31st December 1868.

	Weight of each Vehicle	Average contents of each Vehicle	Weight of Average Contents	Weight of each Vehicle & Contents	Consumption of Fuel	Weight of Engine & Tender when filled	Weight of Loaded Train	Average Mileage of Train	Gross Weight Conveyed one Mile	Maintenance of Way and Works	Department	Fuel	Oil and Tallow	Packet	Repairs of Vehicles	Electric Telegraph	General Charges	Total Working Expenses	Total Miscellaneous expenses not Working
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
	Tons	Persons	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.	Rs. a. p.
Class I.	6·9	1·258	1·051	6·951	0·220	0·424	1·953		307,171	674 4	336 8	354 2 1	294 1 5	13 7 10	101 - 5	46 14 9	162 15 6	1,670 - 7	2,980 5 3
Class II.	6·24	2·106	0·116	6·356	0·535	0·943	4·343		683,175	1,499 11	191 15 2	787 8 -	653 15 6	29 15 11	224 10 8	104 5 6	362 6 6	1,334 4 6	6,627 8 8
Class III	6·14	24·950	1·375	7·515	2·494	5·195	23·987		2,764,852	8,264 11	89 2 11	1,340 6 8	2,604 7 -	165 5 1	1238 4 3	575 1 9	1,997 7 3	7,354 1 -	2,365 28 8 11
Brake	6·76	Tons 0·211	0·211	6·971	1·185	2·290	10·551	81·62	1,659,480	3,642 11	62 4 4	1,913 2 11	1,588 12 4	- - -	545 12 11	253 8 -	880 7 1	3,241 8 8	16,028 4 3
Horse Box	7·05	Horses 3·033 Dogs 0·850	0·579	7·629	0·238	0·503	2·819		364,736	800 11	70 13 10	420 8 -	249 3 2	- - -	119 15 5	55 11 6	193 8 3	712 7 4	3,522 13 9
Carriage Truck	5·12	Carriages 1·128	0·539	5·569	0·065	0·110	0·462		72,664	159 8	7 3 8 -	83 12 5	69 9 1	" - -	23 4 5	11 1 6	38 8 10	141 15 1	701 13 5
Cycle	5·9	Cycles 3·133	2·132	9·022	12·450	21·175	140·636		22,591,321	50,449 -	5,841 -	27,277 4 11	26,713 15 7	" - -	7,583 13 7	2,726 5 6	9,726 5 6	45,388 11 5	22,735 5 6
Engine and Tender	40·62																		
								Total	29,443,299	65,490 11	2543 11	35,176 12 11	33,274 -	1208 12 10	9,792 7 8	4,783 - 6	13,371 10 11	58,778 - 4	29,124 11 9

Madras
29th May 1869

Lieut. Stewart Major RE
Cons: Engr: for Railways

Madras Railway North-West Line No 2

Account to Sadputty

Receipts, Expenditure and Profits for the half-year ended 31st December 1868.

	1 Number of Passengers	2 Receipts	3 Expenditure	4 Profit and Loss	5 Receipts from each Passenger per	6 Expenditure for each Passenger per	7 Profit and Loss on each Passenger	8 Average Mile	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 Vehicle	15 Profit and Loss on each Vehicle	16 Average mile age of Vehicles	17 Receipts per Vehicle per mile	18 Expenditure per Vehicle per mile	19 Profit and Loss per Vehicle per mile
	Persons	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	Nos.	Rs A P	Rs A P	Rs A P	Miles	Rs A P	Rs A P	Rs A P
Class I	415	8679 8 -	2980 5 3	699 2 9	- - 8	0 - 7	- - 1	105·65	0 1 4·11	0 1 1·05	0 0 3·06	355	10 6 10	8 6 4	1 15 6	- - -	0 2 0·88	0 1 7·76	0 0 4·63
Class II	2904	4488 3 -	6627 8 8	- - -	2189 5 8	1 8 3·74	2 4 6·18	- - -	0 11 9·44	61·05	0 0 4·56	0 0 7·48	- - -	0 0 2·82	813	5 8 4	8 2 5	- - -	2 10 1	0 1 0·99	0 1 7·17	- - -	0 0 6·18
Class III	229415 Tons	150460 6 6	86528 8 11	113931 12 7	- - -	0 11 5·42	0 2 6·87	0 7 11·55	- - -	42·67	0 0 2·95	0 0 0·72	0 0 2·23	- - -	4246	35 7 -	8 9 8	26 13 4	- - -	0 6 11·36	0 1 8·24	0 5 3·12	- - -
Brake	868·809	14670 7 6	16028 4 3	- - -	1057 12 9	24 13 8·26	42 8 3·84	- - -	3 11 0·48	106·78	0 5 11·62	0 6 6·25	- - -	0 0 6·63	2185	6 11 5	7 5 4	- - -	0 9 11	81·62	0 1 3·79	0 1 5·25	- - -	0 0 1·46
Horse Box	Horses Dogs 781 270																						
Carriage Truck	Carriages 95 Tons	7505 15 7	4224 11 2	3281 4 5	- - -	6 13 6·91	8 10 8·09	2 15 10·82	- - -	116·74	0 0 9·02	0 0 5·08	0 0 3·94	- - -	471	15 15 -	8 1 5	7 13 7	- - -	0 3 1·49	0 1 7·03	0 1 6·46	- - -
Goods Vehicles	56853·479	601788 0 11	226785 5 6	374997 11 5	- - -	10 9 3·26	3 15 10·08	6 9 5·28	- - -	107·91	0 1 6·82	0 0 7·10	0 0 11·72	- - -	32603	18 7 4	6 15 3	11 8 1	- - -	0 3 7·42	0 1 4·36	0 2 3·06	- - -
Telegraph Receipts		1420 11 5																					
Miscellaneous do		2124 11 3																					
Special Trains		281 - -																					
Total Receipts		786068 15 2																					

Madras
29th May 1869

Major RE
Consulting Engineer for Railways

Week ended 1868		Up Traffic Weight		Down Traffic Weight		Up Receipts			Down Receipts		
		Maunds	Seers	Maunds	Seers	Rs.	As.	P.	Rs.	As.	P.
July	4	4230	36	18146	10	965	12	-	11014	10	-
	11	15892	1	41957	37	3980	9	7	12869	8	7
	18	10021	5	34006	34	2240	6	11	11661	7	4
	25	14471	37	31650	32	3774	11	11	21555	14	1
August	1	11242	4	30144	12	2955	4	10	13825	12	1
	8	15786	25	22980	"	3077	3	7	10798	10	9
	15	13620	30	21683	32	3127	15	1	8642	15	11
	22	11830	15	20833	34	2671	5	7	9089	10	9
	29	14890	8	22588	35	4046	4	11	10684	3	2
September	5	12399	1	14916	13	3133	11	1	4960	3	4
	12	21484	13	14545	1	5809	11	7	2722	10	10
	19	13416	1	24603	7	3000	9	2	10926	6	4
	26	13521	22	26201	38	3074	4	-	17063	6	-
October	3	16548	29	30298	38	4172	13	10	19978	7	1
	10	14837	26	36557	8	3373	4	8	26461	9	6
	17	17478	7	37089	6	3977	13	8	21595	8	8
	24	18781	22	29654	2	4018	0	5	18285	15	7
	31	14010	13	36867	9	4995	14	8	12265	12	10
November	7	17636	31	34084	15	5628	11	2	11778	7	8
	14	16445	28	35264	18	6030	3	1	14655	2	3
	21	16555	2	29987	14	5244	15	1	9528	9	8
	28	14442	20	29235	19	4466	11	1	11588	9	4
December	5	11762	39	30541	10	2741	12	6	9313	8	3
	12	11947	30	30094	2	3666	8	2	8441	3	7
	19	15186	"	32330	39	5011	2	4	9786	6	7
	26	18101	16	31782	28	5899	7	3	10068	12	7
	31	17423	33	30793	33	4650	14	6	8850	11	6
Total		398360	32	778798	6	105286	12	7	338414	3	7

Madras
29th May 1869

Lieutenant Colonel & Major R.E.
Consulting Engineer for Railways.

No 17.

PW 2302/69

Trans. 8th July 69 Lt Col

Gen'l

Madras Railway — North West Line

Statement shewing Details of Expenditure on Maintenance of Way and Works

Half year Ending	Permanent Way	Masonry	Earthwork and Fencing	Stations	Bungalows & Platelayers Huts	Miscellaneous	Ballasting	Superintdce	Materials and Tools	Grand Total
31st December 1868	20667 - 6	490 6 5	11405 - 5	1542 5 2	1558 4 2	88 6 2	8202 7 5	15025 4 2	6511 8 2	65490 10 7
31st December 1867	16836 8 4	765 13 11	4322 15 -	1494 3 7	226 7 6	153 11 2	3298 10 7	6877 10 1	1955 9 -	35931 9 -
Increase	3830 8 2	" - -	7082 1 5	48 1 9	1331 12 8	" - -	4903 12 10	8147 10 1	4555 15 2	29559 1 7
Decrease	" - -	275 7 6	" - -	- - -	" - -	65 5 -	" - -	" - -	" - -	" - -
Cost per Mile December 1868	140 9 6	3 5 5	77 9 4	10 7 10	10 9 7	- 9 7	55 12 9	102 3 5	44 4 9	445 8 2
do do 1867	170 1 1	7 11 9	43 10 8	15 1 6	2 4 7	1 8 10	33 5 1	69 7 6	19 12 1	362 15 1

Half year Ending	Spikes Fish Nuts	Keys	Fish Bolts	Cotters	Fir Bars	Gibs	Rails Iron	Rails Steel
31st December 1868	220	17953	100	4	3	6	10	5
31st December 1867	59	10705	223	42	5	10	"	"
Increase	161	7248	"	"	"	"	10	5
Decrease	"	"	123	38	2	4	"	"

Half year Ending 31st December 1868 147 Miles Maintained by Revenue
31 do 1867 99 Miles do

Average

Madras
28 April 1869

Lieutenant Major RE
Consulting Engr for Railways

Agent & Manager

Compared by

Acting Chief Accountant

Chief Auditor

Profits and also per week per mile of
and annual Rate of per centage of profits on Capital
expended.

Gross Receipts per Week	Working Expenses per Week	Profits per Week	Gross Receipts per Week	Expenditure per Week	Profits per Week	Percentage of working expenses	Annual rate of per centage of profits on Capital expended.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
117	1·38	1·21	0·17	1·31	1·15	0·16	87·64	0·12
414	1·54	0·94	0·60	1·47	0·90	0·57	60·99	0·52
581	2·21	1·35	0·86	2·10	1·28	0·82	61·00	0·73
856	2·55	1·30	1·25	2·31	1·18	1·13	51·08	1·01
977	2·82	1·36	1·56	2·34	1·13	1·21	49·73	0·99
262	3·12	1·36	1·78	2·65	1·14	1·51	42·98	1·77
140	2·88	1·28	1·60	2·52	1·12	1·40	44·37	1·84
489	4·27	1·15	3·12	3·84	1·04	2·80	27·02	4·26
704	3·51	1·16	2·35	3·10	1·02	2·08	32·94	2·78
691	3·59	1·16	2·43	3·21	1·04	2·17	32·38	3·02
221	4·31	1·35	2·96	3·66	1·15	2·51	31·39	3·86
830	4·04	1·72	2·32	3·66	1·48	2·18	40·47	2·89
3611	5·90	1·84	4·06	5·27	1·65	3·62	31·29	5·10
814	5·00	1·89	3·11	4·46	1·68	2·78	37·72	4·28

Lieutenant, Major RE

Asst. Engr. 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; per centage of working expenses, and annual rate of per centage of profits on Capital expended.

Half-year ended		Number of miles open.	Receipts	Expenditure	Profits	Average Receipts per week	Expenditure per week	Profits per week	Receipts per Locomotive Railway Miles	Expenditure per Locomotive Railway Miles	Profit per Locomotive Railway Miles	Receipts per Train Mile	Expenditure per Train Mile	Profit per Train Mile	Receipts per Engine Mile	Expenditure per Engine Mile	Profit per Engine Mile	Per centage of working expenses	Annual rate of per centage of profits 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.
30th June	1862	26¾	25,299 9 3	22,172 1 2	3,127 8 1	973	853	120	946	829	117	1·38	1·21	0·17	1·31	1·15	0·16	87·64	0·12
31st December	"	Average 35¼	37,353 4 3	22,781 1 10	14,572 2 5	1436	876	560	1060	646	414	1·54	0·94	0·60	1·47	0·90	0·57	60·99	0·52
30th June	1863	41¼	61,405 11 1	37,459 1 4	23,946 9 9	2862	1441	921	1489	908	581	2·21	1·35	0·86	2·10	1·28	0·82	61·00	0·78
31st December	"	41¼	72,172 12 3	36,862 9 6	35,310 2 9	2776	1418	1358	1750	894	856	2·55	1·30	1·25	2·31	1·18	1·13	51·08	1·01
30th June	1864	41¼	78,169 4 1	37,876 6 9	40,292 13 4	3006	1457	1549	1895	918	977	2·82	1·36	1·56	2·34	1·13	1·21	49·73	0·99
31st December	"	60¼	133,925 5 7	57,301 7 8	76,623 13 11	5728	2204	2924	2213	951	1262	3·12	1·36	1·78	2·65	1·14	1·51	42·98	1·77
30th June	1865	79¼	162,416 11 1	72,069 3 1	90,347 8 0	6247	2772	3475	2049	909	1140	2·88	1·28	1·60	2·52	1·12	1·40	44·37	1·84
31st December	"	106	360,627 13 5	97,438 5 8	263,189 7 9	13870	3747	10123	3402	919	2489	4·27	1·15	3·12	3·84	1·04	2·80	27·02	4·26
30th June	1866	119¼	303,131 1 4	99,804 4 2	203,226 13 2	11655	3839	7816	2541	837	1704	3·51	1·16	2·35	3·10	1·02	2·08	32·94	2·78
31st December	"	148	370,213 1 7	119,881 15 0	250,331 2 7	14239	4611	9628	2501	810	1691	3·59	1·16	2·43	3·21	1·04	2·17	32·38	3·02
30th June	1867	153	495,336 5 11	155,475 14 7	339,860 7 3	19051	5980	13071	3237	1016	2221	4·31	1·35	2·96	3·66	1·15	2·51	31·39	3·86
31st December	"	153	470,431 13 6	190,416 9 3	280,014 4 3	18093	7324	10769	3074	1244	1830	4·04	1·72	2·32	3·66	1·48	2·18	40·47	2·89
30th June	1868	153	803,926 1 1	251,392 1 3	552,533 15 10	30920	9669	21251	5254	1643	3611	5·90	1·84	4·06	5·27	1·65	3·62	31·29	5·10
31st December	"	174	786,363 15 2	246,624 5 4	539,739 9 10	30245	11409	18836	4519	1705	2814	5·00	1·89	3·11	4·46	1·68	2·78	37·72	4·28

Madras
29th May 1869

Lieut. Col. Major R.E.
Chief Engr. for Railways.

Abstract Statement.

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

Upward Traffic.

Betel nuts—
- Increase in quantity - Tons 172 or 313 per Cent
- " in receipts - Rupees 1724 or 518 "

Cloths and Piece goods—
- Increase in quantity - Tons 556 or 51 "
- " in receipts - Rupees 19416 or 93 "

Coffee—
- Increase in quantity - Tons 60 or 98 "
- " in receipts - Rupees 353 or 62 "

Cotton (loose)—
- Increase in quantity - Tons 510 or 138 "
- " in receipts - Rupees 8819 or 140 "

Firewood—
- Increase in quantity - Tons 477 or 69 "
- " in receipts - Rupees 2102 or 134 "

Ghee—
- Increase in quantity - Tons 782 or 8724 "
- " in receipts - Rupees 11466 or 5096 "

Grain—
- Increase in quantity - Tons 1392 or 79 "
- " in receipts - Rupees 10932 or 70 "

Gunnies—
- Increase in quantity - Tons 790 or 146 "
- " in receipts - Rupees 7887 or 175 "

Jaggree—
- Decrease in quantity - Tons 1059 or 38 "
- " in receipts - Rupees 20676 or 47 "

Oil of all kinds—
- Increase in quantity - Tons 710 or 177 "
- " in receipts - Rupees 7743 or 175 "

Ordnance Stores—
- Increase in quantity Tons 387 or 967 "
- " in receipts Rupees 7017 or 716 "

Abstract Register of Lands taken up for the Madras Railway to the end of the year 1868 prepared in accordance with the order of Government No 3860 dated 11th December 1868.

Districts	Length of Railway		Area	Net amount paid as compensation after deducting realisation from sales			Annual remission of Revenue on A, B, and D Lands			A Lands			B Lands			D Lands			Total of A, B and D Lands			C Lands			Annual rent payable by Railway Company for C Lands			Remarks
	Miles	Chns	Acres	Rs	A	P	Rs	A	P	Acres	Rs	A P	Acres	Rs	A P	Acres	Rs	A P	Acres	Rs	A P	Acres	Rs	A P	Rs	A	P	
Madras Railway																												
South West Line	406	20	9422·622	727616	10	6	14901	5	2	5962·656	652456	15 5	2834·604	57468	2 9	50·080	1557	2 7	8847·340	712482	4 9	575·282	15134	5 9	1405	11	9	
North West Line	184	60	7518·415	132017	1	8	13141	0	4	5397·805	116597	15 7	1927·18	11863	8 9	18·70	101	12 -	7343·685	128563	4 4	174·73	2453	13 4	179	10	8	
Bangalore Branch	84	40	2711·955	32535	1	3	2364	4	10	1675·143	14348	15 5	808·807	7558	12 8	22·465	1065	10 5	2506·415	22973	6 6	205·54	9551	10 9	244	13	0	
Total	675	40	19652·992	892168	13	5	30406	10	4	13035·604	784403	14 5	5570·591	76890	8 2	91·245	2724	9 0	18697·440	864018	15 7	955·652	28139	13 10	1920	3	5	

Madras
29th May 1869

Lieut
Major R.E.
Cons: Engr for Railways.

Copied

Rec'd Sept 1869

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No 2207

Proceedings of the Madras Government

Under date the 8th July 1869

Read the following

From the Consg Engineer
for Railways

Forwarded No 1067 31st May 1869

Ordered that these papers

be furnished to the Secretary

of State for India.

8

To The Civil Engineer
for Railways
Dated 19/7/69

N. & A. dy

No 2208

To
The Secretary to the
Government of India

Sir,

I am directed to for-
ward, for submission to
the Government of India,
the accompanying report
from the Consulting Engr

Rec'd 23/7/69

For Railways [illegible]

Revenue Accounts & Statistics

of the Traffic Operations of

the Madras South West Line

of Railway, including the

Bangalore Branch, and of

the North West Line between

Arcot and Cuddapah for

the half year ending 31st Dec: 68.

Desp: 19/7/69 - with 36 Copies

of Gov. 2207 of 1869.

Cue 2302

Govt. of {1869} Mr. Las.

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PUBLIC WORKS.

To The Secretary to the Govt of India

Dated

Recd. End. 26

Oct. July 1869, Nos 2207 & 2208

Nos. 157 - 158 & 159

Returns Accounts & Traffic Analyses

Expl. letter on the Cellier Form

Forwarding submitting the Ret.

Accts & Traffic Analysis of the

Block Lines of the Madras

Rly for the second half of 1868 -

Returns Accts & Traffic Analysis (4)

from the Engineer together with

Accounts & Traffic Analysis

of the South West Lines of the

M. for the second half of 1868 for

the Govt of India -

6