M.R.O. 1—77,006—8-6-37.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Reference _____

MADRAS RECORD OFFICE.

Government of Madras.

Public (Health) DEPARTMENT.

G.O. No. 553-54 Press —Mis.—

Dated 27-2-41 1870.

Not to be folded or roughly handled

Railway Department Consulting Engr. Office

No 27

From

Major J. W. 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 for submission to the Government of India the Revenue Account and Traffic Analysis of the Great Southern of India Railway for the half-year ended the 30th June 1869.

2. In the list of returns given below, that showing the pecuniary benefit to the State arising under the mail clauses of the contract is

omitted, the necessary information wanted to complete the return in the form directed by the Government of India in their Resolution No. 1138 R., dated 30th September 1868 not having been yet received from the Agent.

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

Madras
20th January 1870

Major R.E.
Consulting Engineer for Railways.

1870. Dept
Sec: to Govt for February
No. 277

From
The Consulting Engineer for Railways,
To
The Secretary to Government
P. W. Department

(18 E.R.)
No. 19.

Dated 20th January 1870.
Received 22

No. 27

Submitting the Revenue Account and Traffic Analysis of the Great Southern of India Railway for the half year ended 30th June 69

No. 683+584 - 21st Feby 1870

No. 401

List of Accounts and Returns forwarded with Consulting Engineer's Letter to Government No. 27 dated 20th January 1870.

No. 1. Revenue Account
" 2. Detail of working expenses
" 3. Form A.
" 4. Do. B.
" 5. Maintenance of way and works
" 6. Locomotive Statement
" 7.A. Receipts, Expenditure and Profits &c.
" 7.B. Total working expenses.
" 8. Cash Trans
" 9. Fire Insurance Fund
" 10. Commodity Statement
" 11. Traffic receipts and the amounts paid into the Treasury.
" 12. Statement of Engine and Rolling Stock
" 13. Abstract Register of Lands.
" 14. Summary of Passenger traffic
" 15. do of Goods traffic
" 16. Time Table.

Analysis of the traffic on the Great Southern of India Railway for the half-year ended 30th June 1869.

1. The length of line open during the half-year under review was 168 miles.

2. The train service was performed by one mixed train daily in each direction over the whole open line. In addition to this, other trains, averaging three per diem in each direction, have been run on week days over longer or shorter portions of the line according to the state of the traffic.

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

Week days —— 784

Sundays —— 336

4. The passenger fares and goods rates, during the half-year, were:—

Passengers fares per mile		Goods rates per ton per mile.	
First Class	18 pies	Special	8 pies
Second Do	5 —	First Class	12 —
Third Do	3 —	Second Do	14 —
		Third Do	18 —
		Fourth Do	24 —
		Fifth Do	36 —

The above rates correspond with those in force on the Madras Railway.

5. The following special rates were in force during the half-year under review:—

Article	From	To	Whose favour	Rate	Condition
Asphalte	Madras	Trichinopoly	Govt	Rs 1 7½ per ton	In waggon loads of not less than 5 tons.
Cheroots	Trichinopoly	Salem and eastward	Do	2nd Class	
Chunam	Do	Karaikoodi	Engineering Department	Rs 8 per truck	
Do	Pooglaloor	Codamudy	Krishnama Chetty	2 Rs	Do — Do — 6 tons
Do	Trichinopoly	Negapatam	Engg Dept	15 Rs	Do — Do — Do
Dye roots	Cuttoor, Trichinopoly, Tanjore	Madras	Govt	1st Class	
Goods	First Class	Salem	Trichinopoly	Do	Rs 6 per ton	Consignment of not less than 2 tons.
Do	Second Do	Do	Do	Do	7 Rs	Do — Do
Do	First Do	Madras Stations east	Coimbatore and vice versa	Do	Rs 8 per ton per mile.	
Hides dried and undressed		Cuttoor, Trichinopoly and Tanjore	Madras	Do	1st Class	
Do	dressed	Do	Do	Do	2nd Do	
Laterite	Tanjore	Negapatam	Do	Rs 6 4 per truck		
Do	Do	Karaikoodi & Sickle	Do	Do	Do	
Do	Do	Nedamangalam	Do	Rs 4	Do	
Engineering and Railway materials	Local Stations		Engg Dept	2nd Class		

Nuts (betel)	Negapatam	Trichinopoly	General	2d class.	
Salt	Do	Feedgamun-galamun.	Oliver & Co	Rs 1 1/4 per ton	
Do	Do	Erode	Do	7 3/4 Do	
Do	Do	Tanjore	Do	Rs 2 : 8 7 per ton	
Stones dressed	Pooganore	Cudamoody	Railway Contractor	Rs 2 per truck	Six waggon loads of ten cubic feet each to a ton.
Tobacco, manufactured and raw.	Great Southern of India	Madras Railway station		General 2d class	
Saltpetre	Trichinopoly and Caroor	Erode	Mr Fisher	As in column back of 12 per cent on the rate	Do

6.

The average number of passengers carried daily during the half-years ended the 30th June 1868 and 1869 are given below:—

Passengers	Half-year ended the 30th June 1868	Half-year ended the 30th June 1869	Increase	Decrease
First class	4·74	3·92		0·82
Second Do	19·69	20·55	0·86	
Third Do	2094·74	2354·30	259·56	

7.

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

		Half-year ended the 30th June 1868	Half-year ended the 30th June 1869.	Increase	Decrease
Coaching	Rs	2,33,519	2,22,908		10,611
Merchandize	"	126,469	131,675	5206	
Railway materials	"	8,781	7,473		1308
Miscellaneous	"	5,110	5871	761	
Total	"	373,879	367,927		6952

Expenditure	Rs	175,216	229,000	53,784	"
Net profit	"	198,663	138,927	"	59,736
Expenditure on Capital in India and England	"		138,98,927		
Half-yearly percentage of profit			0·999		
Length of line open	Miles	168	168	"	"
Train mileage (goods and passengers)	Miles	153,108	121,086	"	22,022
Engine mileage	"	153,487	153,734	247	"
Earnings per mile of line open	Rs	2,225	2,190	"	35
Expenses per Do	"	1,013	1,363	350	"
Profit	"	1212	827	"	385
Earnings per train mile	"	2·44	2·81	0·37	"
Expenses per Do	"	1·14	1·75	0·61	"
Profit	"	1·30	1·06	"	0·24
Earnings per engine mile	"	2·43	2·39	"	0·04
Expenses per Do	"	1·14	1·49	0·35	"
Profit	"	1·29	0·90	"	0·39
Average earnings per week	"	14,380	14,151	"	229
Expenses per Do	"	6,739	8,807	2,068	"
Profit	"	7,641	5,344	"	2,297

Coaching receipts per mile open	Rs	1390	1327	"	63
Goods, &c., Do	Do	835	863	28	"
Number of trains	No	1173	1156	"	17
Average mileage of trains	Miles	130·527	132·988	2,461	"
Average contents of each vehicle.					
Passengers, first class	No	1·391	1·094	"	0·297
Do, second Do	"	2·483	2·530	0·047	"
Do, third Do	"	20·211	18·490	"	1·721
Goods	Tons	2·274	2·631	0·357	"

8. The gross receipts during the half-year under review were less by Rupees 5,952 than those for the corresponding half of 1868. There was an increase in the expenditure of Rupees 53,784.

The net profits for the half-year ended the 30th June 1869 on Rupees ~~138,99,927 are~~ equivalent to a dividend at the rate of 1·998 per cent

per annum on the Capital expenditure.

Receipts

9. 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	58·29		57·16	
Parcels, luggage, &c.	2·84		2·74	
Carriages, horses, & dogs	0·75		·62	
Special trains	0·08	62·46	"	60·52
Goods				
Merchandise	32·34		35·01	
Railway materials	2·35		2·03	
Live stock	0·15		0·05	
Rent and demurrage	0·06		0·23	
Ballasting	1·28	36·18	0·48	37·80
Telegraph receipts		0·74		0·56
Bungalow rents		0·35		0·37
Interest on revenue balances		0·27		0·73
Total		100·00		100·00

10. 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 — Profit	0·26	Loss 0·14	—	0·40
	Second — Do — Loss	0·8	Do — 0·88	—	0·80
	Third — Do — Profit	2·01	Profit 3·79	1·22	—
Goods — Do —		1·28	Do — 0·35	—	0·93

11. 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 booked stations	Per-centage of number of	Gross receipts	Per-centage of receipts	Average distance travelled	Per mile of open No	Per mile of open Receipts
First Class								
30th June 1867	12 pies	1,334	0·57	3,721	2·49	40·30	10·50	29·30
31st December		1,539	0·70	4,166	2·49	44·13	10·69	28·92
30th June 1868	18 pies	862	0·22	4,785	2·18	67·87	5·15	28·48
31st December		770	0·17	3,827	1·59	63·39	4·58	22·78
30th June 1869		709	0·16	3,826	1·81	58·75	4·22	22·77
Second Class								
30th June 1867	From 1st March 1867, 6 pies.	149,884	64·56	100,710	67·37	29·89	1180·19	792·99
31st December		216,509	99·30	163,511	97·51	29·72	1503·54	1135·49
30th June 1868	January & February 8 pies; from 1st March 1868, 5 pies.	3,584	0·93	5,699	2·59	53·54	21·33	33·92
31st December		3,920	0·88	4,915	2·04	48·43	23·33	29·26
30th June 1869		3,720	0·86	5,176	2·47	52·48	22·14	30·81
Third Class								
30th June 1867	From first week in February 1867	80,961	34·87	45,057	30·14	26·51	637·49	354·78
31st December	No third class from 1st March to 31st December 1867							
30th June 1868	January & February 5 pies; from 1st March 1868, 3 pies	381,242	98·85	209,306	95·23	29·85	2269·30	1245·87
31st December		439,238	98·95	232,093	96·37	31·15	2614·51	1381·51
30th June 1869		426,129	98·98	201,327	95·72	29·94	2536·48	1198·37

12. The total number of passengers carried on the line during the half-year under review compares favourably with the corresponding half of 1868, but the receipts show a decrease:

In the first class there is a falling off both in numbers and receipts.

In the second class there is an increase in numbers, but a decrease in receipts.

And in the third class a considerable increase in numbers, but a falling off of Rupees 7979 in receipts.

It may however be here observed that the half-year under review did not share the benefit accruing from the important annual festival (the Streerungkum) which fell in January 1868 and again in December of the same year. The receipts from this festival alone in January 1868 amounted to Rupees 10,370.

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

Half-year ended the	
30th June 1868	30th June 1869
Tons	
157,20,057	155,39,190

14. 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	
	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs
Merchandise	24,531	1,26,469	27,043	1,28,842	2,512	2,373			10·24	1·08		
Railway materials	2,020	8,781	2,687	7,473	667			1,308	33·02			14·90

showing a slight increase of receipts in merchandise; but a decrease in materials.

15. The manner in which the carriage of the principal commodities has been affected during the half-year under review is shown below:—

	Half-year ended the 30th June 1868		30th June 1869	
	Weight	Receipts	Weight	Receipts
	Tons	Rupees	Tons	Rupees
Areca nuts	1,246	7,511	970	6,976
Cloth	192	3,125	182	5,190
Fruit	644	3,542	530	3,450
Grain of all kinds	9,991	28,309	10,351	28,914
Granite stones	1,281	2,171	1,727	13,151
Hides	107	2,109	178	4,720
Oil	164	1,137	208	2,876
Oil cakes	523	2,393	538	1,693
Salt	3,131	15,095	3,826	18,119
Seeds of all kinds	665	3,455	739	5,679
Tobacco	130	3,033	180	3,987
Timber	787	2856	800	5,058

16. During the early part of the half-year under review, in order to divert the traffic from the public road, sanction was accorded

accorded to the reduction of the rate for first class goods from 72 to 8 pies per ton per mile between Madras and the stations on the Great Southern of India Railway. The result of the measure relating to that Railway alone has been as follows:—

Half-year ended the	Tons	Rupees
30th June 1868	72	1,461
30th June 1869	447 3/4	6795

17. The grain traffic in both directions, and the eastward traffic in granite stones, produce large revenues.

The

18. The salt traffic westward stands thus for the half-year under review and the four half-years immediately preceding:—

Half-year ended the	Rupees
30th June 1867	6,240
31st December	16,717
30th June 1868	14,733
31st December	14,413
30th June 1869.	17,811

19. During the half-year ended the 30th June 1869, 1,665 tons of salt were conveyed to Negapatam by the Vedaranniem canal. The weight of other goods is not known, but they consisted chiefly of tobacco in small quantities.

20 The average quantity of salt in stock at Negapatam between the 1st January and 30th June 1869 was 3,760 tons of manufactured salt and 2,575 tons of spontaneous salt.

21 The canal was closed for repairs from the 1st March to the end of the half-year under review.

Expenditure

22.

	Half-year ended the 30th June 1868	Half-year ended the 31st Decemb. 1868	Half-year ended the 30th June 1869	Compared with corresponding half-year Plus	Compared with preceding half-year Plus	Compared with preceding half-year Minus
Maintenance of way and works						
Salaries, Office expenses and general superintendence	6,076	5,753	10,164	4,088	"	4,411
Maintenance and renewals of permanent way.						
Wages	18,677	15,311	28,508	9,809	"	13,197
Materials	6,464	5,332	6,725	"	739	393
Repairs of roads bridges stations and buildings	"	"	15,480	15,480	"	15,480
Locomotive Department						
Salaries, Office expenses and general superintendence	11,165	12,416	10,740	"	425	1,676
Running expenses.						
Wages, - working locomotives	23,966	23,146	23,127	"	839	19
Fuel	50,463	53,932	40,161	"	10,302	13,771
Oil, Tallow, waste, &c.	1,843	2,000	1,923	80	"	"	77
Repairs of engines and tenders	7,501	7,286	12,805	5,104	"	5,219	"
Do carriages and waggons	10,188	11,340	20,249	10,061	"	8,909	"
Traffic Department						
Salaries and wages	15,923	16,483	18,217	2,294	"	1,734	"
General stores	2,325	2,771	4,191	1,866	"	1,420	"
Clothing	"	"	187	187	"	187	"
Printing and stationery	2,271	3,252	3,200	929	"	52	"
Greasing rolling stock	1,375	1,216	1,659	284	"	443	"
Special expenditure	"	"	15	15	"	15	"
Miscellaneous expenses	42	143	215	173	"	72	"
General charges						
Home direction, agency, and management in India and office expenses	6,500	14,577	14,893	8,393	"	316	"

Fire Insurance Fund	2,500	5,000	5,000	2,500		
Rent of Goods station	3,570	3,574	3,864	294	290	
Telegraph expenses	2,626	2,740	2,924	298	184	
Rates and taxes	1305	1651	567	738	1084	
Miscellaneous charges, comprising claims, refunds, advertising, law charges, &c.	414	1001	290	124	711	
Mileage and demurrage	2412	5195	5195	2783		
Total	175,216	191,236	228,997	66,950	13,167	55,053	17,390

23. Maintenance of ways and works, &c. The expenditure under this head during the half-year under review is considerably in excess of previous periods. This is partly caused by a greater extent of line having been maintained by Revenue (128 miles against 81 miles in 1868), and partly by the expenditure incurred in repairing banks and in earthwork and metalling.

Locomotive

24. Locomotive power and repairs of carriages and waggons. — The increase in this department is almost wholly attributable to the repairs of locomotives and rolling stock which during the half-year under review were very considerable. Three engines were entirely new tubed, having now seven years with their old tubes. There have also been considerable repairs and renewals in carriages and waggons, an item of expenditure which must be expected to increase as the stock grows older.

The saving under the heading of fuel is due to the cheaper supply of coal issued to the Locomotive Department, freights having fallen.

Traffic Department.

25.

The increased expenditure under this

head is chiefly caused by extra staff employed and stores consumed. The creation of the post of Assistant Traffic Manager, the opening of four new telegraph Offices, the increase in the pay of pointsmen with a view to securing the services of efficient men, the entertainment of ticket collectors at some of the most important stations, and bringing up the staff of guards to efficient strength, were the chief causes of the increased expenditure under the item of salaries and wages.

The increase under the item of general stores is accounted for by the fact that the stations were at first worked with stores supplied from Capital.

The principal increase has been in the items of tarpaulins, signal-lamps, and oil for semaphores (the system of semaphores not being complete until the end of 1868).

The increase in grazing is attributable to the severity of the hot season during the half-year.

The increase in printing and stationery during the half-year under review is owing to the opening of the new telegraphic Offices and the retention of Passed 26.

General charges.—

The increase of expenditure under this head is chiefly due to a greater portion of the charge for general management, including home direction,

falling against Revenue.

The increase in the Fire Insurance Fund is accounted for by the half-yearly subscription having been increased from Rupees 2,500 to Rupees 5,000 on the 1st July 1868.

The increase in the rent of Erode station is caused by additions to works, the rent being fixed by a percentage on cost of construction.

The consequence of some disputed items a portion of the mileage and demurrage accounts for the first half of 1868 was not brought to account until June 1869.

The

27. The returns of late trains for the half-year under review show that out of 982 trains working upon the line only four were more than two hours late, of which two were detained by accidents.

---

28. 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 December 1867	30th June 1868	31st December 1868	30th June 1869.
44·62	50·50	46·86	44·85	62·24

29. The net profits for the half-year under review amounting to Rupees 1,39,533-6-11 are shown at the foot of the "Revenue Account calculated in accordance with the instructions in letter No. 59 A. R. dated 23rd March 1869 from the Government of India. G.O. No. 1237, dated 16th April 1869.

The uncollected balance ~~of outstandings~~ on the 1st March 1869, appertaining to the previous half-year amounted to Rupees 2,055.

30. Upon the whole the half-year's transactions have been the reverse of satisfactory. While the gross earnings have fallen below those for either of the last two half-years, the working expenses stand

at a higher figure than at any previous period. The net profits are consequently the smallest that have been carried to the Company's credit for any half-year during the the last three years. Throughout the year 1869 there has been great depression of trade in Southern India, and this has doubtless had a very injurious effect upon Railway revenue: but it cannot be denied that some of the causes which have conduced to the unsatisfactory result noticed above are of a permanent nature, and that, to counteract them, increased economy and efficiency in working

the

the line can alone be looked to.

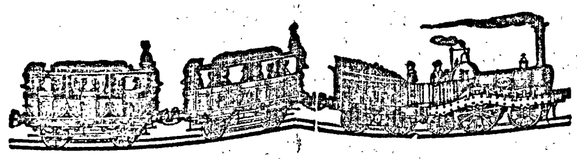
Madras
20th January
1870.

Major R. E.

Cons: Engineer for Railway

Pln 277/70

From 21st Feby/70 to Govt



GREAT SOUTHERN OF INDIA RAILWAY

TIME TABLE.

On and after 1st *September* 1869.

The times shown in these tables are those at which the Trains are intended to depart from the various Stations, but the Company cannot guarantee these times being kept under all circumstances, nor do they hold themselves responsible for delay.

WESTWARD TRAINS.

Miles from Negapatam	STATIONS.	Week Days. No. 1.	Week Days. No. 2.	Week Days. No. 3.	Week Days. No. 4.	Sundays. No. 2.
		A. M.	A. M.	A. M.	P. M.	A. M.
...	**Negapatam** ...Dept	.....	8.30	Goods. 11.30	1.45	8.30
3	Sickle	.....	8.39	.....	1.56	8.51
7	Keevalore	.....	8.51	.....	2.10	9.15
14	Trivalore	.....	9.15	12.15	2.35	9.27
18	Kulikery	.....	9.27	.....	2.52	9.50
25	Kordachary	.....	9.50	.....	3.21	10.13
30	Needamungalum ...	.....	10.12	1.0	3.46	10.30
36	Ammapettah	.....	10.30	.....	4.7	10.38
39	Saliamungalum ...	.....	10.38	.....	4.19	11.10
49	**Tanjore**	.....	11.10	2.0	5.0	
		.....				11.38
59	Boodalore	.....	11.38	.....	5.32	12.16
74	Teroovembore	.....	12.16	.....	6.19	12.45
		.....	12.45	.....	6.45	P. M.
82	**Trichinopoly** { Arrive		P. M.			1.0
	Trichinopoly { Dept	6.45	1.0	.....	.....	1.30
		7.16	1.30	.....	.....	2.10
91	Ellamanore	7.55	2.10	.....	.....	2.30
103	Kulitalay	8.16	2.30	.....	.....	2.54
109	Lalapettah	8.39	2.54	.....	.....	3.30
116	Cuttalay	9.20	3.30	.....	.....	4.0
127	**Carcor**	9.49	4.0	.....	.....	4.35
136	Poogalore	10.16	4.35	.....	.....	5.15
144	Cudumudy	11.0	5.15	.....	.....	6.0
156	Passoor	11.45	6.0			
168	**Erode** ... Arrive					6.45 / 7.5
		P. M.	P. M.	A. M.	P. M.	10.0
...	**Erode** ... Dept.	11.50 / 1.30	6.45 / 7.5	.....	.....	.....
...	**Coimbatore**	..... / 5.0	..... / 10.0	.....	.....	8.35
...	**Salem**	2.0 /	8.35 /	.....	.....	.....
...	**Jolarpett**	8.0 /	1.5 /	.....	.....	1.5
...	**Bangalore** ...	..... /	7.0 /	.....	.....	7.0
...	**Madras** ... Arrive	..... /	8.40 /	.....	.....	8.40
		P. M.	P. M.	A. M.	P. M.	A. M. P. M.

EASTWARD TRAINS.

Miles from Erode.	STATIONS.	Week Days. No. 5.	Week Days. No. 6.	Week Days. No. 7.	Week Days. No. 7.	Week Days. No. 7.	Week Days. No. 8.	Week Days. No. 8.	Sundays. No. 7.	Sundays. No. 7.	Sundays. No. 7.
...	**Madras** ... Dept.	A. M.	A. M.	A. M. 7.0	A. M. ...	P. M. 5.0	A. M. ...	A. M. ...	A. M. 7.0	A. M. ...	P. M. 5.0
...	**Bangalore**	.....	.....	9.0	...	5.30	...	4.50	9.0	...	8.30
...	**Jolarpett**	.....	.....	1.25	...	6.30	...	11.0	1.25	...	2.0
...	**Salem**	.....	.....	5.0	...	...	8.0	...	5.0	...	6.30
...	**Coimbatore**	.....	.....	...	4.15	8.28	11.5	1.10	6.45	6.50	8.28
...	**Erode** ... Arrive	.....	.....	6.45	6.50	8.28			P. M.	A. M.	A. M.
				P. M.	A. M.	A. M.					
											A. M.
...	**Erode** ... Dept.	.....	.....	A. M. 9.0			P. M. 2.0				9.0
12	Passoor	.....	.....	9.55			2.45				9.35
24	Cudumudy	.....	.....	10.20			3.30				10.20
32	Poogalore	.....	.....	11.0			4.0				11.0
41	**Carcor**	.....	.....	11.30			4.30				11.30
52	Cuttalay	.....	.....	12.10			5.10				12.10
59	Lalapettah	.....	.....	12.35			5.30				12.35
65	Kulitalay	.....	.....	12.53			5.50				12.53
77	Ellamanore	.....	.....	1.30			6.30				1.30
		.....	.....	1.53			7.0				1.53
86	**Trichinopoly** { Arrive	.....	.....	P. M. 2.15			...				P. M. 2.15
	Trichinopoly { Dept.	.....	6.30	2.30			...				2.30
94	Teroovembore	.....	6.50	3.17			.....				3.17
109	Boodalore	.....	7.35								
		Goods.									
119	**Tanjore**	6.0	8.20	3.52			.....				3.52
129	Saliamungalum ...	.....	8.45	4.19			.....				4.19
132	Ammapettah	.....	8.55	4.28			.....				4.28
138	Needamungalum ...	7.0	9.25	4.47			.....				4.47
143	Kordachary	.....	9.50	5.0			.....				5.0
150	Kulikery	7.50	10.13	5.20			.....				5.20
154	Trivalore	.....	10.36	5.35			.....				5.35
161	Keevalore	.....	11.0	5.53			.....				5.53
165	Sickle	.....	11.15	6.5			.....				6.5
168	**Negapatam** ... Arrive	8.30	11.30	6.15			.....				6.15

1 **Passengers** can be booked at intermediate Stations only on condition that there shall be room in the train and Class of Carriages for which their tickets shall have been issued, To ensure being booked, Passengers should be at the Station at least 15 minutes before the time mentioned in the tables. The door of the booking office will be closed punctually at the hours mentioned. Passengers cannot be re-booked at Road side Stations, to proceed by the train in which they have arrived.

2 **Tickets.**—The tickets given to Passengers on payment of their fares, will be required to be produced to the Company's servants, or given-up to them whenever demanded. Passengers unable or refusing to produce their tickets are liable to be charged the fare from the most distant Station from whence the train started. The tickets are not transferable, are only available for the Stations named thereon, and can only be used on the day of issue.

Tickets which have been torn or mutilated, particularly when the date or progressive number is off, will not be recognized, and the holder will be charged full fare.

"Any person who shall attempt to defraud the Company by travelling or attempting to travel upon the Railway without having previously paid his fare, or who shall in any other manner attempt to evade the payment thereof, is subject to a penalty not exceeding Rupees Fifty.

Passengers are requested to examine their tickets before leaving the booking office counter, as mistakes in tickets or money cannot be afterwards recognized.

3 **Children** under 3 years of age travel free and above that age are charged full fares.

4 **Passengers travelling in their own private Carriages** will be charged First Class fare in addition to the charge made for the Vehicle.

5 **Passengers Luggage.**—First Class Passengers will be allowed free of charge, 82 lbs. Second Class Passengers 25 lbs. and Third Class 15 lbs. All baggage in excess of this (whether in the owners charge or not) will be charged at 2 pics per maund per mile.

All Luggage must be prepaid at the Booking Station, and to insure being booked it must be delivered at the Station 20 minutes before the time stated for the departure of the train.

N. B. Act No. 18 of 1854 Clause 9. *"No such Railway Company shall in any case be answerable for loss or injury to any Passenger's Luggage unless the same has been booked and immediately paid for."*

No Luggage is allowed in the Carriages except small Packages which can be placed under the Seat occupied by the owner. Guards are required to remove all Packages which cannot be deposited under the Seat.

6 **Lost Luggage.**—Articles found in the Carriages or on the Railway are placed in a Lost Luggage office at the Negapatam Station where application should be made for lost Articles.

A fee of two annas will be charged for each Article of Luggage when claimed at the Lost Luggage office, but if not claimed within one month, an additional storage charge of annas 4 per month, after the first month, will be made. All Lost Luggage if not claimed within six months, will be sold by the Company to pay expenses.

7 **The Company will not be responsible** *for loss of, or injury to, any Gold, Silver, Jewellery, Writings, Securities and Valuable Papers, Plated Goods, Pictures, Glass, China, Articles of Ivory, Ebony, Sandal Wood, and such like valuables; Silks, Manufactured or unmanufactured, Wrought or not Wrought up with other Materials; Shawls, Laces, Cloths, Tissues embroidered with the precious metals, or of which such metals form part,* unless the same shall have been accepted by an authorized *Servant of the Company, and an increased charge or charges paid.*

8 **Special or Reserved Accommodation** in the Ordinary train may be had on application to the Assistant Traffic Manager, Trichinopoly, on 24 hour's notice being given.

9 **To Prevent Accidents** it is requested that no Passenger will lean upon, or open the Carriage door, or step from or into any Carriage when the train is in motion; any person doing so is liable to be prosecuted for a breach of the Company's Bye-Law No. 6 viz:

Any person attempting to get into, or upon, or to quit any Carriage after the train has been put in motion, is liable to a penalty of Twenty Rupees.

10 **Parcels** are received and booked at all Stations on the line. Parcels and packages under 56 lbs weight each, are conveyed by Passenger Trains *exclusively* at Parcel rates, and all parcels weighing above 56 lbs. each, are likewise forwarded by Passenger Trains and charged at Parcel rates, if *"Per Goods Train,"* be not distinctly marked thereon.

N. B.—*Parcels must be delivered at the Station 30 minutes before the Departure of Train.*

11 **Horses and Carriages.**—As Horse boxes and Carriage trucks are kept at the principal Stations, only notice should be given the day previous, of such being required; and Carriages and Horses must be at the station 30 Minutes before the time mentioned in these tables. Each horse must be in charge of a Horsekeeper who will be conveyed free.

12 **Dogs** must each be provided with *Muzzle, Collar,* and *Chain* without which the Company will not be answerable for their safety. Dogs will be conveyed, in a compartment of a Carriage provided for that purpose and under no consideration will they be allowed to accompany Passengers inside the Carriages.

13 **Electric Telegraph.**—The Company's Telegraph Offices are open from 6 A. M. to 6 P. M. and Messages are received from the public between those hours for transmission to any place at which a Government, or Railway signal station has been established.

14 **Smoking** in Carriages, or at Stations is prohibited under a penalty.

15 **Fees.**—The Company's Servants are prohibited from receiving any gratuity under pain of dismissal.

16 **Complaints.**—It is requested that any incivility, want of attention or any other irregularity may be immediately notified to Mr. ALFRED STANTON, Assistant Traffic Manager, Trichinopoly, or to the undersigned.

DAVID LOGAN,
Acting Agent and Traffic Manager.

NEGAPATAM,
31*st August* 1869.

P. W. Department

No. 583

Proceedings of the Madras Govern[t]

Under date the

Read the following

From The Consulting Engineer for Railways

H.E. No. 27 of 20th January 1870

Ordered that these papers be forwarded to the Govt of India

To The Consulting Engineer for Railways

No. 681

Resp[d] 5/3/70

To the Secretary to the Govt of India

Sir,

I am directed herewith to forward the Revenue Account and Analysis of the traffic & Operations of the Great Southern of India Railway for the half year ended 31st December 1869.

I have

The gross receipts and expenditure during the half year under review amounted to Rs: 3.67.92 and Rs: 2.29.000 respectively, and contrasted with the operations of the corresponding half of 1868 exhibit a falling off of Rs. 5952 under the former and an increase of Rs. 53.784 under the latter head. The net profit was Rs. 138.927 or Rs. 59.736 less than that of the half year ending 30th June 1868.

The following statement shows the details of the passenger traffic.

	Up to 30th June 1868		Up to 30th June 1869.	
	Number.	Amount.	Number.	Amount.
1st Class.	5.862	4,785	709	3826
2d do	3.584	5.699	3.720	5176
3d do	3.01.242	2,09,306	4,26.129	2,01,327
Total	3.55.688	2.19.790	4.30.558	210329

It will be seen from this Statement that though the number of passengers carried on the line was larger by 45.870 during the half year ending 30th June 1869 than during the first half of 1868, the receipts show a decrease of Rs. 9461.

These results are due partly to the second and third class fares six pies per mile, respectively, while during the half year under review they were 5 and 3 pies per mile, and partly to the fact that during the first half of 1868 there was the advantage of the receipts accruing from the extraordinary festival, which of themselves amounted to Rs. 10.370.

The

The goods traffic during the first half of 1868 shows an aggregate of 29,730 tons carried on the line yielding Rs: 1,36,315 which is Rs. 2865 in excess of the receipts of the corresponding half of 1868.

The results of the half year under review do not compare advantageously with those of the periods with which the Chief Engineer contrasts them but this His Excellency the Governor in Council is of opinion is clearly accounted for by the adverse character of the seasons and the prevailing depression of trade

Rec'd 5/8/70 with copy of Govt. 583 of 1870.
Ack'd Copy of Govt. 583 of 1870 to Secy to Govt.

of 1870 Madras.

UBLIC WORKS.

Consulting Engr.
for Railways

Nos. 401-402-843

Traffic Analysis (69)

Traffic Analysis