

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No.	324-27	Press
	1/- 4/3	Mr.
Dated	2/12	1875

Not to be folded or roughly handled

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 29th July 1870.

No 463.

No. 1,829.

To

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

RAILWAY, No. 56.

SIR,—I am directed by His Excellency the Governor in Council to transmit the accompanying letter from the Acting Consulting Engineer for Railways giving cover to reports of the Agents of the Madras and Great Southern of India Railways and the Secretaries and Agents of the Carnatic Railway Company for the Official year 1869-70.

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

Colonel, R. E.,
Secretary to Government.

Exd A. S Rodgers

CONSULTING ENGINEER'S OFFICE

Railway Department

No 262 -

From

Captain H. L. Pendergast, R.E.,
Consulting Engineer for Railways,

To

Colonel C. A. Owe, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George

SIR,

I have the honour to
submit the reports of the Agents of
the Madras and the Great Southern
of India Railways, and of the Secre-
taries and Agents of the Carnatic
Railway Company, for the official
year 1869-70.

No 269 & 342, dated
18 May & 27 June 1870,
with enclosures
No 2561, dated
31st May 1870.
No 289, dated
26 May 1870.

The working of the Lines
has already been entered into, in
the annual Administration report.

No 18284/1829-2977

Carnatic Railway Company
Madras 26th May 1870

To
Captain H. I. Pendergast R.E.
Acting Consulting Engineer for Railways

Sir
With reference to your communication N^o 111 of the 7th instant we have the honor to submit the following report upon the operations of the Company for the official year 1869/70

1 The Permanent Way, Bridges, Culverts and Masonry works have been maintained in good order. The working expenses were 11 1/2 % of cost less compared with the previous year

2 The Wire fencing has been well kept up. There was some difficulty in the cultivation of the vegetable fence from want of water, but by replanting whenever it became necessary it was effectual in keeping cattle off the line

3 The Telegraph lines and Instruments were in a state of efficient repair and messages have been regularly transmitted.

4 The Locomotives and Rolling stock have been kept in perfect repair and working order, during the year an additional 4 Composite and 1 Third Class Carriages was made so that the following is a statement of the number of each description

Engines	N ^o 1
First Class Carriages	3
Composite	4
Second Class	10
Third	16
Pushed Wans	3
Goods Wagons	10

5 The train service has been regular and free from accident; the following is a statement of the number & mileage run

By Carriage for the 6th year 1869/70.

By Goods for the 6th year 1869/70.

To
The Secretary to Government,
P. W. Department,
Fort St George

From
The Consulting Engineer
for Railways,

Dated 26th May 1870.
Received 1st June 1870.

No 18284/1829-2977

In submitting the reports of the operations of the Madras & the P. & M. Railways & of the local & private of the Carnatic

run for the last two years

Years	N	Mileage
1869/70	1515	28785
1868/69	1505	28595

7 The following is a statement of the Passengers and Goods Traffic for the last and preceding years

Year	First class	Second class	Third class	Total	Merchandise
	No. Receipts	No. Receipts	No. Receipts	No. Receipts	Tons Receipts
1869/70	277 427 1	6226 3716 14 9	86868 33913 5	93821 38037 4 9	5238 6697 4
1868/69	247 560 7 6	7427 4223 6 6	57770 22231 1 8	95422 39214 15 8	4672 6604 10 9

8 The following table represents the Gross Traffic for the years ending 1869/70 & 1868/69

Years	Passenger	Passenger	Telegraph	Goods	Total	Gross Earnings
	Luggage	Parcels	Receipts	Receipts	Receipts	per mile per mile
1869/70	38087 4 9	683 -	56 10 8	6697 4 -	45324 3 5	2396 1 - 58
1868/69	39214 15 8	562 8 -	80 8 -	6604 10 9	46462 10 5	244542 1 66

The following is a statement of the Weight and Receipts from Passengers Luggage for the years ending 1869/70 and 1868/69

Years	Weight	Receipts
	Tons	
1869/70	33	378 5
1868/69	40	486 6

The following is a statement of the Receipt from Horse Carriages & Cabs for the years ending 1869/70 & 1868/69

Years	Receipts
1869/70	14 4
1868/69	34 12

The following is a statement of the Telegraph Receipts for the years ending 1869/70 and 1868/69

Years	Receipts
1869/70	56 10 8
1868/69	80 8 -

The following is a statement showing the Receipt from Parcels for the years ending 1869/70 & 1868/69

Years	Weight	Receipts
	Tons	
1869/70	11190 1/2	287 15
1868/69	3317	29 2

9 The following is a statement showing the Receipt from extra fares for the years ending 1868/69 & 67/68

Years	Receipts
1869/70	103 5
1868/69	123 9

10 It will be observed that we carried 93521 Passengers during the year, being 1923 less than the previous period, there has been an increase in the number of first class passengers, while the receipts show a falling off, which is owing to the reduction in the fare from 2 Annas per mile to 1 Anna on the 1st of October 1869, the second and third class contrast unfavourably both in numbers and receipts with the previous year, which can only be accounted for by the country not being in a prosperous condition and the consequent poverty of the people, this is confirmed by the fact that although additional inducements were offered by us by reducing the fares on occasions of the monthly new moon festivals we did not succeed in augmenting the passenger Traffic. There has been a slight improvement in the goods receipts this is owing to an exceptional traffic in stone conveyed for boundary purposes and which is not likely to occur again.

The following is a statement of the expenditure for the years 1869/70 & 1868/69.

Years	Locomotive Department		Traffic Department		Permanent Way Department		General Charge		Total	Cost	
										per mile open	per mile run
1869/70	10871	4 10	7608	8 11	9686	2 11	3665	10 1	31582	12 9	1662 21 1 09
1868/69	11065	13 6	8042	10 10	12002	13 9	4545	8 8	35656	14 9	1876 68 1 25

12 The following is a statement showing the receipts & expenditure per mile open & per mile run for 1869/70 and 1868/69

Years	Receipts		Expenses		Profit	
	per mile open	per mile run	per mile open	per mile run	per mile open	per mile run
1869/70	2396	1 58	1662	21 1 09	733	79 49
1868/69	2445	12 1 66	1876	68 1 25	568	74 41

13 On referring to para 11 it will be seen that a general prediction was made in the working expenses in such department and that the expenditure has been considerably lower than the previous year which in a manner compensates for the decrease in the Traffic Receipts.

We have the honor to be
Sir

Your Most Obedient Servants

Wm. McCarty
Secretaries & Agents.

all 6972 47-672240281 20

Ordnance Dept dated 26 Sept 1870

No. 3561

GREAT SOUTHERN OF INDIA RAILWAY.

AGENTS' OFFICE,

NEGAPATAM, May 31st 1870

From

THE AGENT,

Great Southern of India Railway,

To

The Acting Consulting Engineer
for Railways
Madras

SIR,

I have the honor to
acknowledge the receipt of your letter
219 of the 4th Instant There is
nothing calling for special remark
in connection with this Railway
during the year ended the 31st
March last

The expenditure and
receipts charged to account for that
period have been as follows.

Capital	works of Construction	339 240 10-0
	Engineering & Surveying	52994-11-4
	General Management	42004-14-7
	Maintenance Code & Co	26406-9-10
	Tools and Plant	6436-4-4
	Rolling Stock	180799-12-5
	Station	

MP 2529/70

27th Sept 1870

Delivered to the
for the year 1870, 20

DATE
26th

No 259

27th Sept 1870

The Consulting Engineer
for Railways.

The Secretaries & Agents,
INDIAN TRAMWAY COMPANY,
(Limited)

MADRAS

No.

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM,

18

13

From

THE AGENT,

Great Southern of India Railway,

To

Station Furniture &c 8324 13-6
656207 12-0

SIR,
 Revenue Receipts 771.490 8 10
 Expenditure 493715.25
277775.65

The revenue receipts consist of
 of the following items

Passengers	434287.6.0
Parcels	14153.5.2
Horse Carriage & Day	4935.11.0
Luggage	3875.14.0
Merchandise	283892.6.7
Railway Material	14164.12.0
Rent & Demurrage	1913.8.7
Telegrams	4176.6.10
Bungalow rent	2860.2.7
Ballasting	
Laterite	
Live Stock	
	6750.5.1
	480.11.0

I have the honor to be
 Sir

Yours most obt servant

William S. P. R.
 Agent

No. 342

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, ^{4th} 27 June 1870.

From

R B Edwin Esq

Agent and Manager of the M.R.C.

To

Captain H L Prendergast R.E.

Acting Consulting Engineer for Railways

Sir,

Adverting to my letter of the 18th instant, No 329, I have the honor to forward the accounts for the Official year ended the 31st March last, and copy of a communication from the Chief Accountant which gave cover to them.

x
No 223
25 June

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

J. N. Melles.
For the Agent & Manager.

low!

No 3561

From

The Agent

of the M.R.C.

Madras

To Mr. Prendergast

for Railway

Account

Dated 27th June 1870

Re the expenditure

incurred during the

year ended 31st March

No 2529/70

Recd 29th July 1870

all have 12-1700000001 20

From

The Agent and Manager

$$T_0$$

The Consulting Engineer

for Railways

Dated 27 June 1892
Recd 28 " "

No. 343

At Boarding the Vessels
for the Apalachicola
under Sp. March
last.

F. W. 2529/70
Pres. 29" July/70 L. L. 64

Illness history -

MADRAS RAILWAY.

SOUTHWEST LINE

Open 407 miles from Madras to Beypore, 12th May 1862, and 85 miles from Jollapett to Bangalore, 1st August 1864.

Dr _____ Revenue Account for 9 Months Ending 31 December 1869. _____ Cr

EXPENDITURE

Per cent
of
Revenue

RECEIPTS

To Maintenance of Way Works and Stations	..	Abstract A.	8,56,835	-	1	24 5/8
„ Locomotive Power ..	..	do B.	6,10,541	3	10	17 1/4
„ Repairs of Carriages and Wagons	..	do C.	5,31,85	-	1	1 1/2
„ Traffic Expenses ..	..	do D.	2,59,065	15	10	7 1/4
„ General Charges	..	do E.	1,17,049	3	2	3 3/8
„ Special and Miscellaneous Expenses	..	do F.				
„ Balance ..	..		1,59,667	6	7	54 1/2
	..		1,59,764	3	7	45 1/4
Total Rupees.			3,49,431	10	7	100 00

By Passengers						
First Class	Number	5,67 3/2	98,469	12	-	
Second „	„	68,450	108,313	4	-	
Third „	„	10,27 4/29	8,53,001	6	10	
Cooly „	„	1,26,666	49,733	11	-	
		<u>12,28,19 8/2</u>	<u>11,09,518</u>	<u>1</u>	<u>10</u>	
Periodical Tickets	..	1	80	-	-	11,09,598 1 10
By Parcels, Horses, Carriages and Dogs	..					1,42,965 2 9
By Merchandize ..	..					2,03,684 13 6
By Live Stock ..	..					4,333 2 -
By Special and Miscellaneous Receipts	..					2,00,580 6 6
Total Rupees.			3,49,431	10	7	

MADRAS,

25 June 1870

Chief Auditor

Examiner of Railway Accounts

Chief Accountant

Consulting Engineer for Railways.

Agent and Manager

Abstracts

[illegible]

J. W. Mellis.
Agent and Manager.

14. *Benjamin*
 (opposite 11) *Benjamin*

South W L

51

Merchandise 11 aunts 58,389.21 $\frac{3}{4}$ — Maunds —
 Def. Draw back hard to Merchants from Aug 10 to April 11
 Materials Maunds 111925 33 $\frac{1}{2}$ " "
 Locomotive Fuel

25th June 1870 } MADRAS,

Comparedly 44
Addn Chisty 61

No 269

Madras Railway
Madras 18th May 1870

From

R. B. Olwin Esq
Agent & Manager of the
Madras Railway Company

To

Captain H. B. Prendergast R.E.
Ag Consulting Engineer for Railways

Sir

I have the honor to report as follows for the information of Govern-
ment, with reference to the operations
of this Company during the official
year 1869-70.

2. The mileage of the South
West Line remained the same as in
the year 1868-69, but that of the South
West Line was by the opening of the
Line between Tadpatri and Gooty
on the 1st August 1869 increased by 30
Miles.

3. The undermentioned officers
and servants arrived from England.

Name	Grade	Date of arrival
Agent & Manager's Department.		
J. H. Miller	Asst to Agent & Manager	15 th January 1870

J. H. 25-29/70
From 29 - July/70 L. L. 264

Name	Grade	Date of arrival
A. H. Thomson	Chief accountant	17 th July 1869 returned from furlough.
<u>Chief Engineer's Department.</u>		
H. H. Potter	3 ^d class asst Engr	14 th December 1869
H. M. Pfeil	3 ^d " " "	18 th " " "
H. B. Hanna	asst to Ch Engr	18 th " " "
		(Returned from 3 months leave of absence)
<u>Traffic Department.</u>		
H. J. Chambers	asst Tra Manager	17 th July 1869
James Sandy	- do - do - do	17 " " "
G. R. Byron	- do - do - do	30 " " "
<u>Loco Department</u>		
George Hare	Engineer & Fitter	25 th Sept 1869
Thomas Hall	- do - do -	8 th Oct - - -

4. The following Covenanted
Officers returned to England -

Name	Grade	Remarks.
<u>Agent & Manager's Department.</u>		
A. J. Page	asst to the agent & manager	Returned to England on sick Certificate 2 ^d October 1869

Name	Grade	Remarks
<u>Chief Engineer's Departure</u>		
Henry Brady	asst to Ch Engr	Resigned the service in consequence of failing health & returned to England 19 th April 1869.
H. B. Hanna	— Do —	Proceeded on 3 months leave of absence 17 th September 1869.
B. Anderson	Chief Engr	Proceeded to England on sick certificate 28 th November 1869.
<u>Traffic Departure.</u>		
Stephen Williams	asst Tra Man	Returned to England on sick certificate - Engagement terminated by the Board 2 nd May 1869.

5. I regret exceedingly that I have here to refer to the deaths (which have already been reported to Government) of the undermentioned officers both of which occurred at Madras on the dates mentioned -
 Mr A. W. Coombe, 3rd class assistant Engineer from disease of the lungs on the 20th July 1869.

6 Mr. J. A. Prinson, Deputy Chief Engineer on Permanent way, from disease of the liver on the 22^d October 1869.

6 Mr. Coombe had been in the service of the Company since November 1866 and was considered by the Head of his Department to be a promising young officer.

7 Mr. Prinson joined in April 1858, and owing to his talents and perseverance as well as to the lengthened period of his service (nearly 11 years) had acquired such an intimate knowledge of the work of his Department as to make the loss of his services very keenly felt.

8 On the 1st of November 1869 a service of Night Trains was by Order of Government, established on the North West Line for the transport of the Overland Mail.

9. These Trains are first and second class only and as Night Trains they have not been patronized by the Public to such an extent as to cover the increased cost entailed by running Night as compared with day Trains. A lengthened correspondence has taken place on the subject, my Directors being

of opinion that as the receipts are not such as would, in the absence of the Order of Government, justify a continuance of these as itight freins, the loss which is occasioned by running them should be borne by the Post Office.

10 Adverting to paragraph ~~viii~~ of my Report dated the 22^d July 1869, No 377, I beg to state that the experiment of running Cooly trains between Madras and Sollerpett, has resulted as will have been perceived from the Traffic Manager's Report dated the 17th February last, No 61 (a copy of which was forwarded to the Consulting Engineer with my letter No 87 - 18th February) in an aggregate increase in 1869 as compared with 1868 of 29,831 in Passengers and Rs 4340 in money. In Order of Government No 1004 dated the 11th April, His Excellency the Governor in Council, considering the prevalence of Cholera and the depression of trade throughout last year, expressed the opinion that the returns of passenger traffic on this railway may be regarded as favorable, and authorized the arrangement of running Cooly trains to be continued during the current year.

11. The prevalence of cattle

368
Trespass on the line has throughout the year been a source of much anxiety to the Officers of the Company.

12. At a meeting held in this Office on the 14th of February last at which the Consulting Engineer was present, measures were agreed upon with a view to the suppression of this evil and it is hoped that by the strict enforcement of these measures and by the care and attention, involving a considerable expenditure, which is being bestowed upon the fences on the sides of the Railway, the risk of serious accidents to trains from this source will be considerably diminished.

Rates and Fares

13. No alteration took place during the year in the Passenger Fares and Goods Rates.

14. The rates for the conveyance of Parcels, Ice, Fish, Vegetables, Dogs, sheep, &c. &c. were the same as those in operation in 1868-69.

15. The undermentioned special rates were introduced during the twelve months under review -

279
1st April 1869. Country hides (dressed) from and to all stations on the Madras and Great Southern of India Railways at 3^d instead of 4th class rate.

14th April — Coffee (the property of Messrs. Overbush & Co) from Coimbatore to Madras at Rs 24-12-6 per ton.

16th April — Stone & geyon loads of short timber (the property of the Sappers and Miners) from Palghat to Bangalore at 9 Pies per ton per mile.

22nd — Rate of 8 Pies per ton per mile for 1st class Goods between Madras and Stations East of Caroor, extended to Bangalore and Cudumooddy Stations on the Great Southern of India Railway.

18th May — 37,000 cubic feet of Rose-wood (the property of Government) from Coimbatore to Madras at 8 annas per cubic foot.

19th — Hides and dye roots from Caroor on the Great Southern of India Railway to Madras at the following rates as an experimental measure.

30 10

Hides (dried & undressed) from 3^d to 1st class
 -Do- (dressed) — " 4th to 2^d — "
 Dye roots — " 3^d to 1st — "

21 June 1869 - Cotton at the following rates
 on the North West Line as
 an experimental measure.

Cotton loose 42 piers per ton per mile
 -Do- half pressed 21 — " — " — " — "
 -Do- full pressed 16 — " — " — " — " — "

1 Oct 1869 Hides and skins (dressed)
 from Madras to Ceyapattam
 at 2^d instead of 4th class rate.

9th Dec 69 - Drawback of 12½ per cent.
 on the ordinary 2^d class rate
 for the carriage of Dates
 from stations west of Palghat
 to Madras in waggon loads
 of not less than 5 tons -

9th — " — Country leather from Trichinopoly
 and Tanjore to Madras at 2^d
 class rate.

11th — " — Government stationery
 from Madras to Trichinopoly
 at 3^d instead of 4th class
 rate, as an experimental
 measure -

14th — " — Brass sheets from Madras
 to Trichinopoly at 1st
 instead of 3^d class rate.

South West Line

16. The average cost of maintaining the South West Line and Bangalore Branch including renewals with Pot sleepers amounted to Rs 208. per mile per annum, as compared with Rupees 144 per mile for 1868-69. This increase is chiefly attributable to the large outlay in respect of the substitution of Iron for wooden sleepers on the line between Cunnery and Anenashy a distance of 33 miles, a proceeding which will have the effect of reducing the cost of maintenance in subsequent years.

17. The Permanent way, Earthwork &c, &c, have been maintained in Good order throughout the year. The raising of the embankment in the neighbourhood of the 382nd mile two feet above the highest flood (alluded to in paragraph XX of my last report) was completed during the year -

18. The Bridges generally throughout the line have been kept in a substantial state of repair. The cracks in the East and West arches next to the girder openings of the Balak Bridge are I regret to state extending, and in the west

x compared
14 of June
etc 377
23 July
1869.

such a new crack is reported.
 Centriings have been put under these
 arches, and the officiating Deputy Chief
 Engineer on Permanent way deems it
 advisable that they should be taken
 down and girders erected. This work
 will be commenced shortly - Satisfactory
 progress has been made in sinking the
 Cylinders at the Huddellhoondy Bridge
 as well be seen from the following
 table -

Description	Sunk below bed of river to a depth sectional	Has still to be sunk depth of its portion	Remarks
South abutment	Feet -	Level	On rock
Right hand Cylinder	55.50	Do	Do
Left Do	55.26	Do	Do
No 1 Pier Right Do	37.61	Do	On decomposed granite
Left Do	36.25	Do	On rock
No 2 - Right Do	30.08	Do	Do
Left Do	31.39	Do	Do
No 3 - Right Do	32.87	1.49	On rock which must be jumped out to bring to Cylinder level
Left Do	31.83		
No 4 - Right Do	27.88	4.90	On very hard material
Left Do	32.42	0.93	On rock for $\frac{2}{3}$ of circumference

Description	Sound below and of beam to depth indicated	How still to ice bank depth	Remarks	
South abutment	Creek	To its frozen level	On very hard material	
105 Down Right hand Cylinder	23.42	Do	Do	
Left - Do	21.83	Do	Has actually to be sunk only 1.58 to reach rock.	
106-a - Right - Do	44.66	4.84	Do	
Left - Do	45.12	1.36	Sunk 5.50 below its sectional depth, as still to go 1.33 to reach rock.	
107-a - Right - Do	45.92	---	Do - 6.83 below its sectional depth, has still to go 9.75 to reach rock.	
Left - Do	47.63	---	On rock.	
108-a - Right - Do	56.78	To its frozen level	Do	
Left - Do	56.58	Do	Do	
109-a - Right - Do	50.86	Do	Do	
Left - Do	51.70	Do	Sunk 17.98 below its sectional depth on rock.	
110-a - Right - Do	54.98	Do	Do - 17.33 - Do	
Left - Do	54.33	Do	Do 11.10 below its sectional depth on rock. Has to be cut 1.20 to reach cylinder level.	
111-a - Right - Do	48.50	---	Do - 10.55 - Do - Do	
Left - Do	48.42	To its frozen level	In progress	
North abutment			Do	
Right hand Cylinder	19.58	17.06	---	
Left - Do	20.83	15.75	---	

19. I beg to report that in July last, the undermentioned Bridges on the Bangalore Branch sustained injuries from the bursting of Tank embankments.

Single 30 feet arch } A newel and the
at the 169th mile } flooring carried away.
Double 15 feet } Part of one wing
arch at the 174th } wall and the flooring
mile } carried away.

Double 20 feet girder } One abutment carried away
Bridge at the 176th mile }
Steps were promptly taken by the
Officiating Deputy Chief Engineer on
Permanent way to prevent the recurrence
of similar disasters by the provision
of protective works to the two first
mentioned Bridges, and it is intended
to replace the temporary structure at
the 176th mile by a permanent girder
Bridge and to increase the waterway
from 40 to 100 feet.

20 The Station Buildings, H.B., H.C.
have been maintained in a sound
and substantial state of repair -

21 In reference to paragraphs
~~XVIII~~, ~~XX~~ and ~~XX~~ of my No 377, I beg
to report that the surveys for the
proposed branch line of railway
to the foot of the Heilgherry Hills
(a distance of 28 miles 43 Chains)
were commenced in June last under

15
the change of the H C West, and Plans, sections and Estimates of the whole line have been forwarded for the sanction of Government. The site of the proposed junction with the main line is at the Royal Bridge, 66 Chams from the Coimbatore station. A portion of the Permanent Way materials &c is now being landed at Beyfere, and on receipt of the sanction of Government, work will be commenced.

Tooth Rest Line

22. The maintenance of this Line cost Rs 56 per mile per annum, as compared with Rs 62 per mile in 1868-69.

23. On the 1st August the Ghooty station was opened for public traffic.

24. The Permanent way, Earthwork, station Buildings, &c, &c have all been maintained in a satisfactory condition and it affords me pleasure to be able to state that no breaches occurred during the year through the breasting of Tank Bunds on this portion of the Company's undertaking.

25. The Sleeping has been properly upheld throughout the Line. Stone

29. It affords me pleasure to report that the traffic on the Madras Rines of Railway has been efficiently conducted, and as in former years with perfect immunity from accidents to passengers.

30. In accordance with the request contained in your letter No 226 of the 7th instant, this Report is submitted at a much earlier date than usual, and I have the honor to express my regret that it has been found quite impossible to prepare the Accounts for the year ended 31st March in time to accompany it as heretofore -

31. The introduction of the new forms of Half yearly accounts, entailing alterations in the Departmental Classifications has thrown us somewhat in arrears, but every exertion will be made to get the usual statements prepared as early as possible.

I have the honor to be,
Sirs,
Your most obedient servant,
W. J. K. K. K.
Agent and Manager.

5349

70
9
21
8
43
2
45
72
31
511
4

California & Oregon

Here are

The Agent's Challenge

to

The Court being in
for Railways.

about 1873 May 1870
Reed 1870

No 269

Forwarding this
Report upon the
Operations of this
Company during
the Official year
1869-70

M2529/70
Pres. 29. Sub 1/10 to 2/10

6

Madras Railway Company.
Capital Account.
Statement of Receipts and Expenditure during the Official Year ending 31st March 1870, showing also
total Receipts and Expenditure from the Commencement

South West Line.

Receipts	To 31 st March 1869	Year ending 31 st March 1870	Total 31 st March 1870
Government of India (Capital Account) —	25619.7482	1943 11 5	25617 804 67
London Office Store Account —	41804.300128	18.06.927 1 10	43611.227 14 6
D ^r . Home Payments Account —	369.187 14 2	757 68 1 5	4.44.955 57
<u>Sundry Balances</u>			
Unpaid Salaries & wages —	7376 10 11	2225 1 7	9.601 12 6
Profit and Loss —	5637 14 9		5637 14 9
Refunds to Government —		91 2	91 2
Income Tax —		1631 2	1631 2
Interest on Government and other Securities —	478 2 6	478 2 6	
License Tax —	495 3	495 3	
A. T. Wilkinson —		131 10 1	131 10 1
Hopkins Gilkes & Co. —	34580 8	20.837 3 11	55.417 11 11
Carry forward —	678.41.805 4	19.04.694 5 11	697.46.499 9 11

Expenditure	To 31 st March 1869	Year ending 31 st March 1870	Total 31 st March 1870
<u>Construction</u>			
Line open for traffic —	540.24.555 12 9	643.772 4	546.68.328 9
Line in course of Construction —	231.612 14 10	306.083 4 1	5.37.696 2 11
Working Stock —	103.03.247 8 3	104.1806 1 5	113.45.053 9 8
Cochin Survey —	13.256 4 3		13.256 4 3
Colar Road Bridge Account —	24.737 11 2	24.737 11 2	
Expenditure to be apportioned — between Line open for traffic & Line in course of Construction at end of half year —		7.525 10 2	7.525 10 2
General Management Salaries —		4.597 14 5	4.597 14 5
Engg. General Superintendence —		71 7 2	71 7 2
D ^r . Contingencies —		142 3 1	142 3 1
Law Charges —		762 15 11	762 15 11
Incidental Expenses —			
Total Expenditure Year March 1870.			
Cash —	4.49.902 1 1	19.80.024 1 1	
Stores —	15.30.122 0 0		
Carry forward —	645.97.410 3 3	19.80.024 1 1	665.77.434 4 4

Receipts	To 31 March 1869	Year ending 31 March 1870	Total 31 March 1870	Expenditure	To 31 March 1869	Year ending 31 March 1870	Total 31 March 1870
Brought forward	678,418 05 4	1904,694 5 11	697,464 99 9 11	Brought forward	145,974 10 3 3	19,80,024 1 1	66,577 434 44
				Store Balances (see appendix C)			
				Loco Store and		23,532 59 2 9	
				Workshop Account	28,590 26 15 4	19,24,921 4 7	
				Engg do	16,596 55 10 2	1,004 13 1	
				Traffic Store Account	5914 12 6	18,036 67 2 10	
				General do	- - -	- - -	
				Great Southern Ry (in part)	280 1 1	476 9 11 9 1	
				Stores in Transit	2,100 30 6 -	35,506 5 1	
				General coverage acct.	35506 5 1	88,936 5 2	
				Materials Lost acct.	88501 6 2	- - -	
				Pot Sleeper Casting acct.	1,138 29 6 4	66,842 06 10 7	
					49727 44 14 8		
				Co.			
				General Store Account	21,591 68 5 10	28,135 76 8 10	
				Pot Sleeper Casting acct	20662 9 4 1		
				North West Line Store		39251 71 8 5	27,590 35 2 2
				Account	37,185 42 4 4		
				Cash Balances (see appendix D)			
				Chief Engg's Advance acct.	1973 7 10	887 7 9	
				Loco Superintt do	20,034 12 -	25,620 12 -	
				Newland do	53,002 3 -	51,215 11 9	
				Leading Store do	670 3 11	398 15 11	
				Cashier	5316 - 4	1,356 11 6	
				Bank of Madras	17,827 3 8 9	1,818 62 11 7	
				Great Southern Ry (in part)	864 - 7	- - -	
				Capital Funds employed		147,927 2 2	
				on Revenue	170,364 2 5		
				Suspense Account Home		294 2 3	
				Payments Newland	248 15 3	466 3 6	
				Home Payments acct	5310 1 -	5 -	4100 30 3 5
				General Storekeeper	1779	430,818 7 11	697,464 99 9 11
Rupees 678,418 05 4			697,464 99 9 11	Rupees 678,418 05 4			

Appendices

A Amount of Cash drawn from Government year ending 31 March 1870 —				11,00,000	
Less sums returned to Government for Stores sold —					
House Payments Sundry Revenue —				69137	29
do do Revenue —				37965	511
Net Amount drawn from Government —				23795	134
Deduct Amount paid in reduction of Capital for stores used on Revenue —				130898	6
Net Amount transferred in reduction of Capital per Statement —				969101	10
				971045	55
				1943	115

B Total at debit of Sundry Capital Account per Accountant General's Statement at March 170 —				25617804	67
Per Company's Books —					
Government of India Capital acct —				25445253	128
do do Capital Advce acct —				172550	911
				25617804	67

C Store Expenditure					
Store Balances at 31 March 1869 —				2813576	810
Amount Credited to London Office Store account for Stores purchases in England year ending March 1870 —				1806927	110
Amount Credited to Hopkins & Co's Acct for delivery of Sleepers —				20837	311
Net Cash Expenditure in India per General Store & Store and Workshop Accounts —				653593	38
Deduct Appropriation of Stores on Account of —				2481357	96
Capital —				5294934	23
Revenue —				1530122	
Store Balance per this account at March 1870 —				1005777	1
				2535899	1
				2759035	22

D Cash Expenditure					
Cash Balance at 31 March 1869 —				430818	711
Net Amount received from Government year ending March 1870 per Appendix A —				969101	10
Sundry Receipts as under —					
London Office on account of —					
House Payments —				75768	15
Unpaid Salaries & Wages —				2225	17
Refunds to Government —				912	
Income Tax —				1631	2
A. J. Wilkinson —				131101	
				79847	11
				1048948	111
				1479767	3

Deduct Amount expended on the purchase of					
Stores per Appendix C —				653593	38
do on Works Capital —				449902	11
Sundry payments as under —					
Interest on Government & other				478	26
Securities —				495	3
License Tax —				1104468	103
				375298	89

Add value of Revenue Stores January to March 1870 not yet paid to Government —				229159	147
Less value of Revenue Stores January to March 1869 paid to Government in this year —				194428	311
				34731	108

Cash Balance per this Statement —				410030	35
-----------------------------------	--	--	--	--------	----

E Abstract of Capital Expenditure					
C Stores —				1530122	
D Cash —				449902	11
				1980024	11

North West Line

57

Receipts	To 31 March 1869	Year ending 31 March 1870	Total 31 March 1870
Government of India Capital Account	30394265 117	19725042 6 (see appendix F)	32366769 141 (see appendix G)
<u>Lundry Balances</u>			
Refunds to Government		33	33
Suspense account for Home Payments	248153	453	29423
Engineer in Charge of District 10 Section 2	1111072	1111072	
Carry forward	304056252	196144214	3236706734

Expenditure	To 31 March 1869	Year ending 31 March 1870	Total 31 March 1870
<u>Construction</u>			
Line open for traffic	17568057 39	24560161570	2002407437
Line in course of Construction	5684110 610	2313851154	799796262
Miscellaneous Surveys	38321148		38321148
Expenditure to be apportioned between Line open for traffic & Line in course of Construction at end of half year.		621045	621045
Engg General Superintendence		355892	355892
General Management Salaries		81832	81832
Incidental Expenses		3353147	3353147
Electric Telegraph		150963	150963
Engg General contingencies		9911	9911
Ranchoor Station			
Total Expenditure year ending March 1870		478541868	
Cash Rs. 2053647 14 10			
Stores 2731770 7 10			
	2329048993	478541868	280759071511
<u>Store Balances (see appendix H)</u>			
Store & Workshop Account	6680817 710	296227536	371854244
Carry forward	2997130711		3179445043

Appendices.

I Amount of Cash drawn from Government					
Year ending 31 st March 1870				22,00,000	" "
Less sums returned to Government					
for Stores sold		996	12	6	
Liquidated damages recovered					
from Mr. Barnett for non-com-					
pletion of Contracts		20,145	"	3	21,141 12 9
Net Amount drawn from Government					21,78,858 3 3
Deduct Amount paid in reduction of Capital					
for Stores used on Revenue				2,06,354	" 9
Net Amount Credited to Government				19,72,504	2 6
C Total Amount at debit of New Line Capital					
Account per Accountant General's Statement at					
March 1870				323,66,769	14 1
Per Company's Books -					
Government of India Capital Acct -		322,69,655	10	9	
do Capital Advance ac-		97,114	3	4	
				323,66,769	14 1
II Store Expenditure.					
Store Balance at 31 st March 1869				66,80,817	7 10
Deduct Stores appropriated on account of -					
Capital					
Revenue		27,31,770	7	10	
and Stores sold credited hereto		2,30,478	8		
but not paid to Government at					
31 st March 1870				26 3 8	
				29,62,275	3 6
Store Balance per this Account 31 st March 1870				37,18,542	4 4

I Cash Expenditure.					
Cash Balance at 31 st March 1869					4,34,318 "
Net Amount received from Government					
Year ending March 70 per Appendix I		21,78,858	3	3	
Sundry Receipts as under					
Refunds to Government		3	3		
Suspense Account for Home		45	3		
Payments					
Amount recovered from Stores		26	3	8	
sold per Appendix II				74	9 8
				21,78,932	12 11
				26,13,250	13 10
Deduct Amount expended on North					
Capital - Year ending March 1870		20,53,647	14	10	
Sundry payments -					
Engineer in Charge of District		11,110	7	2	
Section 2				20,64,758	6
				54,84,927	10
Add. value of Revenue Stores January to					
March 1870, not yet paid to Govt.		54,213	6	3	
Less value of Revenue Stores					
January to March 1869 paid to		30,088	15		
Government in this year				24,124	7 3
				5,72,616	15 1
Cash Balance per this Statement					

No 223

Madras Railway Company
Chief Accounts Office
Madras 25th June 1870.

Dear Sir,

With reference to the Consulting Engineer's No 26 of the 20th January last, and Government Order No 66 which accompanied the same, I have the pleasure to forward the accounts for the Official year ending 21st March 1870.

Capital

Annesse is a minus of the actual Expenditure compared with the sums entered in the Budget Estimate, from which you will observe that the Cash expenditure has been over-estimated, thus.

South West Line ————— Rs 4,28,505

North West Line ————— " 5,09,352

and that the Store Expenditure has been underestimated, thus.

South West Line ————— Rs 2,90,122

North West Line ————— " 3,57,770

The Net amount overestimated on Capital Expenditure is therefore Rs 2,95,965

The receipts from sale of stores, and stores used on Revenue paid in reduction of Capital, have been overestimated on the

North West Line ————— Rs 1,52,650

and underestimated in the South West Line ————— " 50,182

the net amount overestimated on Capital receipts is therefore Rs 1,02,468.

Revenue

The Traffic Receipts have been underestimated, thus.

South West Line ————— Rs 2,25,857

North West Line ————— " 2,37,087

Total Rs 4,62,944

MR 2529/70.

Decr. 29. July 1870 in L. 1870

The Expenditure on South West Line has been
 underestimated _____ Rs 45915
 and on the North West Line overestimated _____ 77921
 Net overestimate _____ 32006

The Government having altered the form of the
 Revenue Accounts from January we have been obliged
 to make up the accounts for this official year in
 two periods, viz: for the nine months ending December
 1869 and the three months ending March 1870.

The following documents accompany this
 letter: viz: Official year account March 170. Capital. S. M. & N. W. Lines
 do — Revenue acct. with abstract of expenditure & Receipts
 of Receipts for 9 months December 1869.
 do — do — 3 months March 170 — do —

Yours &c

(Signed) A. K. Thomson.
 Chief Accountant.

The Agent and Manager.
 M. R. C.

(True Copy)

J. W. Mellis
 for the Agent and Manager

M 2529/70

Comptroller

MADRAS RAILWAY.

NORTH WEST LINE

Open 185 miles from Arcunum to

Chudhah September 1868 to 15 to Chooty 1st August 1869

Dr

Revenue Account for

Ending 31 December 1869

Cr

EXPENDITURE				Per cent of Revenue	RECEIPTS			
To Maintenance of Way Works and Stations	Abstract A	84200	7	8	64	By Passengers		
„ Locomotive Power	do B.	206351	12	1	15	First Class	636	7665 2
„ Repairs of Carriages and Wagons	do C	18048	9	9	1	Second „	5297	10132 2
„ Traffic Expenses	do D	68339	10	1	5	Third „	332616	241500 13
„ General Charges	do E	32346	5		2	Cooly „		
„ Special and Miscellaneous Expenses	do F	105828	8	7	8	Periodical Tickets	338549	259298 1
						By Parcels, Horses, Carriages and Dogs		33169 5
						By Merchandise		979780 1
						By Live Stock		852 5
						By Special and Miscellaneous Receipts		23310 4
„ Balance		515115	5	2	30			
		781294	12	4	60			
Total Rupees		1296410	1	6	100			1296410 1

Total Rupees

MADRAS,
25 June 1870

Permanently General
Chief Auditor

Arthur May
Manager of Railway Accounts

W. H. M. M. M.
Chief Accountant

J. W. M. M.
Agent and Manager

Consulting Engineer for Railways

Compared by H. A. Chetty

MADRAS RAILWAY.

Statement showing in detail the earnings under each Head of Traffic
for the Month ended 31 December 1869

DESCRIPTION OF TRAFFIC		NUMBER	AMOUNT	TOTAL		
First Class Passengers	..	491 1/2	5597 1			
Second " "	...	4807	8615 7			
Third " "	...	315030	22777 9			
Cooly " "	...					
Periodical Tickets	...	110	1510 4			
Return Fares	First Class	319	1172 9			
"	Second "	13042	7341 10			
"	Third "	472	85 3			
Soldiers	First "	64	263 7			
"	Second "	2608	5728			
"	Third "	30	80 9			
Excess Fares	First "	107	80 11			
"	Second "	1936	660 10			
"	Third "		392 1	269298	1	1
Special Trains	...					
Parcels	...		13436 8			
Banghy Parcels	...		622 6			
Passengers' Luggage	...		8302 2			
Horses, Carriages and Dogs	...		10808 4	33169	5	5
Merchandise	71 pounds 1696937 9/4	745379 89	744834 11			
Materials	71 pounds 1696937 9/4	544 13 6	221528 7			
Locomotive Fuel	...		12533 13			
Rent and Demurrage	...		893 2	179780	1	5
Live Stock	...			852	6	
Telegraph Receipts	...		1870 4			
Rents of Bungalows	...		244 6			
Refreshment Rooms	...		1570 9			
Mileage of Vehicles	...		1477 1			
Interest on Traffic Earnings	...		290 2			
Total Rupees	...		4045 11	23310	4	8
	...		13812	1296410	1	6
Train Mileage						
Passenger Trains	..	280906				
Goods Trains	..					
Total		280906				
Gross earnings per mile						
" Expenditure "						

MADRAS,

25th Dec 1870

Chief Accountant.

Chief Auditor.

Agent and Manager.

Compared by
Addl. Chgo.

Memo. of actual Expenditure 1869-70 Compared with
the sum Estimate in the South West Line Budget
Estimate

<u>Capital Store</u>	Budget Estimate 1869-70	Actual 1869-70	Over Estimate	Under Estimate
Cash Expenditure	15,32,000	A 11,03,495	4,28,505	-
A Works P. (Appendix D) — 449,902				
Stores P. purchased in India (Appendix C) — 653,593				
Store Expenditure	12,40,000	B 15,30,122	-	2,90,122
Construction & Rolling Stock — B see Appendix C.				
Receipts from Sale of Stores and Stores used on Revenue —	9,90,000	C 10,40,182	-	50,182
C Sale of Stores (Appendix A) 69,137				
Stores used on Revenue — 9,71,045				
<u>Revenue</u>				
Receipts —	44,00,000	46,25,857	-	22,5857
Working Expenses —	23,73,000	24,18,965	-	45,965
<u>Capital - No line</u>				
Cash Expenditure	25,63,000	D 20,53,648	5,09,352	-
D see Appendix I.				
Store Expenditure	23,80,000	27,31,770	-	3,51,770
Construction —				
Receipts from Sale of Stores & Stores used on Revenue —	3,60,000	E 2,07,350	1,52,650	-
E Sale of Stores see app. F — 996				
Stores used on Revenue — 2,06,354				
<u>Revenue</u>				
Receipts —	14,00,000	16,37,087	-	2,37,087
Working Expenses —	7,61,000	6,83,079	77,921	-

J. B. Albow

Captain R. E. M. Thomson
Chief Accountant

Public Works Department

No 1828

Proceedings of the Madras Government

Under date - the 29th July 1870

Read the following

From The Consulting Engineer for Railways. } H.E. No 262 of 30th June 1870/

Ordered that this
let and its accompaniments
be forwarded to the Govt of
India.

No 1829

To The Secretary to the
Govt of India - P.W.D

Sir,

I am directed by His
Excellency the Governor in
Council to transmit the
accompanying letter from
the Acting Chief Engineer for
Railways giving cover to
reports of the Agents of

the

Eng C Engr for Rly ✓
Desp. 5/8/70

112529/50

From 29 July 1870 L. 2519

the Madras and Central
of India Railways and the
Secretaries and Agents of
the Carnatic Railway Com-
pany for the Official years
1869-70

W. G.

Recd 5/8/70 into the
of G. No. 1828 of 1870.

No 2529

Govt. of Madras.

PUBLIC WORKS.

The Consulting Engrs
for Railways
and

The Secretary to the Govt
of India

1877

1877

1877

29 July 1877/1329

No. 461-462-463

Photo. Printing order
to the from the Consulting
Engrs submitting reports
to the Govt of Madras and
Railways and the
Agents of the
Railway Co. for
the year 1869-70.

Submitting letter from
the Govt of Railways
to the Govt of India
and H. C. of India
Railways