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Government of Madras.

Public works **DEPARTMENT.**

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PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 8*th February* 1870.

No. 143.

No. 449.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

RAILWAY; No. 11.

SIR,—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 South-West and North-West Lines of the Madras Railway for the half-year ending 30th June 1869.

2. The gross receipts and expenditure on the South-West Line during the half-year under review were Rupees 22,81,234 and Rupees 10,36,769, respectively, and, contrasted with the results of the corresponding half of the previous year, show a decrease of Rupees 24,191 under the former, and an increase of Rupees 46,599 under the latter head, the net revenue exhibiting a falling off of Rupees 70,790.

3. The passenger traffic during the two half-years under notice was as follows:—

—	Up to 30th June 1868.		Up to 30th June 1869.	
	Number.	Receipts. Rs.	Number.	Receipts. Rs.
First Class...	5,058	63,230	4,796	62,659
Second ,, ...	28,835	63,423	38,818	67,184
Third ,, ...	8,18,305	6,08,250	7,47,691	5,80,697

4. These figures will show that, except in the second class, there was a diminution both in numbers and in receipts. The Consulting Engineer attributes the improvement in the second class traffic to the introduction of a local fare of four pies per mile between Coimbatore and Beypore, while the falling off in the third class he thinks is due to the "Return fare or festival traffic" not having been as large as in previous half-years. The experimental fare of two pies per mile, which was in operation between Madras and Jollarapett, and is referred to in my letter of the 8th October 1869, No. 3,260, yielded an income of Rupees 27,760, which being added to the receipts of the third class makes the earnings from that class of traffic slightly in excess of those during the corresponding half of 1868.

5. The goods traffic exhibits the following results:—

	Tons.	Rs.
Up to 30th June 1868	1,81,407	13,55,304
Do. 1869	1,60,636	13,27,305

6. The Revenue expenditure for the half-year under review as compared with that of the two previous half-years was as follows:—

		Rs.
Up to 30th June 1868	... ...	9,90,172
,, 31st Dec. ,,	... ...	10,24,636
,, 30th June 1869	... ...	10,36,767

The causes which have influenced this excess under each of the various heads of outlay will be found fully detailed in paragraphs 29 to 32 of Major Shaw Stewart's report.

7. The aggregate receipts on the North-West Line during the first-half of 1869 were Rupees 6,54,114, while the expenditure was Rupees 2,63,903. These results compare unfavourably with those of the half-year ending 30th June 1868, during which period the receipts and expenditure were Rupees 8,03,926 and 2,51,392 respectively.

8. The passenger traffic was as follows:—

—	For half-year ending 30th June 1868.		For half-year ending 30th June 1869.	
	Rs.	Rs.	Rs.	Rs.
First Class	583	4,606	414	4,690
Second ,, ...	2,878	4,578	3,121	5,514
Third ,, ...	2,18,572	1,41,677	2,23,585	1,62,605

9. Although there was an increase of 20·91 per cent in the number of miles open for traffic during the half-year under review, the passenger traffic does not exhibit any improvement except in the third class. A night service of trains has been established on the North-West Line since the 1st November 1869, and it is hoped that its introduction will lead to a development of traffic.

10. The goods traffic exhibits the following results:—

	Tons.	Rs.
Up to 30 June 1863	70,479	6,25,075
Do. 1869	41,641	4,40,199

11. The Revenue expenditure was as follows:—

	Rs.
Up to 30th June 1868	2,51,391
,, 31st Dec. ,, ...	2,96,624
,, 30th June 1869	2,63,904

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

Colonel, R.E.,
Secretary to Government.

Exd. E. C. Shunker.

Railway Department. Consulting Engr's office
No. 423.

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

To
Colonel C. A. Orr R.E.
Secretary to Government
Public Works Department
Fort Saint George

Sir,

I have the honour to forward the Revenue Account and Traffic Analysis of the South-West and the North-West lines of the Madras Railway for the half-year ended the 30th June 1869.

South-West

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 557,171, and the engine mileage 718,386.

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	273	150
Bangalore Branch	50	33

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

Passenger fares per mile — Goods rates per ton per mile.

	Day	Night		
			Special	8 pies
First Class	18 pies	22 pies	First Class	12 "
Second Do	5 "	12 " (with a special charge of 6 pies for servants of first class passengers)	Second Do	14 "
			Third Do	18 "
			Fourth Do	24 "
Do Do between Coimbatore and Beypoor	4 "		Fifth Do	36 "
Third Class	3 "			
Cooly Do between Madras and Jollarapett	2 "			

6. The following special rates were in force during the half-year:—

Article.	From and to	In whose favour	Rate	Conditions
Asphalte	Madras to Trichinopoly	General	Rs. 17½ per ton	In full waggon loads of not less than forty tons
Do	Do to Coimbatore	Do	" 17½ Do	
Do	Do to Beypoor	Do	" 20 Do	
Do	Do to Bangalore	Mess.rs Oakes & Co	First Class Do Do	six tons

Cocoanuts green and dry		General	Rees 4 per ton per mile		In quantities of not less than ten tons for 200 miles to be loaded and unloaded by owners.
Cigars Trichinopoly	Salem to Madras	General	Rs. 7½ per bundy load of 12 Bengal maunds.		
Cigars	Madras to Bezwada	Do	First Class		
Do Trichinopoly	Trichinopoly to Salem and stations eastward	Do	Second Do		
Coffee	Coimbatore to Madras	Do	Rs 124-14-8 per ton.		In full waggon loads of five tons
Do	Bezwada to Do	Do	Rs 115 per ton		In consignments of not less than six tons.
Coffee as Coir ropes and Cocoanuts	Stations west of Palghaut to Madras	Do	Drawback of 12½ per cent.		In full waggon loads of not less than five tons.
Ginger root	Cuttack Trichinopoly and Tanjore to Madras	Do	First Class		
Goods	Salem to Trichinopoly	Do	Rs 6 per ton		In consignments of not less than 2 tons.
Do second do	Do to Do	Do	Rs 7 per ton	Do	Do Do
Do first do	Madras to stations on the G.P. of I. Railway (Experimentally)	Do	Rees 8 per ton per mile		
Granite Blocks	Sholinghur to Madras	Engineer's Department	Rees 4 per ton per mile equal to Rs 1-2-8 per ton.		To be conveyed when convenient to the Traffic Department and to be loaded and unloaded by the Engineer's Department.

Hides dried and undressed	Cuttack Trichinopoly and Tanjore to Madras	General	First Class	
Hides dressed	Do	Do	Second Do	
Iron pig	Korjapooram to Perambore works	Queen's foundry	Rupee 1 per ton	In full waggon loads of not less than 5 tons.
Old metal	To Perambore works	Engineer's Dept	Rees 6 per ton per mile for distances of 60 miles and over	
Do	Do	Do	Rees 8 per ton per mile for distances less than 60 miles.	
Pepper	Stations west of Palghaut to Madras	General	Drawback of 12½ per cent	In full waggon loads of not less than 5 tons.
Rosewood	Coimbatore to Madras	Captain Goaling Deputy Conservator of Forests	Annas 8 per Cubic foot or Rs 18½ per ton	
Salt	Madras to Coimbatore	General	Annas 8 per maund	In full waggon loads
Do	Do to Avenashy Road	Do	Rees 9 per ton per mile	Do Do
Do	Do to Wutkallee	Do	Rees 9 per ton per mile plus the local rate from Avenashy Road to Wutkallee	Do Do
Do	Do to Erode	Do	Rees 8 per ton per mile	Do Do
Do	Do to Penukonda	Do	Rees 9½	Do Do Do
Saltpetre	Salem, Erode and Avenashy to Madras	Mr Fischer	Drawback of 12 per cent	Do Do

Sandalwood Rough roots	Mooapoor to Bezwara or any station on the western coast (Experimental Rly)	General	Rs 18 per ton per mile.	
Stone	Shalimghur to Madras	Engineer's Department and Messrs Barnett	Rs 6 per ton per mile	
—do—	—do— to Conjeeveram	Mr Smith	Rs 10 per mound	
Timber (short not exceeding 15½ feet in length)	Stations west of Coimbatore to Madras	General	Rs 6 per ton per mile.	To be loaded one unloaded by owner. Six full waggon loads of stones and to be carried in empty return waggons at convenience of the Company.
Woodwork	Madras to Coimbatore	Messrs Addis	Annas 1 per ton per mile	Six full waggon loads of not less than 6 tons.

7. The average receipts, with the nature and amount of traffic, compared with the corresponding half of 1868, were as follows:—

		Half-year ended the 30th June 1868	Half-year ended the 30th June 1869	Increase Decrease
Coaching	Rupees	854,579	840,726	13,853
Merchandise	"	1,263,662	1,240,866	22,796
Railway materials	"	91,643	86,440	5,203
Miscellaneous	"	95,561	113,222	17,661
Total	"	2,305,445	2,281,254	17,661 41,852
Expenditure	"	990,170	1,036,769	46,599
Net profits	"	1,315,275	1,244,485	70,790
Expenditure on Capital in India and England	Rs	644,66,051	657,25,990	1,259,939
Half-yearly percentage of profit		2·04	1·893	0·15
Length of line open	Miles	492	492	" "
Train mileage (goods and passengers)		561,788	557,171	4,617
Engine mileage		702,781	718,386	15,605
Earnings per mile of line open	Rs	4,685	4,637	" 48
Expenses per —do—	"	2,012	2,107	95 "
	Profit	2,673	2,530	143

Earnings per train mile	Rs	4-1-8	4-1-6	"	-2
Expenses per Do	"	1-12-2	1-13-9	-1-7	"
Profit	"	2-5-6	2-3-9	"	-1-9
Earnings per engine mile	"	3-4-5	3-2-10	"	-1-7
Expenses per Do	"	1-6-6	1-7-1	-7	"
Profit	"	1-13-11	1-11-9	"	-2-2
Average earnings per week	"	88,671	87,740	"	931
Expenses per Do	"	38,083	39,876	1793	"
Profit	"	50,588	47,864	"	2,724
Coaching receipts per mile open	"	1,137	1,109	"	28
Goods receipts per Do	"	2,949	2,928	"	21
Number of trains	No	3,533	3,468		65
Average mileage of trains	Miles	159·12	160·661	1·649	"

Average contents of each vehicle

Passengers first class	No	2·674	2·412	0·262
Passengers second class	No	4·312	3·384	0·262
Do third Do	"	35·307	34·596	0·928
Goods	Tons	3·093	3·002	0·711

8. In comparing the receipts for the half-year under review with the corresponding half of 1868 the above statement exhibits a slight decrease under the heads of "coaching", "merchandise", and "railway materials".

Under the head of "coaching" the falling off was in the minor items, as the passenger traffic has increased slightly both in numbers and receipts.

9. The expenditure has also been greater during the half-year under review, and the balance, representing the net profits, is less by Rupees 70,790 than that of the corresponding half-

of 1868.

10. The net profits for the half-year amount to Rupees 12,44,485, and are equivalent to a dividend at the rate of 3·786 per cent per annum upon the Capital expenditure.

Receipts

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

	Half-year ended the 30th June 1868		Half-year ended the 30th June 1869	
Coaching				
Passenger traffic	31·86		32·36	
Parcels and luggage	3·08		2·94	
Carriages, horses and dogs	1·51		1·42	
Special trains	0·13		0·13	
Season tickets	0·02	36·60		36·85
Goods				
Merchandise	53·97		53·80	
Railway materials	3·98		3·79	
Live stock	0·18		0·13	
Rent and demurrage	0·20		0·19	
Locomotive fuel	0·36	58·69	0·27	58·18
Hire of ballast engines	0·47		0·59	
Mileage of vehicles	2·51		2·53	
Telegraph receipts	0·25		0·27	
Sundry Do	0·80		0·92	
Government interest	0·58		0·66	
Total	100·00		100·00	

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

	Half-year ended the 30th June 1868	Half-year ended the 30th June 1869	Increase	Decrease
	Pies	Pies	Pies	Pies
Passengers. First class	2·51	2·17		0·34
Second Do	0·87	0·13		0·74

Third Class	7·48	8·05	0·57
Coolg — Do	"	2·67	2·67
Goods	2·02	1·76	" 0·27

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

Half-year ended the	Name per passenger per mile	Number of booked stations	Percentage of number booked	Gross receipts Rs	Aggregate distance travelled by Pass. miles	Per mile of Railway open No.	Per mile of Railway open Receipts Rs
First Class							
30th June 1867	Day 18 hrs. Night 22 hrs.	4567	0·55	58,041	8·27 145·475	9·282	117·969
31st December		4647	0·59	57,470	8·19 148·431	9·445	116·809
30th June 1868		5058	0·59	63,230	8·66 147·044	10·280	128·514
31st December		4976	0·61	64,687	8·41 154·251	10·114	131·477
30th June 1869		4796	0·56	62,659	8·49 155·146	9·948	127·356
Second Class							
30th June 1867	Day 6 hrs. Night 5 hrs.	34,070	4·14	72,163	10·28 65·379	69·248	146·673
31st December		31,528	3·98	67,285	9·87 68·991	64·081	140·223
30th June 1868		28835	3·39	63,425	8·63 69·814	58·608	128·913
31st December		31584	3·86	64,578	8·40 70·457	64·195	131·256
30th June 1869	From 1st February 1868 Day 6 hrs. Night 22 hrs	38,818	4·50	67,184	9·10 60·549	78·898	136·553
Third Class							
30th June 1867	3 hrs	784,370	95·31	671,765	81·645 47·577	1594·248	1162·124
31st December		756,562	95·43	574,899	81·94 49·465	1537·727	1168·494
30th June 1868		818,305	96·02	608,250	82·77 48·808	1663·222	1236·280
31st December		782,529	95·53	639,880	83·19 54·165	1590·506	1302·602
30th June 1869		741,691	86·76	680,697	78·65 48·677	1519·691	1180·278
Coolg Class							
30th June 1869	2 hrs	70,505	8·18	27,760	3·76 3·005	143·303	56·423

14. For the half-year under review, both in numbers and receipts, the first class shows at a disadvantage when compared with the corresponding half of 1868; while the average distance travelled is greater.

15. As the second class the numbers and receipts during the half-year

under review exceed those for the correspond=
=ing half of 1868, while the average mileage
is less. This result may be chiefly
traced to the introduction of a local
second class fare of four pice per mile
between Coimbatore and Beypoor, which
came into operation from the 1st of March
1869.

16. In the third class both in numbers and receipts there is a falling off compared with the corresponding half of 1868; but taken together with the cooly class, there is a slight increase in the receipts. The third class traffic has been unfavourably influenced by the return fare or festival traffic, which has not been so large as in previous half-years. In 1868 the two large festivals at Trivelloor were celebrated in

January and June, and are embraced in the accounts of the half-year ended June 1868; whereas in 1869 the corresponding festivals were not held until February and July, and the latter will therefore come into the second half of 1869.

Again the returns of traffic for 1868 embrace the excursion traffic to Streevungum (Trichinopoly) where an important native festival was celebrated in January and again in December of 1868; while this traffic does not form any part of the revenue of 1869.

17. The experimental cooly class fare of two pice per mile has been tried between Madras and Jollarpett, a distance of 132 miles, on the South-West line, by one train each way daily, exclusive

of Surdaza. As shown in the statement embodied in G.O. marginally noted the result of the experiment as compared with the third class traffic of 1868, showed an increase in the aggregate of the third and cooly classes of about 20,000 passengers and Rupees 1000 in money.

× G.O. No 2812 dated 27th August 1869.

18. Though confined to a section of the line only and to one train each way daily the experiment has made up for a bad season, and may be considered satisfactory.

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

Half-year ended the	First Class	Second Class	Third Class	Cooly Class	Total
30th June 1868	1511	4,092	81,179	"	86,782
30th June 1869	1,512	4,777	73,974	5,203	85,566

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

	Half-year ended the 30th June 1868		30th June 1869		Increase		Decrease		Percentage of increase		Percentage of decrease	
Goods &c.	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs
Merchandise	158,302	12,63,111	142,645	12,40,985	.	.	15,657	22,196	.	.	9·88	1·84
Materials	23,105	9,643	17,991	8,440	.	.	5,114	5,203	.	.	22·13	53·96

21. The comparative statement herewith enclosed, which excludes railway materials, &c., and shows only the quantity and amount of the merchandise traffic for the first half-years of 1868 and 1869, gives the following figures:—

Half-year ended the	Eastward Tons	Eastward £s	Westward Tons	Westward £s	Total Tons	Total £s
30th June 1868	61,265	541,090	73,916	709,750	135,181	1,250,840
30th June 1869	75,150	585,143	67,478	645,904	142,628	1,231,047

The falling off in the receipts from the westward traffic during the period under review being nearly counterbalanced by the increase in the receipts from the eastward traffic,

the manner in which the carriage of the principal commodities has been affected during the half-year under review, compared with the corresponding half of 1868, is shown below:—

	Half-year ended the 30th June 1868 Tons	£s	30th June 1869 Tons	£s
Cloths and piece goods	1,573	38,295	1,629	37,110
Cocoanuts	1,035	19,770	396	5,190
Coffee	4,675	95,112	3,658	67,390
Cotton	12,730	135,242	8,831	91,488
Firewood	5,095	11,587	6,467	15,841
Grain	2,629	20,623	13,491	98,196
Iron	2,855	33,255	3,782	52,361
Rice	19,430	167,516	7,785	45,481
Salt	25,051	190,811	24,863	170,450
Seeds	5,622	51,514	6,207	43,979
Tamarind	2,501	17,537	2,705	21,750
Timber	5,169	28,222	5,476	31,466
Twist	1352	29,109	1,166	25,021

There was a marked

increase in the traffic of the following items:—

Grain, and
Iron.

and a decrease in

Cocoanuts,
Coffee,

cotton,
Rice,
Salt, and
Seeds.

24. On reference to the statement of principal commodities carried it will be observed that considerable fluctuation has occurred in the eastward and westward traffic in food grains.

During the half-year ended 30th June 1868 the statement shows 18,000 tons of rice carried in a westerly direction, while for the period in 1869 the quantity carried was only 5,000 tons.

Again in the eastward traffic there were 22,000 tons of food grain and jaggree during the half-year under review, compared with about 4,000 tons during the corresponding half of 1868; the ryots taking in exchange larger quantities of grain which has improved the westward traffic in that commodity to the extent of 1,000 tons.

25. The total quantity of cotton carried over all parts of the South-West line was 8,830 tons, of which 756 tons, or 8½ per cent, were "prefeed." The following statement exhibits the tonnage of cotton brought into Madras by Railway during the half-years ended June 1868 and 1869:—

Districts	1868	1869
	Tons	Tons
Arcot and Vellore	164	45
Bangalore	295	"
Coimbatore and Salem	724	1,035
North-West line	11,056	7,175
Other districts	160	"
Total	12,399	8,255

26. Salt still continues to hold its place as the largest item of traffic. The tonnage for the half-year was 24,863 as against 25,051 and the receipts to Rupees 179,450 against Rupees 190,811 for the corresponding period of 1868.

27. 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	
30th June 1868	30th June 1869
Tons	Tons
9,37,19,392	9,88,88,836

showing an increase of 46,69,444 tons during the half-year under review.

Expenditure

28. The following statement shows the Revenue expenditure for the half-year under review as compared with the corresponding and preceding half-years; the figures for the half-years ended June and December 1868 having been arranged for the purpose of this comparison as much as possible in accordance with the new form of accounts adopted from the beginning of this year:-

P. O. Nos 1552 and 1553 dated 12th May and 14th June 1869.

Expenditure	Half-year ended the			Compared with corresponding half-year		Compared with preceding half-year	
	30th June 1868	31st Dec 1868	30th June 1869	Plus	Minus	Plus	Minus
Maintenance of Way Works and Stations							
Salaries, office expenses and General Superintendence	37,236	37,488	38,561	1,326	"	1,073	"

Maintenance and renewal of						
permanent way						
Wages			16,946			
Materials			68,983			
Repairs of Roads, Bridges,	82,522	85,484		"	10,426	" 37,438
Signals, Telegraph and wires			6,594			
Repairs of stations and buildings			27,073			
Locomotive Power						
Salaries, Office expenses and						
General superintendence	24,464	23,974	27,381	2,917	"	3407
Wages, Working Locomotive Engines	81,126	81,944	79,028	4,346	"	3,527
Water			6,443			
Coal, coke and wood	147,473	168,505	152,006	4,533	"	" 6,499
Oil, tallow and other stores	14892	15,495	16,939	2,047	"	1,444
Repairs and Renewals						
Wages	45,498	43,525	68,288	12,790	"	14,763
Materials	34,720	44,634	57,464	22,734	"	12,820

Repairs

Repairs of carriages and waggons						
Salaries, office expenses and						
General superintendence	2,777	2,728	2,630	" 147	"	98
Wages	14,406	14,745	15,346	939	"	600
Materials	12,665	13,917	17,567	4,912	"	3,650
Traffic expenses						
Salaries and wages	123,602	122,878	127,282			
Lighting and General stores	31,138	32,372	33,399	16,690	"	14,456 "
Clothing			2,929			
Wagon covers, ropes &c.			11,500			
Printing, stationery and tickets	7,012	7,486	7,504	492	"	18 "
Miscellaneous expenses	4,666	5,239	2,108	" 2563	"	3137
General charges						
General Management, Salaries	50,915	39,225	39,009	" 11906	"	226
Home establishment	9,736	5,150	5,234	" 4,502	84	"
Office expenses	2,320	2,457	1,748	" 572	"	709
Fire Insurance on Buildings						
Plant and stores	14,026	14,026	14,026	"	"	"
do Goods in transit	3,217	3,202	3,296	79	"	94 "

Scaw charges	872	102	872	102		
Total Rupees	9,90,172	10,14,626	10,06,767	77,583	30,988	60,340	48,2

Net increase Rs 46,695 — Rs 12,131

29. Maintenance of way, works and stations. — With reference to the expenditure on this account during the half-year under review the Chief Engineer explains that a sum of Rupees 13,681 was overcharged for open trenches in the accounts for the half-year ended December 1868, was deducted in the accounts for the half-year under review. If this error had not been made the expenditure would have stood as follows:—

Half-year ended June 1868 — Rupees 3,64,758

— Do — December — 3,78,341

— Do — June 1869 — 3,69,338

and in the comparison of these figures the expenditure for the last half-year would

be in excess of that for the corresponding half of 1868 by Rupees 4,580, and less than the expenditure of the preceding half-year by Rupees 9,003. The excess of Rupees 4,580 is accounted for by the greater percentage of the cost of permanent way materials allocated to Revenue in June 1869 than in June 1868. The decrease of Rupees 9,003 is attributable to the high rate of expenditure in the half-year ended December 1868 caused by the monsoons, the heavy renewals in the 4th Division, and the break at Colar road, which occurred during that period, necessitating a large outlay in restoring temporary communication and in rebuilding the ruined bridge at that station.

30. Locomotive power and repairs of carriages and waggons. — With reference to the expenditure in this

department the Locomotive Superintendent states that under "repairs" the charges have been unexceptionably heavy as compared with the two previous half-years and are due to the very expensive repairs which the locomotive boilers, fireboxes and tenders have undergone, and to the re-tiring of the wheels of several engines and tenders.

There is a gradual but scarcely perceptible increase in the cost per mile for engineers' and firemen's wages, and also in the cost of "oil, tallow, and other stores." The former increase may be accounted for by the entertainment of a number of men as firemen, with a view to train them as drivers: and the latter by the fact that stationery is now charged

charged under the head of "stores" instead of separately, and by the fact that certain charges of the General Storekeeper in connection with the stores are also included.

21. Traffic expenses. —

The total expenses under this head for the half-year under review show an increase as compared with the corresponding and the previous half-years. Comparing the half-year ended June 1869 with the corresponding period of 1868 there was an increase in the item of grease which was due to the excessive heat of the weather; and the increase in general stores was caused by the large expense incurred in maintaining tarpaulins. Comparing June 1869 with December 1868 there was an increase in salaries owing to the traffic

department being short-handed during the latter half of 1868, and also to a more correct distribution of salaries and wages under the various heads. The item of grease is always larger in the first half of the year in consequence of the hot season. The cost of upholding tarpaulins explains the increase under general stores, and a charge for clothing swelled the expenditure under petty disbursements.

32. General Charges.

The results under this head during the half-year as compared with the two previous periods are satisfactory.

33. The percentage of the

gross earnings, absorbed by the working expenses has been as follows for the last five half-years:—

Half-year ended the 30th June 1867	31st December 1867	30th June 1868	31st December 1868	30th June 1869
44·02	46·00	42·95	44·73	45·45

34. The returns of late trains for the half-year under review shows that no trains were delayed by any serious accident, and that out of 2,996 trains working upon a single line of 492 miles in length, only five trains were more than two hours late.

North-West Line

35. The length of line open for traffic during the half-year ended the 30th June 1869 was 184½ miles, the same as during the previous half-year.

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

Week days	848
Sundays	502

37. The passenger fares and goods rates were the same as those charged on the South-West line. There was no night service on the North-West line during the half-year under review.

38. The following special rates were in force during the half-year:—

Articles	From and to	In whose favour	Rates	Condition
Firewood	Coodoor to Mooddaloor	Mr. Barnett	Annas 2 and pies 6 per waggon per mile (Experimentally)	
Salt	Madras to all stations on the North-West line north of Coodoor	General	8 pies per ton per mile	In full waggon loads
Stone	Cuddapah to Madras	Mr. Barnett	6 pies	Do
Do	Do	Do	Do	Do
Do	Do	Do	Do	Do
Do	Sirsilacy to Conjeveram	Engineer's Department	Do	Do
Do	Naggery to Do	Mr. Smith	10 pies per ton and 11 annas per waggon	Do
Do	Sirupatty to Do	Do	18 annas	Do
Do	Sirsilacy to Cheingul=-=poydis Choultry	Do	8 annas	Do
Do	Naggery to Do	Do	9 annas	Do
Do	Sirupatty to Do	Do	16 annas	Do

Special charges of Rs 1-4-0 per waggon for heavy lifting at Arcanum Choultry between this and Conjeveram.

39. The aggregate receipts, with the nature and amount of traffic, compared with the corresponding half of 1868, were as follows:—

		Half-year ended 30th June 1868	Half-year ended 30th June 1867	Increase	Decrease
Coaching	Rupees	172,061	193,934	21,873	
Merchandise	"	456,133	409,467	"	46,666
Rolling stock	"	168,342	207,321	"	38,979
Miscellaneous	"	6,790	19,981	13,191	"
Total	"	803,926	834,114	35,064	185,645
Expenditure	"	231,392	243,903	12,511	"
Profit	"	572,534	590,211	"	173,134
Expenditure on Capital in India and England	"	2,163,138	2,397,645	234,507	"
Half-yearly percentage of profit	"	2·664	1·628	"	·036
Average length of line open	Miles	163	185	22	"
Train mileage (goods and passengers)	"	136,362	157,146	20,784	"
Engine mileage	"	152,630	177,882	25,252	"
Earnings per mile of line open	Rupees	5,254	3,536	"	1,718
Expenses per do	"	1,643	1,427	"	216
Profits	"	3,611	2,109	"	1,502

Earnings per train mile	Rupees	5-14-4	4-2-7	" 1-11-9
Expenses per do	"	1-13-6	1-10-10	" " 2-8
Profit	"	4-0-10	2-7-9	" 1-9-1
Earnings per engine mile	"	5-4-3	3-10-10	" 1-9-5
Expenses per do	"	1-10-4	1-7-9	" " 2-7
Profit	"	3-9-11	2-3-1	" 1-6-10
Average earnings per week	"	30,920	25,158	" 5,762
Expenses per do	"	9,669	10,150	481 "
Profit	"	21,251	15,008	" 6,243
Coaching receipts per mile open	"	1126	1054	72 " "
Goods receipts per do	"	4130	2487	" 1643
Number of trains	No.	1,861	1,787	" 74
Average mileage of trains	Miles	73·273	87·938	14·665 "

Average contents of each vehicle

Passengers	First class	No.	2·017	1·076	" 0·941

Second class ——— do	2·352	2·075	0·277
Third ——— do ———	23·942	24·427	3·515
Goods ——— do	3·222	2·453	0·769

40 The general result of the working during the half-year under review has not been satisfactory.

Under the heads of "shunting" and "miscellaneous" there has been an increase, but this is more than counterbalanced by a falling off under "merchandise;" while under the head of "railway materials" there has been a very large decrease.

There has also been a slight increase in the expenditure, and the balance, or net profits, is less than for the first half of 1868 by Rupees 162,322.

41 The net profits for the half-year, viz: Rupees 390,211, are equivalent to a dividend at the rate of 3·256 per cent per annum on the Capital expenditure.

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

Receipts

	Half-year ended the 30th June 1868	Half-year ended the 30th June 1869
Coaching		
Passenger traffic	18·77	26·42
Parcels, luggage, &c.	2·03	2·23
Carriages, horses and dogs	0·61	0·94
Special trains	21·41	0·06
		29·65

Merchandise				
Goods	55·34	60·85		
Railway materials	21·01	4·70		
Live stock	0·10	0·08		
Rent and demurrage	0·15	0·10		
Locomotive fuel	0·55	77·15	1·56	67·29
Mileage of stone trains		0·59		1·03
Telegraph receipts		0·21		·20
Sundry receipts		0·18		·32
* Interest on traffic earnings		0·46		1·50
Total		100·00		100·00

* Includes two half-years in 1869 and only one half-year in 1868.

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

	Half-year ended the 30th June 1868	30th June 1869	Increase	Decrease
Passengers				
First class	Pies 2·09	Pies 0·43	Pies —	Pies 1·66
Second Do	Lesp 0·18	Lesp 0·27	•	0·27
Third class	6·89	5·93	•	0·96
Goods	4·32	3·09	•	1·23

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

Half-year ended the		Fares per passenger per mile	Number of passengers	Mileage of journeys	Gross receipts	Mileage of receipts	Average distance travelled.	Per mile of Railway open	
							Miles	No.	Receipts
First class									
30th June 1867			372	·18	3,130	2·40	95·446	2·138	17·988
31st December			393	·18	2,742	2·05	82·900	2·259	15·759
30th June 1868		18 pies	583	·26	4,606	2·05	91·920	2·351	26·471
1st December			416	·18	3,679	2·32	105·65	2·385	21·144
30th June 1869			414	·18	4690	2·71	120·28	2·238	25·405
Second class									
30th June 1867		6 pies	2,258	1·08	8,816	2·92	64·365	12·977	21·931
31st December			2,558	1·14	4,246	3·18	65·360	14·701	24·402
30th June 1868		From 1st February 1868 5 pies	2,878	1·30	4,578	3·04	69·720	16·540	26·540
31st December			2,904	1·25	4,488	2·83	61·05	10·942	15·793
30th June 1869			3,121	1·38	5,514	3·19	67·261	16·870	29·805

Third class

30th June 1867	2,07,167	98·74	1,22,689	94·68	39·269	1,140·615	710·81	
31st December	2,21,255	98·68	1,26,731	94·73	37	1,10,1,271·580	728·3	
30th June 1868	2,18,572	98·44	1,41,677	93·91	42·030	1,56,161	814·2	3 pieces
31st December	2,29,415	98·57	1,50,460	94·85	42·67	1,18,477	864·71	
30th June 1869	2,23,585	98·44	1,62,605	94·10	46·29	1,08,818	878·94	

45

Compared with the
half-year ended the 30th June 1868, the passenger
traffic has not kept pace with the the
extension of the line, the number of miles
open for traffic having increased by 20·91
per cent during the half-year under
review. There is however an increase
in the number carried of 5087 or 2·29
per cent, and in revenue of Rupees
21,948 or 14·55 per cent.

The increase is
chiefly obtained from the third class.
In the first and second classes the
figures show but little progress, in spite

of

of the greater length of open line.

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

Half-year ended the	First Class	Second Class	Third Class	Total
30th June 1868	92	60	42	194
30th June 1869	130	67	46	243

47. The following statement
shows the particulars of the goods carried
during the half-year and the receipts
therefrom:—

	Half-year ended the 30th June 1868		Half-year ended the 30th June 1869		Increase		Decrease		Percentage of increase		Percentage of decrease	
Goods &c.	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs
Merchandise	64,610	46,133	38,066	40,467	•	•	16,544	46,666	•	•	30·29	10·28
Railway materials	15,869	1,68,942	3,575	30,732	•	•	12,294	1,38,210	•	•	77·47	81·81

48. The manner in which

the principal commodities have been affected during the half-year under review compared with the corresponding half of 1868 is shown below:—

	Half-year ended the 30th June 1868		30th June 1869	
	Tons	Rupees	Tons	Rupees
Cloth and piece goods	244	5,032	295	6,441
Cotton	11,067	295,742	7,176	213,518
Oil or redwood	1,359	5,706	878	3,779
Firewood	4,944	10,940	6,263	13,958
Grain	246	918	524	2,594
Iron	929	8,054	1,085	12,011
Rice	4,036	24,487	683	2,612
Salt	3,114	12,928	3,755	15,847
Seeds	1,130	10,840	2,963	30,825
Tobacco	401	2,136	413	2,669
Timber	3,038	10,504	3,998	15,164
Wool	339	5,856	297	5,174

showing a falling off in cotton and rice, but partially made up in firewood, salt, seeds, and timber.

49 As in the South-West line, the detailed comparative statement shows that the northern districts have comparatively been independent of the Madras market, for whereas in the half-year ended the 30th June 1868 3,880 tons of rice were conveyed northward, during the same period in 1869 the quantity carried was only 547 tons.

50 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 30th June 1868 Tons	30th June 1869 Tons
272,76,983	262,85,836

Expenditure

61. The following statement shows the Revenue expenditure for the half-year under review compared with the corresponding and preceding half-years:—

	Half-year ended the 30th June 1868	Half-year ended the 31st Dec. 1868	Half-year ended the 30th June 1869	Compared with corresponding half-year Increase	Compared with preceding half-year Increase	Compared with preceding half-year Decrease
Maintenance of way, works and stations.						
Salaries, Office expenses and General superintendence	6,469	11,136	11,394	4925	"	258
Maintenance and renewals of permanent way						
Wages	40,335	58,265	26,291	3,314	"	14,616
Materials			6,900			
Repairs of roads, bridges, signals, telegraph & works			6,844			
Repairs of stations & buildings			3,614			
Locomotive Power						
Salaries, Office expenses and General superintendence	8,778	10,027	9,420	645	"	607
Wages working locomotive engines	16,716	20,577	19,796	5,381	"	1520
Water			2,301			
Coal, coke and wood	48548	35,177	26,840	"	21,708	8,337
Oil, tallow and other stores	3,814	4,796	4,785	971	"	11
Repairs and renewals						
Wages	8,428	17,056	10,270	1842	"	6,786
Materials	7,113	19,799	12,126	5,013	"	7,673
Repairs of carriages and waggons						
~~Salaries, Office expenses and general~~ Superintendence	811	847	724	"	87	123
Wages	4,167	4,585	4,242	75	"	343
Materials	3,540	4,360	4,964	1,424	"	604
Traffic expenses						
Salaries and wages	22,052	23,340	26,546	4494	"	3206
Lighting and general stores	6902	7502	10,497	3942	"	3335
Clothing			347			
Printing, stationery and tickets	1,780	2,545	2,809	829	"	264
Miscellaneous expenses	1053	961	514	"	539	447
General Charges						
General management salaries	10,140	11,189	12,389	2249	"	1200

House establishment	2,328	1,666	1,909	.	419.	243 "
Office expenses	471	512	506	35	.	. 6
Fire Insurance on buildings, plant and stores	2,338	2,338	2,338	.	.	. .
——Do—— Goods in transit	1,146	1,162	1,067	.	79	. 95
Law charges	18	4	.	.	18	. 4
Hire of Rolling Stock						
Mileage on vehicles	54,247	58,773	54,471	224	.	. 4,302
Total	25,1391	296,624	263,904	35,263	22,860	10,680 43,350
				Net increase £	12,513	Net decrease £ 13,370

52. Maintenance of way works and stations.—— Regarding this the Engineer's department explain that an excess in the half-year ended June 1869 over the corresponding half of 1868 is accounted for by the extra length of 34 ½ miles maintained by Revenue in the last half-year. The decrease in the half-year ended June 1869 in comparison with the preceding half-year's expenditure is chiefly attributable to the heavy outlay during the latter period in the renewal of the fencing on this line.

53. Locomotive power and repairs of carriages and waggons.—— The Locomotive Superintendent states that the increased expenditure on engineers and firemen's wages, &c., is due to the same causes as on the South-West line.

54. Traffic expenses.—— The increased expenditure under this head is due to an extension of the line, as also for additional expenditure under the item "upholding tarpaulins".

55. General charges.—— The expenditure under this head varies very slightly compared with the two previous periods.

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

Half-year ended the				
30th June 1867	31st Dec 1867	30th June 1868	31st Dec 1868	30th June 1869
31·39	40·47	31·27	37·72	40·35

57. 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 1,344 trains working upon a single line of 185 miles in length only three trains were more than two hours late.

I have the honour to be,
Sir,
Your most obedient Servant
Major R.E.
Comm: Engineer for Railways

Madras
20th December
1869

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

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Your most obedient Servant
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Comm: Engineer for Railways

Madras
20th December
1869

P. W. 1869 Deptt.
Govt of Bombay February
From No 5351

The Consulting Engineer
for Railways.

To, The Secretary to Govt
P. W. Deptt
Fort St George.

Dated 20th
Rec'd 22 } Rec'd 1/69.

Re 423.
Rec'd 31
No 668 & 669 - 8: Feby/70.

Forwarding the
Revenue Account and
Traffic Analysis of the
South West & North West
Lines of the Madras Railway
for the half year ended
30th June/69.

No 141

No. 1.

P. W. 5351/69

From 8 Feby/70 Deptt.

Madras Railway
South-West Line

Open 107 miles from Madras to Beypore, 12th May 1862 and 85 miles from Jollarpett to Bangalore 1st August 1864 &c

Revenue Account for half-year ending 30th June 1869. &c

Expenditure

		Actual	Per cent of Revenue
To maintenance of Way, Works and Stations	A	355,657 · 8 · 15·59	
" Locomotive Power	B	391,540 12 · 17·03	
" Repairs of Carriages and Wagons	C	35,541 1 7 · 1·56	
" Traffic Expenses	D	184,715 9 2 · 8·10	
" General Charges	E	63,814 12 2 · 2·77	
" Special and Miscellaneous Expenses	F		
		1,036,768 8 7 · 45·15	
		1,244,854 6 5 · 54·55	

Balance

Home Payments included

Maintenance of Way, Works & Stations Rs	54-15-8
Locomotive Power	2,009-11-2
Traffic Expenses	1794-10-6
General Charges	5,734-7-3

Total Rupees 2,281,253 12 1 100·00

Receipts

		Number	
By Passengers First Class		3,865½	65,595 11 ·
" Second "		37,953	67,184 6 ·
" Third "		730,265	5,80,697 · 3
" Body "		70,505	27,760 1 ·
Periodical Tickets		842,588½	7,41,237 2 3
			7,41,237 2
By Parcels, Horses, Carriages and Dogs			99,489 · ·
" Merchandize		13,28,084 1 8	
Less Drawback		3,68,7 7 · ·	13,24,351 10 8
" Live Stock			2,953 14
" Special and Miscellaneous Receipts			113,222 1 11
Net Profits			
1 Remitted and outstanding on 1st March 69 Rs:		30,781-15-8	
Less already credited to Net Earnings		" 2,433-8-10	
		28,348-6-10	
2 Net earnings as per Rev: Account		12,44,854-6-6	
		12,73,202-12-4	
3 Outstanding earnings from 1st January 1868 to 30th June 69 unpaid to Genl: on 1st July 1869.		24,848-5-2	
Net Profits Rs:		12,47,780-6-2	
Total Rupees			22,81,253 12 1

Madras 15th September 1869

Signed / F. Church / Chief Auditor

Signed / C. E. Moberly Capt. / Examiner of Railway Accounts

Signed / A. R. Thomson / Chief Accountant

Signed / R. D. Elwin / Agent and Manager

Signed / H. M. Shaw Stewart Major RE / Consulting Engr. for Railways

Certified that the way and works have been efficiently maintained during the half year, and the Rolling stock is in a proper state of efficiency.

Signed / H. M. Shaw Stewart Major RE / Consulting Engr. for Railways

(True Copy)

H. M. Stewart Major RE

Consulting Engineer for Railways

(Form No. 12.)

Abstracts

For the Half year ended 30th June 1869.

South W. L. 61

A. MAINTENANCE OF WAY, WORKS, AND STATIONS.

Salaries, Office Expenses and General Superintendence					3856	8 8
Maintenance and Renewal of Permanent Way						
Wages	16946	3	11			
Materials	17083	4	5			
Engine Power				34029	8	4
Repairs of Roads, Bridges, Signals, Telegraph and Works				55694	4	10
Repairs of Stations and Buildings				27072	10	10

Miles Maintained.

Double ... { The Repairs and renewal of Line Constructed to Carry a Double Line.

Single ... { The subjoined miles, Cutting &c Walls provided for a Single Line only.

Total... 491 3/4

Rupees 355657 0 8

B. LOCOMOTIVE POWER.

Salaries, Office Expenses and General Superintendence				27381	3	11
Running Expenses						
Wages connected with the working of Locomotive Engines	79038	3	9			
Coal and Coke	152006	12	8			
Water	6443	11	9			
Oil, Tallow and other Stores	16939	0	4	254415	12	6
Repairs and Renewals						
Wages	58288	12	3			
Materials	57454	4	6	115743	0	9

Rupees 397540 1 2

C. REPAIRS AND RENEWALS, OF CARRIAGES AND WAGONS.

Carriages and Wagons.						
Salaries, Office Expenses and General Superintendence				2629	10	8
Wages				15344	9	7
Materials				17566	13	2
Wagons						35541 1 7
Salaries, Office Expenses and General Superintendence						
Wages						
Materials						

Rupees 35541 1 7

D. TRAFFIC EXPENSES.

Salaries and Wages						12391 8 9
Lighting and General Stores						2330 15 5
Clothing						3930 4 1
Printing, Stationery and Tickets						750 0 0
Wagon Covers, Ropes, &c.						1100 0 0
Miscellaneous Expenses						
less Drawbacks	37 00	3	0			
	31 00	3	0	3101	14	0

Rupees 15471 2 9

E. GENERAL CHARGES

General Management Salaries Home Establishment						3000 0 0
Office expenses						230 12 3
Fire Insurances on Buildings Plant and Stock						1748 0 0
do do Goods in Transit						1102 15 3
						330 0 0

Rupees 6330 12 3

F. SPECIAL AND MISCELLANEOUS EXPENSES.

Madras, 15th Sept 1869

A Thomson
Chief Accountant.

Compiled by [illegible]
Compared by [illegible]
Addn. Chk by [illegible]

Attamma Ramalu
Chief Auditor.

Chas. McNeill Scotland
Comptroller of Railway Accounts

Mun Menon Major R.E.
Coon: Engr for Rys

Agent and Manager.

No 2.

South W. L.

Abstract of Revenue Expenditure & Traffic Statistics for month of June 1869

P. W. 5351/69

Trans: Telegrams &c

South W. L.

MADRAS RAILWAY.

Statement showing in detail the earnings under each Head of Traffic for the Half Year ended 30th June 1869.

63

Description of Traffic.		Number.	Amount.			Total.		
First Class Passengers		2696	42254	3	-			
Second „ „		35977	61704	11	-			
Third „ „		679408	526178	10	8			
Cooly „ „		70505	27460	1	-			
Periodical Tickets		-	-	-	-			
Return Fares	First Class	1015	18212	1	-			
„	Second „	1217	2952	13	-			
„	Third „	24341	16739	10	8			
Soldiers	First „	70	1241	8	-			
„	Second „	407	2089	15	-			
„	Third „	19601	42200	14	-			
Excess Fares.	First „	84½	479	12	-			
„	Second „	352	436	15	-			
„	Third „	6915	1577	12	11			
Special Trains			2937	3	-	341237	2	3
Parcels			38645	9	-			
Banghy Parcels			548	11	1			
Passengers' Luggage			27931	9	2			
Horses, Carriages and Dogs			32363	3	-	99489	-	3
Merchandize Maunds 38826641/4 less Straw book paid to Merchants for carry 716 Maunds 74 and 489711/4 Materials	Maunds	1231047-2-3 / 36897-2-0	122359	11	3			
Locomotive Fuel			86440	4	-			
Rent and Demurrage			6248	11	9			
Live Stock			4302	15	8	1324351	10	8
Telegraph Receipts			-	-	-	2953	14	-
Rents of Bungalows			4150	8	10			
Refreshment Rooms			700	-	-			
Mileage of Vehicles			15288	15	7			
Hire of Ballast Engines			2991	15	3			
			1052	7	3			
			57585	13	18			
			15092	5	-	113222	1	11
			13380	-	-			
	Total Rupees.					2281253	13	1

Train Mileage.				Rs.	A.	P.
Passenger Trains	557171	Gross earnings per mile		4	1	6
Goods Trains		„ Expenditure „		1	13	9
Total	557171					

Madras, 15th Sept. 1869

Compiled by [illegible]

Compared by [illegible]

Adm. Chief Clk

[illegible] Chief Accountant.

[illegible] Major & Chief Engineer

Chief Auditor.

[illegible] Agent and Manager.

Cons: Engineer for Rly.

4.

South West line

Details of Receipts
Half Year ending
30th June 1869

P.W. 5351/69
Rec'd 7th July 1869

A

Madras Railway South-West Line No I

Madras to Beypore and Bangalore Branch

Distribution of working expenses for the half-year ended 30th June 1869

	Weight of each vehicle	Average contents of each vehicle	Weight of average contents	Weight of each loaded vehicle	Construction of train	Weight of Engine and tender behind	Weight of loaded train	Average mileage of train	Gross weight moved one mile	Maintenance of way and works	Locomotive Department	Fuel	Traffic Department	Repairs of vehicles	General charges	Total working expenses each class
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	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
Class I	6.9	2.412	0.133	7.033	0.554	1.164	5.060		2819292	10,511 5 11	7256 13 5	4492 9 4	5,89 7 10	1050 6 10	1455 7 10	30,456 2
Class II	6.24	3.384	0.186	6.426	1.247	2.295	10.408		5799053	21,621 6 7	14926 12 7	9240 13 11	12,319 14 -	2160 10 6	2993 13 2	63263 6 7
Class III	6.11	34.596	1.306	8.046	1.888	4.540	17.731		10993568	40,988 13 8	25,297 7 11	17,518 6 5	23,355 7 1	4096 9	5675 5 9	119933 12 7
Class IV	6.05	21.939	1.209	7.259	0.213	0.462	2.008		1118203	4171 6 2	2880 3 -	1782 13 3	2376 13 8	416 13 7	577 9 6	12205 11 2
Brake	6.76	0.298	0.298	7.058	1.213	2.558	11.119	160.661	619519	23,098 6 10	15946 7 8	9872 2 2	13,161 7 8	2318 3 11	898 6 5	67,585 1 8
Horse Box	7.05	1.442	0.932	9.277	7.327	0.406	0.589	3.564	2152914	8027 0 2	5541 9 8	3430 11 2	4573 12 -	802 2 4	1111 7 5	23,486 11 5
Carriage Truck	5.03	9.350	0.645	5.675	0.081	0.138	0 598		333169	1242 4 5	857 10 2	530 15 -	707 13 7	82 4 2 3	172 0 2	3634 13 7
Goods	5.9	3.002	3.002	8.902	10.707	28.484	23.775		68,976822	245,996 1 11	169,827 4 1	105,137 5 5	122,230 12 6	24,552 9 7	3080 8 7	675,552 4 1
Engine and tender	40.63															
									98388836	355,657 - 8	245,534 4 6	152,005 12 8	184,715 9 -	35,541 1 7	45,492 6 10	1,019,446 3 3

Madras
20th December
1869

Lieutenant Major R.E.
Cno: Engineer for Railways

Madras Railway. S.W. Line

Statement shewing Details of Expenditure on Maintenance of Way and Works.

Half year ending	Permanent Way	Masonry.	Earthwork and Fencing.	Stations.	Bungalows and Platelayers Huts.	Miscellaneous.	Ballasting.	Superintendence	Materials.	Telegraph. Labour.	Telegraph. Materials.	Total.
June 1869	133582 12 5	16784 5 4	21947 15 5	21339 3 10	5733 7 .	3116 13 1	22821 13 5	44985 5 8	68983 4 5	13716 1 11	2645 14 2	355657 . 8
June 1868	134768 7 9	9438 13 11	6756 7 7	13052 7 5	5212 6 9	2977 14 .	29540 12 2	44823 11 .	106201 . .	. . .	× . . .	357777 1 7
Increase	. . .	7345 7 5	15191 7 10	8284 12 5	521 . 3	138 15 1	. . .	161 10 8	. . .	13716 1 11	2645 14 2	2879 15 1
Decrease	1185 11 4	. . .	. . .	. . .	. . .	. . .	6718 14 9	. . .	37220 12 7	. . .	. . .	. . .
Belpr to do June 69	271 8 3	34 1 10	44 9 9	43 5 10	11 10 6	6 5 4	46 6 3	91 6 11	140 3 4	27 14 1	5 6 .	722 14 1
do June 68	273 4 9	19 3 .	13 11 9	26 8 6	10 9 6	6 . 10	60 . 8	91 1 8	215 13 9	. . .	. . .	717 . 5

* Rob. Telegraph Expenditure Half year ending June 1868:- Labor Rs. 0097. 9. 5 Matls Rs. 1883. 1. 9 not previously shewn in these Statements.

Rates expended for Maintenance of Way and Works. S.W. Line.

Half years ending	Timber Sleepers Cut.	Timber Pickled.	Timber Country made.	Coolies.	Gibs.	Dee Bars.	Keys.	Fish Bolts.	Trenails.
31st June 1869	5757	414	22992	20726	16653	6301	61617	3566	.
30th June 1868	19645	1024	25723	43509	40943	16067	87677	5646	9
Increase	.	.	.	.	.	.	.	.	.
Decrease	13858	610	2731	22783	24290	9766	26060	2080	97

Half year ending	Iron	Inmail wooden.	Rails.	Fish Plate.	Cast Iron Chairs.	Points & Crossings Set.	Steel Rails.	Teak Bridge Sleepers.	Switches	Switch Rails.
June 1869	101	175	254	77	51	5	46	10	2	1
June 1868	3039	3000	107	450	15	8	322	"	"	"
Increase	.	.	147	"	36	"	.	10	2	1
Decrease	938	2825	.	373	.	3	276	"	"	.

Half year ending June 1868 492 Miles maintained by Revenue.
do June 1869 492 — " — " —

Madras 25th Octr. 1869

Compared & Abstracted

A. Thomson Chief Accountant.

Mecaulay Major R.E. Cons: Engr.

Rep.

Agent & Manager.

et-c.

D. Pr. 5351/869

No. 1147. 8.

P. W. 5351/69.

From 8 Feby 1870 to 24th

South West Line

Abstract Statement

The chief variations in the [illegible]

79

A°. 10.

P. W. 5351/69.

From 8 Feby 1870 to 24th

SOUTH-WEST LINE AND BANGALORE BRANCH.

age number of miles open, the total working expenses, per mile open, the total receipts, the receipts per he net receipts per mile open, and the per-centage of net to gross receipts per mile open.

Average number of miles open.	Total working expenses.	Working expenses per mile open.	Total Receipts.	Receipts per mile open.	Net Receipts per mile open.	Per-centage of net to gross receipts per mile open.
	RS.	RS.	RS.	RS.	RS.	RS.
Average 317	5,73,916	1,811	7,3[illegible],067	2,316	505	21·80
406	6,55,888	1,618	9,19,952	2,266	648	28·60
406	8,33,003	2,052	10,98,956	2,707	655	24·20
406	8,51,100	2,096	13,20,969	3,254	1,158	35·59
406	7,28,401	1,794	14,81,089	3,648	1,854	50·82
477	8,79,539	1,844	17,16,474	3,598	1,754	48·75
492	9,20,238	1,889	18,00,054	3,659	1,770	48·37
492	9,23,795	1,878	20,95,150	4,258	2,380	55·89
492	9,45,314	1,921	20,27,078	4,122	2,201	53·40
492	10,16,509	2,066	20,79,720	4,227	2,161	51·12
492	9,39,362	1,909	21,33,860	4,337	2,428	55·98
492	9,37,870	1,906	20,38,471	4,143	2,237	53·99
492	9,90,170	2,013	23,05,445	4,686	2,673	57·04
492	10,24,634	2,083	22,50,365	4,635	2,552	55·07
492	1036769	2107	2281254	4637	2580	55·65

Illegible Major RE
Consulting Engineer for Railways &c

A9.

MADRAS SOUTH-WEST RAILWAY, INCLUDING BANGALORE BRANCH.

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. Receipt per week.	Expenditure per week.	Profit per week.	Receipt per mile of Railway open.	Expenditure per mile of Railway open.	Profit per mile of Railway open.	Receipt per Train-mile.	Expenditure per Train-mile.	Profit per Train-mile.	Receipt per Engine-mile.	Expenditure per Engine-mile.	Profit per Engine-mile.	Per-centage of working expenses.	Annual rate of per-centage of profit on Capital expended.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
30th June 1862.	Average 317	7,34,066 10 8	5,73,945 15 10	1,60,120 10 10	28,233	22,075	6,158	2,316	1,811	505	2·90	2·27	0·63	2·47	1·39	0·54	78·19	0·78
31st December ,,	406	9,19,951 8 11	6,56,887 15 0	2,63,063 9 11	35,383	25,265	10,118	2,266	1,618	648	2·72	1·94	0·78	2·43	1·74	0·69	71·40	1·24
30th June 1863.	406	10,98,956 1 2	8,33,003 7 3	2,65,952 9 11	42,268	32,039	10,229	2,707	2,052	655	3·01	2·28	0·73	2·66	2·06	0·64	75·80	1·12
31st December ,,	406	13,20,968 12 5	8,51,099 11 8	4,69,869 0 9	50,806	32,735	18,071	3,254	2,096	1,158	3·42	2·21	1·21	2·92	1·88	1·04	64·43	1·92
30th June 1864.	406	14,81,089 2 4	7,28,401 6 10	7,52,687 11 6	56,965	28,015	28,950	3,648	1,794	1,854	3·15	1·55	1·60	2·89	1·42	1·47	49·18	2·80
31st December ,,	477	17,16,473 11 8	8,79,539 6 9	8,36,934 4 11	66,018	33,828	32,190	3,598	1,844	1,754	3·09	1·58	1·51	2·76	1·42	1·34	51·24	3·08
30th June 1865.	492	18,00,053 14 9	9,29,237 10 1	8,70,816 4 8	69,233	35,740	33,493	3,659	1,889	1,770	3·08	1·59	1·49	2·79	1·44	1·35	51·62	3·06
31st December ,,	492	20,95,150 7 9	9,23,795 6 2	11,71,355 1 7	80,583	35,531	45,052	4,258	1,878	2,380	3·57	1·57	2·00	3·26	1·44	1·82	44·09	4·08
30th June 1866.	492	20,27,977 12 10	9,45,313 9 3	10,82,664 3 7	77,999	36,358	41,641	4,122	1,921	2,201	3·69	1·72	1·97	3·37	1·57	0·80	46·61	3·64
31st December ,,	492	20,97,720 4 11	10,16,509 0 8	10,63,211 4 3	79,989	39,096	40,893	4,227	2,066.	2,161	3·56	1·74	1 82	3·14	1·54	1·60	48·87	3·43
30th June 1867.	492	21,33,860 15 4	9,39,362 7 1	11,94,498 8 3	82,071	36,129	45,942	4,337	1,909	2,428	3·80	1·67	2·13	3·23	1·42	1·81	44·02	3·82
31st December ,,	492	20,38,471 7 3	9,37,870 5 4	11,00,601 1 11	74,403	36,702	42,331	4,143	1,906	2,234	3·56	1·64	1·92	2·89	1·33	1·56	48·00	3·46
30th June 1868.	492	23,05,445 4 11	9,90,170 6 10	13,15,274 14 1	88,671	38,083	50,588	4,686	2,013	2,673	4·10	1·76	2·34	3·28	1·41	1·87	42·05	4·08
31st December ,,	492	22,80,365 5 4	10,24,633 11 0	12,55,736 10 4	87,706	39,409	48,297	4,635	2,083	2,552	4·03	1·82	2·24	3·22	1·45	1·77	44·93	3·86
30th June 1869	492	22,81,253 13 1	10,36,768 8 7	12,44,485 4 6	87,740	39,870	47,870	4,637	2,107	2,530	4·09	1·86	2·23	3·17	1·44	1·72	45·45	3·79

Madras
20 Dec 1869

Major RE
Consulting Engineer for Railways

No. [illegible] 8

Statement showing the ave
mile open,

Half-years ended.	
30th June 1862	
31st Dec. ,, ...	
30th June 1863	
31st Dec. ,, ...	
30th June 1864	
31st Dec. ,, ...	
30th June 1865	
31st Dec. ,, ...	
30th June 1866	
31st Dec. ,, ...	
30th June 1867	
31st Dec. ,, ...	
30th June 1868	
31st Dec. ,, ...	
30th June 1869	

Madras
20 Dec 1869

South Arcot Line
Abstract Statement

79

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

Upward Traffic

Coffee—

Increase in quantity Maunds 1,940 or 808 per Cent.
" in receipts Rupees 6550 or 928 "

Cotton (full pressed)—

Increase in quantity Maunds 3,917 or 97925 "
" in receipts Rupees 1,355 or 132500 "

Firewood—

Increase in quantity Maunds 24,644 or 158 "
" in receipts Rupees 3395 or 249 "

Iron of all kinds—

Increase in quantity Maunds 2742 or 32 "
" in receipts Rupees 19,658 or 60 "

Oil of all kinds—

Increase in quantity Maunds 11117 or 47 "
" in receipts Rupees 9013 or 99 "

Rice—

Decrease in quantity Maunds 359,12 or 79 "
" in receipts Rupees 124959 or 79 "

Downward

Downward Traffic

Coffee—
Decrease in quantity Maunds 44614 or 36 per cent
" in receipts Rupees 34272 or 36 "

Cotton (loose)—
Decrease in quantity Maunds 121413 or 37 "
" in receipts Rupees 55,687 or 44 "

Cotton (full pressed)—
Increase in quantity Maunds 9104 or 123 "
" in receipts Rupees 6743 or 130 "

Grain—
Increase in quantity Maunds 268620 or 1498 "
" in receipts Rupees 71916 or 1850 "

Jaggree—
Increase in quantity Maunds 75023 or 305 "
" in receipts Rupees 13965 or 282 "

Paddy—
Increase in quantity Maunds 10974 or 598 "
" in receipts Rupees 1949 or 816 "

Raggy—
Increase in quantity Maunds 87849 or 231 "
" in receipts Rupees 15726 or 881 "

Madras
20th December 1869

Lieutenant Colonel Major R.E.
Consulting Engineer for Railways

P. 75351/69

(Form No. 12)

Abstracts

For the 2nd year ended 30th June 1869.

North W. L.

A. MAINTENANCE OF WAY, WORKS, AND STATIONS.

Salaries, Office Expenses and General Superintendence					11393	10
Maintenance and Renewal of Permanent Way						
Wages	24291	2	11			
Materials	6900	3	4			
Engine Power	-	-	-	31191	6	3
Repairs of Roads, Bridges, Signals, Telegraph and Works				6803	11	5
Repairs of Stations and Buildings	-			3113	10	4

Miles Maintained.

Double — The Incidence on account of the Contracts to Carry as Double Lines.

Single — The unbalanced Cutting and Fencing provide for a Single Line only.

Total... 153½

Rupees 55642 9 9

B. LOCOMOTIVE POWER.

Salaries, Office Expenses and General Superintendence					9423	1 10
Running Expenses						
Wages connected with the working of Locomotive Engines	10796	4	10			
Coal and Coke	26839	13	9			
Water	2360	12	2			
Oil, Tallow and other Stores	4785	2	7	45722	1	4
Repairs and Renewals						
Wages	10269	8	6			
Materials	12122	13	0	22395	6	3

Rupees 85537 9 5

C. REPAIRS AND RENEWALS, OF CARRIAGES AND WAGONS.

Carriages and Wagons						
Salaries, Office Expenses and General Superintendence	723	8	5			
Wages	4241	11	0			
Materials	4963	11	7	9928	15	0
Wagons						
Salaries, Office Expenses and General Superintendence						
Wages						
Materials						

Rupees 9928 15 0

D. TRAFFIC EXPENSES.

Salaries and Wages				26545	9	3
Lighting and General Stores				10496	14	1
Clothing				347	4	8
Printing, Stationery and Tickets				2809	6	0
Wagon Covers, Ropes, &c.				-	-	-
Miscellaneous Expenses	1059	5	2			
Less Drawback	544	13	6	514	7	8

Rupees 40713 9 8

E. GENERAL CHARGES.

General Management Salaries				12383	9	10
Home Establishment				1909	18	0
Office expenses				505	14	7
Fire Insurance on Buildings Plant and Stores				2337	10	7
do Goods in Transit				1069	4	5

Rupees 18208 15 5

F. SPECIAL AND MISCELLANEOUS EXPENSES.

Hire of Rolling Stock				54471	7	6

Rupees 54471 7 6

Madras, 15th September 1869.

A. Thomson
Chief Accountant.

P. Simmons Esqrs
Chief Auditor.

Mountstuart Major R.E.
Cons: Engr for Rys

Agent and Manager.

Compiled by [illegible]
Compared by [illegible]
Collected by [illegible]

Madras Railway. N.W. Line.

Statement showing the distribution of the Expenditure between Coaching and Goods for the Half year ending 30th June 1869

	Coaching.	Goods.	Total.	
Maintenance of Way, Works & Stations-				
Salaries, Office Expenses & General Superintendence	3481 6 2	7912 3 11	11393 10 1	
Maintenance & Renewal of Permanent Way-				
Rates	8033 6 8	18257 13 3	26291 2 11	
Materials	2108 6 4	4791 13 .	6900 3 4	
Repairs of Roads, Bridges, Signals, Teleg. & works	2091 2 2	4752 9 3	6843 11 5	
Repairs of Stations & Buildings	1102 3 10	2509 10 2	3613 14 .	55042 9 9
Locomotive Power-				
Salaries, Office Expenses & General Superintendence	2878 5 11	6541 11 11	9420 1 10	
Running Expenses-				
Rates connected with the working of Loco. Engines	6048 13 11	13747 6 11	19796 4 10	
Coal & Coke	8201 1 1	18638 12 8	26839 13 9	
Water	703 . 2	1597 12 .	2300 12 2	
Oil, Tallow & other Stores	1462 2 1	3323 . 6	4785 2 7	
Repairs & Renewals-				
Rates	313 4 7	7131 9 5	1026	

Madras Railway. N.W. Line.

Statement showing the distribution of the Expenditure between Coaching and Goods for the Half year ending 30th June 1869

	Coaching.	Goods.	Total.	
Maintenance of Way, Works & Stations-				
Salaries, Office Expenses & General Superintendence	3481 6 2	7912 3 11	11393 10 1	
Maintenance & Renewal of Permanent Way-				
Rates	8033 6 8	18257 13 3	26291 2 11	
Materials	2108 6 4	4791 13 .	6900 3 4	
Repairs of Roads, Bridges, Signals, Teleg. & works	2091 2 2	4752 9 3	6843 11 5	
Repairs of Stations & Buildings	1102 3 10	2509 10 2	3613 14 .	55042 9 9
Locomotive Power-				
Salaries, Office Expenses & General Superintendence	2878 5 11	6541 11 11	9420 1 10	
Running Expenses-				
Rates connected with the working of Loco. Engines	6048 13 11	13747 6 11	19796 4 10	
Coal & Coke	8201 1 1	18638 12 8	26839 13 9	
Water	703 . 2	1597 12 .	2300 12 2	
Oil, Tallow & other Stores	1462 2 1	3323 . 6	4785 2 7	
Repairs & Renewals-				
Rates	313 4 7	7131 9 5	1026	

17.

North W. L.

MADRAS RAILWAY.

Statement showing in detail the earnings under each Head of Traffic for the Half Year ended 30th June 1869.

Description of Traffic.		Number.	Amount.			Total.		
First Class Passengers ...		299	3458	13	-			
Second " "		2648	4819	-	-			
Third " "		202425	140712	5	3			
Cooly " "		-	-	-	-			
Periodical Tickets		-	-	-	-			
Return Fares	First Class	40	453	3	-			
"	Second "	35	80	8	-			
"	Third "	7830	5064	4	-			
Soldiers	First "	35	729	3	-			
"	Second "	103	570	1	-			
"	Third "	5500	16454	6	-			
Excess Fares	First "	13	50	2	-			
"	Second "	59	34	12	-			
"	Third "	1193	374	3	-			
Special Trains			392	1	-	173201	13	3
Parcels			850	3	-			
Banghy Parcels			221	14	2			
Passengers' Luggage			5607	1	-			
Horses, Carriages and Dogs			6162	13	-	20731	15	2
Merchandize Materials	Maunds 1036160-34 1/4 Maunds 97305-23	398576-54 544-13-6	398031	7	10			
			30732	1	-			
Locomotive Fuel			10218	6	3			
Rent and Demurrage			657	2	-	439639	1	1
Live Stock			-	-	-	560	7	-
Telegraph Receipts			1354	1	4			
Rents of Bungalows			1226	-	-			
" " Refreshment Rooms			841	14	-			
Mileage of ~~Vehicles~~ Horse Trains			6771	3	1			
~~Hire of Ballast Engines~~ Intercolonial Traffic Earnings			9787	11	4	19980	13	9
Total	Rupees.					654114	2	3

Train Mileage.				Rs.	A.	P.
Passenger Trains	157146	Gross earnings per mile		4	2	7
Goods Trains		" Expenditure "		1	10	10
Total.	157146.					

Madras, 15th Sept 1869.

Chief Accountant. Chief Auditor.

Agent and Manager.

Compared by me
Contained in Letter
Folio

Cons: Engr for 82

No. 19.

North West Line

Details of Receipts
Half-year Ending
30 June 1869

P.W. 53 57/69
from 8 Sept 1869 to 24 Dec

A

Madras Railway North West Line

Account to 30th June

Distribution of working expenses for the half-year ended 30th June 1869

	Weight of each vehicle.	Average contents of each vehicle.	Weight of contents of each vehicle.	Weight of each vehicle and contents.	Construction of Train.	Weight of Engine and Tender Stated.	Weight of Loaded Train.	Average mileage of Train.	Gross weight moved one mile	Maintenance of way and works	Locomotive Department	Fuel	Traffic Department	Repairs of vehicles	General Charges	Total working expenses of each class
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	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
Class I	6.9	1.076	0059	6.959	0.319	0.712	2.932		450,750	987 4 7	1,052 13 7	481 6 9	66 8 4	178 1 6	287 5 3	3,653 8 0
Class II	6.2	2.075	0.114	6.314	0.644	1.305	5.371		844,027	1,808 9 1	1,928 10 8	881 14 4	122 15 6	326 3 11	526 5 8	6,692 11 2
Class III	6.14	24.427	1.346	7.486	2.696	6.475	26.657		4189,020	8,976 2 9	9,572 3 9	4,376 15 4	605 13 5	1,619 3 2	2,612 5 8	33,216 12 1
Brake	6.76	0.197	0.197	6.957	1.342	2.995	12.331	87.938	1,93,758	4,152 3 2	4,427 14 10	2,024 11 1	280 2 6	749 0 2	1,208 6 10	15,365 6 7
Horse Box	7.05	1.657	1.090	0.318	7.365	0.231	0.546	2.248	353,262	756 15 5	807 3 9	369 1 9	51 0 6	136 8 9	220 4 9	2,801 2 11
Carriage truck	5.03	1.919	0.216	5.946	0.052	0.099	0.408		64,115	137 6 2	146 8 1	66 15 10	9 12 0	24 12 6	39 15 9	508 6 4
Goods	5.9	2.453	2.453	8.353	10.634	28.498	117.324		18,435,904	38,224 0 7	40,762 5 0	18,638 12 8	2,635 5 5	6,895 1 0	9,909 4 6	143,788 13 2
Engine and Tender	40.63	"	"	"	"	"	"									
Total									26,285,836	55,042 9 9	58,697 11 8	26,839 13 9	4,071 9 8	9,928 15 0	14,804 0 5	2,06,026 12 3

Madras
20th December 1869

P. Bruce Stewart
Major R.E.
Consulting Engineer for Railways

Statement shewing Details of Expenditure on Mad Railway N.W. Line

Maintenance of Way and Works.

Half Years ending	Permanent Way.	Masonry.	Earthwork and Fencing.	Stations	Rent Plant &c
June 1869	19954 9 6	53 4 6	2041 2 1	2698 9 11	98
June 1868	14458 14 2	170 8 6	1360 3 6	2865 5 2	84
Increase	5495 11 4	. . .	680 14 7	. . .	13
Decrease	. . .	117 4 .	. . .	166 11 3	.
Cost per mile June/69	130 . .	. 5 7	13 4 9	17 9 3	5
do June/68	121 8 1	1 6 11	11 6 11	24 1 3	7

Half Years ending	Miscellaneous.	Ballasting.	Superintendence.	Materials and Tools.	Telegraph. Labour.	Telegraph. Materials.	Grand Total.
June 1869	469 8 11	2113 9 3	15151 2 1	6900 3 4	3682 . 1	1063 4 .	55042 9 9
June 1868	488 10 4	9775 9 9	10047 12 .	3570 6 9	× . . .	× . . .	43580 10 6
Increase	. . .	. . .	5103 6 1	3329 12 7	3682 . 1	1063 4 .	11461 15 3
Decrease	19 1 5	7662 . 6	. . .	. . .	. . .	. . .	. . .
Cost per mile June/69	3 . 11	13 12 3	98 11 3	44 15 4	23 15 9	6 4 10	358 9 4
do June/68	4 1 8	82 2 4	84 6 11	30 . 1	. . .	. . .	366 3 7

× Note. Telegraph Expenditure Half year ending June 1868 Labor Rs 2638. 7. 0 Matls 584. 4. 9 not previously shewn in these Statements.

Stores expended for Maintenance of Way and Works. N.W. Line.

Half years ending	Iron Fot Sleper.	Iron Bars.	Cotters.	Nuts.	Spikes.	Fish Bolts.	Chairs.	Keys.	Rails.	Steel Rails 25 per.	Wooden Sleepers.	Fish Plates.
30th June 1869	73	6	24	24	233	42	3340	3	8	70	.	
30th June 1868	32	.	65	.	479	.	13126	7	.	.	8	
Increase	41	6	.	24	.	42	.	.	8	70	.	
Decrease	.	.	41	.	246	.	9786	4	.	.	8	

Half year ending 30. June 1868. 119 miles Maintained by Revenue.
do 30. June 1869. 153½ " "

Madras
25. October 1869

Compared by [illegible]
Addn. Chdy. [illegible]

A. Thomson
Chief Accountant.

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

Agent and Manager.

No. 22.

P.W. 535/69

North West Line.

Abstract Statement.

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

Upward Traffic

Paddy—
Decrease in quantity Maunds 3131 or 55 per cent
" in receipts Rupees 276 or 65 "

Raggy—
Decrease in quantity Maunds 1,605 or 84 "
" in receipts Rupees 81 or 78 "

Rice—
Decrease in quantity Maunds 90720 or 86 "
" in receipts Rupees 21,444 or 89 "

Salt—
Decrease in quantity Maunds 17447 or 21 "
" in receipts Rupees 2919 or 23 "

Seeds of all kinds—
Decrease in quantity Maunds 5228 or 42 "
" in receipts Rupees 2,546 or 56 "

Downward Traffic

Gram—
Decrease in quantity Maunds 7330 or 385 "
" in receipts Rupees 1,371 or 661 "

Paddy—
Decrease in quantity Maunds 829 or 277 "
" in receipts Rupees 86 or 237 "

Seeds

A°26.

Seeds of all kinds—
Increase in quantity Maunds 56112 or 849 per cent
" in receipts Rupees 22581 or 359 "

Timber—
Increase in quantity Maunds 20438 or 38 "
" in receipts Rupees 1341 or 21 "

Madras
20th December 1869

Mumtuart Major R.E.
Consulting Off. for Railways

P.W. 5351/69
From Sec. Govt. P.W. Dept.

A°27.

Madras Railway

A°14.

Revenue Account.

Statement of
Quantity of Merchandize
Traffic (Mentioning
the Chief Staples)
forwarded from, and
received at the principal
Stations during the
Half-year Ending 30th
June 1869.

P.W. 5351/69
From Sec. Govt. P.W. Dept.

No 26.

Seeds of all kinds—

Increase in quantity 2 Maunds 55112 or 849 lbs

Madras Railway

Statement of Quantity of Merchandize Traffic (Mentioning the Chief Stations)

forwarded from and received at the principal Stations during the Half year Ending 30th June 1869.

	Madras & Arcot		Madras & Vellore		Madras & Vizianagram		Madras & Beyapoor		Madras & Tripatore		Madras & Salem		Madras & Coimbatore		Madras & Cuddalore	
	Up Train	Down Coast	Up Train	Down Coast	Up Train	Down Coast	Up Train	Down Coast	Up Train	Down Coast	Up Train	Down Coast	Up Train	Down Coast	Up Train	Down Coast
Salt	54753	.	95287	.	17487	.	6393	.	16675	.	29730	.	4383	.	29700	.
Rice	100	31502	97	11627	.	402	766	1056	.	1222	.	.	193	7	2291	.
Cotton	40	758	.	486	.	.	.	851	.	.	.	416	.	1276	.	33444
Timber	272	.	5203	410	607	.	0334	.	172	.	1270	.	.	.	136	.
Jaggree	.	2509	.	76067	.	50	.	145	.	326	.	.	.	.	.	406
Raggy	.	117	.	236	.	1088	.	57124	.	.	.	.	.	.	.	.
Iron	94	.	1108	.	2259	.	21556	15	2353	.	3110	.	4050	.	11445	.
Coffee	.	25	.	19	.	.	.	50208	.	309	.	4924	.	18532	.	.
Cloth	422	188	1058	23	226	108	1845	2	357	.	1455	123	7301	7	1616	442
Paddy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Twist	7	.	325	.	45	12	3803	35	183	.	3672	.	4361	.	1600	.
Railway Materials	1460	262	1442	232	929	7737	3777	.	358	6157	939	2020	11731	261	7158	479
Sundries	4393	21461	14776	101325	4716	56763	72883	69015	51408	65712	114721	7130	20042	11013	139879	50557
	61531	66902	119296	190435	26329	66240	110357	199120	25401	73720	45640	17491	55565	19096	61493	51006

	Arcot & Bangalore		Vellore & Bangalore		Palghaut & Beyapoor		Total		Other Stations		Grand Total	
	Up Train	Down Coast	Up Train	Down Coast	Up Train	Down Coast	Up Train	Down Coast	Up Train	Down Coast	Up Train	Down Coast
Salt	.	.	.	.	.	15688	322628	15688	291471	47050	614099	62738
Rice	.	1717	546	1840	472	110442	6	17585	46981	118815	28608	136400	75539
Cotton	.	.	.	.	.	.	40	110792	15630	113925	15670	224717
Timber	78591	.	.	.	.	.	27092	410	27832	94527	54125	94937
Jaggree	.	.	.	.	.	.	6065	79372	17488	20247	23553	99619
Raggy	.	155	.	3490	.	2420	.	64355	23488	40843	23488	425198
Iron	.	.	13616	.	12174	.	.	.	23488	40843	23488	425198
Coffee	.	.	.	.	.	239	.	55922	15	46591	416	102513	431
Cloth	.	.	.	.	128	752	.	756	69151	10293	11380	19049	80531
Paddy	.	.	.	.	.	.	.	.	.	16090	9219	33227	11094
Twist	5	313	2	209	4	1250	850	17147	1775	16155	12134	14794	12810
Railway Materials	.	.	676	.	.	39	.	39	676	10361	4138	27116	4642
Sundries	.	76	96	.	.	29	361	10755	504	277055	132677	328880	150881
	.	.	.	.	.	5971	155	61775	10204	486467	754631	723152	1253140
	40012	9157	13245	2400	11276	53947	15560	236805	1190509	1418937	1269095	2175426	2196277
	118408	31418	28181	7439	24055	75689	32620	756409	926382				

Major R.E.
Consr. Engineer for Rys.

Chief Auditor

Agent and Manager

List of Government Securities held on acct. of Fire Insurance Fund.

South West Line

Buildings		
№ 2 786/15 of 1856/57	Rs	10000
83923	"	1500
83922	"	1500
70648	"	1000
44783	"	1000
84760	"	1000
70647	"	1000
31845	"	1000
85515	"	1000
85516	"	1000
69416	"	1000
74611	"	500
74612	"	500
86129	"	500
31183	"	500
86130	"	500
4958	"	500
№ 027738 of 1856/57	Rs	10000
027739	"	10000
027740	"	10000
027741	"	10000
027742	"	10000
027743	"	10000
027744	"	10000
027745	"	10000
027746	"	10000
027747	"	10000
027753	"	10000
027754	"	
Goods		
№ 4955 of 1856/57	Rs	500
026172	"	2500
45104	"	3000
022683	"	5000

North West Line

Buildings		
№ 027755 of 1856/57	Rs	10000
020803	"	1000
Goods		
№ 69412 of 1856/57	Rs	2000
20128	"	1000
020151	"	1000
018324	"	1000

The above Bonds are invested in the five per cent Loan.

Madras Railway.

Return of Fire Insurance Funds invested & Claims paid Half Year Ending 30th June 1869.

Funds.	Amount of Balance per last Account.	Amount of Interest received during the half year.	Amount set aside for the half Year ending 31 Decr 1868.	Total.	Investments. Particulars.	Amount	Chargeable to each Line.	Claims paid	Balance	Remarks.
Cr. Buildings Plant & Stores South West Line	140552 8 6	3571 2 7	14025 15 7	158449 10 8	Govt. Pro. Notes Nos. 31845, 85516, of 1856/57					
					Premium on Rs. 27000. 0. 0					
					Interest & Commn. on 27000 @ 9% 2430. 0. 0					
					Deduct Power Stamp and 69416. 363. 0. 9					
					Renewal fees on 3 Govt. Pro. Notes Nos. 45104, 15. 13. 0. 9					
					Bonds for Rupees sold Nos. 027738 027746 027747 of Sale of Govt. Pro. Notes 10. 0. 0	13. 0. 0				
					Amount of Profit on Renewal fees					
					Received from Govt. to replace the same amount 027740, 027741, 027742, 027743, 027744, 027745, 027754 (in part) as per Statement of particulars forwarded with letter No 77 dated 9th April 1869 by Sale of Bonds now withdrawn. see J.C. Pa. 85 in June/69	29430 - -	29780 - 9	350 - 9		
Cr. North West Line	11240 7 1	292 9 7	2337 10 7	13870 11 3	Bonds for Rupees sold Nos. 027755 of Govt. Securities lent					
					Amount of Profit on Renewal fees					
					Received from Govt. to replace the same amount 020803 as per Statement of particulars of Sale with letter No 77 dated 9th April 1869 by Sale of Bonds now withdrawn. see J.C. Pa. 49 in June/69		123852 5 10	67 3606 1 11		X Stamp on Power to receive Interest and Dividends.
							3694 2 2	13		
							11454 8	733 6 6	11381 9	
							543 2 11	2		
Goods Traffic South West Lines	8365 3 2	333 4 3	3201 11 2	11900 2 7	Govt. Pro. Notes Nos. 026172 of 1856/57 Rs 3000. 0. 0					
					Premium on 500 @ 9% Rs 45. 0. 0					
					do 2500 @ 9¼% 231. 11. 0 276. 4. 0					
					Interest & Commn. on Bonds for Rupees Nos. 022683 & Govt. Securities					
					Amount of Profit on Renewal fees					
					Received from Govt. to replace the same Amount sold (in part) as per Statement of particulars of Sale forwarded with Letter No 77 dated 9th April 1869 Sale of Bonds now withdrawn. see J.C. Pa. 85 in June/69	3276 4 - 103 5 9	3379 9 9			
							8496 10 4			
							236 8 4			
								Dr	212 9 10	
					227754 for Rupees 10000 has been added to West Line Buildings Fund, and one of the Bonds No. 45104 for Rupees 3000 representing the Bond belonging to the South West Line transferred thereto.					
Dr. North West Line	5383 12 4	166 5 5	1161 15 1	6712 9	Govt. Pro. Note No. 5% of 1856/57 Rs 2000. 0. 0	2180 - -				
					Premium on 2000 @ 9% 180. 0. 0					
					Interest & Commn. 26. 14. 4					
					Deduct Renewal fees 1. 0. 0	25 14 4	2205 14 4			
					Bonds for Rupees sold Nos. 20128 of Govt. Securities			Dr	1226 2 5	
					Amount of Profit on Renewal fees					
					Received from Govt. to replace the same amount 18324 as per Statement of particulars of Sale forwarded with letter No. 77 dated 9th April 1869 by Sale of Bonds now withdrawn. see J.C. Pa. 49 in June/69		3165 6 5			
							1149 5 -			

Turn over for List of Securities.

Madras 31st August 1869

Consulting Engineer for Railways

Major R.E.

Chief Accountant.

Chief Auditor

Examiner of Railway Accounts.

Agent & Manager.

Compared with the Ledger

Chief Auditor

Public Works Department

No. 1468

Madras Railway for the half

Madras Railway

Return of Fire Insurance Funds invested and Claims paid Half Year Ended 30th June 1869

P. W. 5357/69

Fin. & Ry. 10 Aug. 69

Madras
31st August 1869

Madras Railway

Abstract Register of Lands taken up for the Madras Railway to the end of 30th June 1869, prepared in accordance with the order of Government, No 3860, dated 11th December 1868.

Line of Railway	Length of Railway	Area	Net amount paid as compensation after deducting proceeds of sale of Trees	Annual assessment 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 to Railway Company for C. Lands.
	Miles Chains	Acres Ro Ap	Rs As	Rs As	Acres	Rs As	Acres	Rs As	Acres	Rs As	Acres	Rs As	Acres	Rs As	Rs As
South-West line	406 20	9,287·360	7,77,480 7 3	14,966 9 5	5,957·866	7,02,719 15 8	2,677·719	55,440 4 7	50·081		1,657 2 7	8,685·666	7,59,717 6 10	601·694	17,763 05	1,444 10 2
North-West line	184 60	7,537·545	1,32,059 64	13,160 9 6	5,415·665	1,16,638 0 3	1,928·250	11,863 8 9	19·000		104 . .	7,362·815	1,28,605 9 ·	174·730	3,453 13 4	179 10 8
Bangalore branch	84 40	2,715·428	32,525 13	2,364 4 10	1,675·143	14,348 15 5	84·536	7,558 12 8	22·465		1,65 10 5	2,502·144	22,973 6 6	206·284	9,551 14 9	344 8
Total	675 40	19,540·333	9,42,064 4 10	30,491 7 9	13,048·674	8,33,706 15 4	5,417·505	74,862 10 ·	91·546		2,726 13 ·	18,550·625	9,11,296 6 4	982·708	30,768 86	1969 1 10

Madras
Consulting Engineer's Office
December 1869

Lieutenant Colonel R.E.
Cons: Engineer for Railways

P. W. 533/69

Encl. to Desp. No. 448 of 8/12/69

Public Works Department

No. 448

Proceedings of the Madras Government
Under date the 8th February 1870
Read the following

113

From the Consulting Engineer for Railways, } H. C. No. 1333 of 20 December 69.

Ordered that these papers be forwarded to the Govt. of India.

No. 449

To The Secretary to the Govt. of India.

Sir,

I am directed to forward, for submission to the Govt. of India, the accompanying report from the Consulting Engineer for Railways, with the Revenue Accounts and Analysis of the traffic operations of the South West and North West Lines of the Madras Railway for the half

15 To The Chief Engineer for Railways

Desp. 14/2/70.

half year ending 31 June/69.

The gross receipts and expenditure on the South West Line during the half year under review were Rs: 22,81,254 and Rs: 10,86,769 respectively, and contrasted with the results of the corresponding half of the previous year, show a decrease of Rs: 27,191 under the former and an increase of Rupees 46,599 under the latter head, the net revenue exhibiting a falling off of Rs: 70,790

The passenger traffic during the two half years under notice was as follows:-

	Up to 30 June/68.		Up to 30 June/69.	
	Number.	Receipts. Rs.	Number.	Receipts. Rs.
1st Class.	5,158	63,230	4,796	62,659
2d Do	28,835	63,425	36,818	69,184
3d Do	8,18,305	6,08,250	7,47,691	5,80,697

These figures will show that, except in the 2d Class, there was a diminution both in numbers and in receipts. The Loss Engineer attributes the improvement in the 2d Class traffic to the introduction of a local fare of 4 pies per mile between Comilla and Beypore, while the falling off in the 3d Class he thinks is due to the return fare or festival traffic not having been as large as in previous half years. The experimental fare

fare of 2 pies per mile, which was in operation between Madras and Jollarpett and is referred to in my letter of the 8 Oct/69 At 3,260, yielded an income of Rs: 27,760, which being added to the receipts of the 3rd Class makes the earnings from that class of traffic slightly in excess of those during the corresponding half of 1868.

The goods traffic exhibits the following results:-

	Tons.	Rs:
Up to 30 June 1868.	1,81,407	13,55,304
Do. 1869.	1,60,636	13,27,305

The Revenue expenditure for the half years under review as compared with that of the two previous half years

was as follows:-

Up to 30 June 68.	Rs: 9,90,172
31 Dec.	10,24,636
30 June/69	10,36,767

The causes which have influenced this excess under each of the various heads of outlay will be found fully detailed in Paras 29 to 32 of Major Shaw Stewarts report.

The aggregate receipts on the North West Line during the first half of 1869 were Rs: 6,54,114. while the expenditure was Rs: 2,63,903. These results compare unfavorably with those of the half year ending 30 June 1868. during which period the receipts and expenditure were Rs: 8,03,926 and 2,51,392 respectively.

The

The passenger traffic was as follows:-

	For half year ending 30th June 1868.		For half year ending 30th June 1869.	
1st Class.	583	4.606	414	4,690
2nd Do.	2,078	4.578	3,121	5,514
3rd Do.	218,572	141,677	223,585	162,605

Although there was an increase of 20.91 per cent in the number of miles open for traffic during the half year under review, the passenger traffic does not exhibit any improvement except in the 3rd Class. A night service of trains has been established on the North West Line since the 1st November 1869, and it is hoped that its introduction will lead to a development of traffic.

The goods traffic exhibits the following results:-

	Tons.	Rs.
Up to 30th June 1868	70,479	6,25,075
Do 1869	41,641	4,40,199

The Revenue expenditure was as follows:-

Upto 30th June 1868.	Rs.	2,51,391
" 31st Dec. "	"	2,96,624
" 30th June 1869.	"	2,63,904

Desp[d] 14/2/70 with Secy. Govt. Copies of Govt. 468 of 1870

× Sent by Bombay 15/2/70.

Cir. 357

Govt. of {1870} Madras.

PUBLIC WORKS.

To

The Consulting Engineer
for Railways
&
The Govt. of India

Dated

Recd. Rad.

G. O. 8 Febr 1870, No 448
449

Nos. 141-142 & 143

Revenue Accounts & Analysis of traffic
statistics (8) Passing remarks thereon
& Extracts from Cons Engr submitting
Extracts the Revenue Accounts & Analysis
of traffic operations on S. & M.
Railway & the Madras Ry for the 7th
half of 1869.

Revenue Account & Traffic Analysis (8)
Extracts from the Cons Engr submitting
the Revenue Account & Traffic Analysis
of the S. & M. & M. Railway & the Madras Ry
for the first half of 1869, forwarded
for the Govt of India with Extracts.