M.R.O. 1—10,006—28-2-50.

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. 2215-16 Press
~~B.P. No.~~ ~~Mis.~~
96, 97, 98

Dated 6.9.1873. ~~195~~ .

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 6th September 1873.

No. 96. Read the following letter from Lieutenant W. H. COAKER, R.E., for Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 2nd August 1873, No. 403 :—

I HAVE the honour to submit herewith the Statistical Review of the Revenue Account* of the Madras Railway, accompanied by a brief note, for the half-year ended 31st December 1872.

* Printed separately.

No. 97. ORDER THEREON, 6th September 1873, No. 2,215.

RAILWAY, No. 18.

ORDERED that this Review be forwarded to the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

No. 98. (DOCKET No. 2,216 dated 6th September 1873.)

COPY of the above forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. W. H. French,
Spare Copies.

List of Rates and Fares.

Troops. Officers on duty pay Second class fare for First class accommodation, and Non Commissioned Officers and Soldiers travel Second class on payment of the lowest fare.

Police. Policemen are conveyed on payment of the ordinary fares.

Special trains. These are run at a charge of 3 As per mile when consisting of an engine one First class one Second class Carriage and a Brakevan only - with a minimum charge as for 20 miles - Additional carriages are charged as follows:-

For a 1st class carriage - 12 First class fares.
2nd do 40 Second do
3rd do 50 Third do

Luggage, Horses, Carriages and Dogs carried by Special train are charged at the ordinary rates.

Passengers' Luggage. The rate charged for the conveyance of passengers' luggage in excess of the quantity allowed free of charge (whether in the owner's charge or not) is 2 pies per 82 lbs per mile.

* First class 112 lbs free
Second " 25 lbs free
Third " 15 lbs free.

Cattle. Cattle sent singly will be charged for at the rate of 1½ As per mile. Sheep, goats and pigs in waggon loads of 50 or any less number, and Cattle for slaughter in waggon loads of 6 or any less number will be conveyed at the following rates:

	Per truck per mile
	A. P.
For distances from 1 to 50 miles	2-6
do 51 to 100 do	2-3
do 101 to 150 do	2-0
do 151 miles and upwards.	1-9

Sheep Goats and Pigs sent singly will be charged for at the rate of 8 As for distances not exceeding 50 miles 1 R for distances from 51 to 100, and 4 As additional for every 50 miles or portion of 50 miles above 100 miles. Between Bangalore and Madras a special rate of 1 R 6 pies per waggon per mile is charged for sheep sent in waggon loads of 50 per waggon. Dealers' horses are conveyed in waggons by Goods trains (at owner's risk of loading unloading and conveyance) at the rate of 3 As per mile per truck load of 5 or any less number.

Horses

Horses Carriages and Dogs.

Charge per mile for	1 Horse.	½ Anna.
	Rs. 2	2 if the property
	Rs. 3	3 of one person.

The minimum charge for a horse is 3 Rs. one groom or Horsekeeper is allowed to travel free with each horse in the same vehicle. Return tickets for horses issued at an additional charge of 50 per cent on the single journey rate, available for 3 days exclusive of time occupied in travelling. Carriages are conveyed at the following rates:-

Palanquins	As 1 per mile
Two wheeled Carriage	1½ do
Four do	2½ do

the minimum charge for a Palanquin is 2 Rs for a two wheeled carriage 3 Rs and for a four wheeled carriage 5 Rs. Dogs are charged at the following rates.

For distances of 50 miles and under	8 As.
Above 50 and not exceeding 100 miles.	1 R
Exceeding 100 miles for every additional 50 or fractions of 50 miles	4 As.

Soldiers' dogs are conveyed as below:-

For any distance upto 400 miles	Rs 8-0
Above 400 and less than 800	12-0
Above 800 miles.	1-0-0

Pet animals or birds. are charged at the Dog rate.

Carriages

Cattle ... at ... and ... num... load... weig... charg... exceed... and ... of 50 ... and ... wagg... wagg... are ... sum... at ... of 5...

Corpses are conveyed at a charge of 4 annas per mile and are subject to a minimum charge of 5 Rs.

Parcels. - Small parcels are carried at the following rates irrespective of distance:-

Weighing 1 lb and under ... 6 As.

Above 1 lb and not exceeding 2 lbs 8 "

Parcels of newspapers from Madras are carried at half the rates charged for other parcels. Large parcels are conveyed as under:-

Distance.	10 lbs and under	11 to 20 lbs	21 to 40 lbs	41 to 80 lbs	81 to 100 lbs	101 to 125 lbs	126 to 150 lbs	151 to 200 lbs	201 to 250 lbs
1 to 50 Miles	-4	-6	-8	-12	1-2	1-8	1-14	2-4	2-10
51 " 100 "	-6	-9	-12	1-2	1-10	2-2	2-10	3-2	3-10
101 " 150 "	-8	-12	1-0	1-6	2-0	2-12	3-6	4-0	4-10
151 " 200 "	-10	-15	1-4	1-14	2-10	3-6	4-2	4-14	5-10
201 " 250 "	-12	1-2	1-8	2-4	3-2	4-0	4-14	5-12	6-10
251 " 300 "	-14	1-5	1-13	2-10	3-10	4-14	5-12	6-10	7-10
301 " 350 "	1-0	1-8	2-0	3-0	4-2	5-4	6-6	7-8	8-10
351 " 400 "	1-2	1-10	2-4	3-6	4-10	5-14	7-2	8-6	9-10
401 " 450 "	1-4	1-14	2-8	3-12	5-2	6-8	7-14	9-2	10-10
451 " 500 "	1-6	2-1	2-12	4-2	5-10	7-2	8-10	11-2	11-10
501 " 550 "	1-8	2-4	3-0	4-8	6-2	7-12	9-6	11-0	12-10
551 " 600 "	1-10	2-7	3-4	4-14	6-10	8-6	10-2	12-14	13-10
601 " 650 "	1-12	2-10	3-8	5-4	7-2	9-0	10-14	12-12	14-10
651 " 700 "	1-14	2-13	3-12	5-10	7-10	9-10	11-10	13-10	15-10

Parcels weighing more than 250 lbs are charged for in proportion to the rate for 250 lbs.

Fish Fruit Ice Vegetables &c. are charged as under:-

Distance.	10 lbs and under	11 to 20 lbs	21 to 40 lbs	41 to 80 lbs	81 to 100 lbs	101 to 125 lbs	126 to 150 lbs	151 to 200 lbs	201 to 250 lbs
1 to 50 Miles	-2	-3	-4	-6	-8	-10	-12	1-0	1-4
51 " 100 "	-3	-4	-5	-8	-10	-13	-15	1-4	1-9
101 " 150 "	-4	-6	-7	-10	-12	1-0	1-2	1-8	1-13
151 " 200 "	-4	-7	-8	-12	-14	1-3	1-5	1-12	2-2
201 " 250 "	-5	-8	-10	-14	1-0	1-6	1-8	2-0	2-7
251 " 300 "	-6	-9	-12	1-0	1-2	1-9	1-11	2-4	2-12
301 " 350 "	-7	-10	-15	1-2	1-4	1-11	1-10	2-8	3-1
351 " 400 "	-8	-12	1-1	1-4	1-6	1-13	2-1	2-12	3-6
401 " 450 "	-9	-14	1-3	1-6	1-8	1-15	2-4	3-0	3-11
451 " 500 "	-10	1-0	1-4	1-8	1-10	2-1	2-7	3-4	4-0
501 " 550 "	-11	1-2	1-5	1-9	1-12	2-3	2-9	3-8	4-5
551 " 600 "	-12	1-4	1-6	1-10	1-14	2-5	2-11	3-12	4-11
601 " 650 "	-13	1-5	1-7	1-11	2-0	2-7	2-12	4-0	5-0
651 " 700 "	-14	1-6	1-8	1-12	2-3	2-9	2-13	4-4	5-5

Parcels weighing more than 250 lbs will be charged for in proportion to the rate for 250 lbs.

Special rates. not exceeding 35 maunds 2½ pie per maund per mile - Exceeding 35 maunds but not exceeding 70 maunds 2½ pie per maund per mile - Exceeding 70 maunds 2 pie per maund per mile.

Goods. See "Madras" and "Great Southern of India" Goods Classification.

Note on the Traffic analysis of the Madras Railway for the half-year ending 31st December 1872

Table A. The results of the working of traffic for the half-year under review compare somewhat unfavourably with those for the corresponding period of the previous year, there being a decrease of Rs 1,64,269 in the gross revenue, and an increase of Rs 33,523 in the working expenses, the proportion of the latter to the former being 52.5 per cent as compared with 48.7 per cent. The falling off in revenue is owing to the lower rates at which the bulk of the goods traffic was carried. Exclusive railway materials 5032 tons more were carried, with a decrease

in

in receipts of Rs 1,57,276 the average receipts per train being Rs 9 as against compared with Rs 8 - 4 - 0 in the

The proportion of freight to dead load in goods traffic shows a slight improvement. Some of the goods vehicles have been rendered capable of carrying a load of nine tons by the addition of an extra plate to the springs and it is proposed to alter the whole of the wagons in this manner.

Table B. In the passenger traffic there is a decrease both in numbers and receipts in the first and second classes, a small increase in third class, and a large increase in the fourth or cooly class.

class. The Traffic Manager attributes the falling off in the first and second classes and the comparatively small increase in the third class to the prevalence of dengue fever in the Presidency town, but thinks that the introduction of third class carriages in the night trains on 1st June 1872 has operated sensibly in the second class traffic, though there can be no doubt as to the policy of that measure. The increase in the fourth class, is due to the extension of this class of traffic from Podanur to Coimbatore on the 1st August 1872.

Tables C-1. The falling off in the goods receipts is more than accounted for by the decrease under cotton, the total quantity carried being 7664 tons yielding a revenue of Rs 1,64,853 against

against 11,61 tons and Rs 3,70,343 for the corresponding period of the previous year. The decrease in receipts though mainly due to the smaller tonnage carried is also partly to be accounted for by the greater density to which the bulk of the cotton was pressed in order to take advantage of the differential rates. As it was found that cotton was being conveyed from the northern districts by cart to Madras the rates were reduced 14 per cent on the 1st June 1872 and as it was afterwards shewn that the revised rates bore unfavourably on "full pressed" cotton the rates for 2 and 3 classes from Raichore, Bellary and Adoni to Madras were further reduced on the 16th August 1872.

During

During the half year under review 1,29,4 tons of cotton were sent from stations on the Madras Railway to Bombay, the cost of conveying the same being Rs 1-8-0 per maund, while the rate to Madras is only 11 annas per maund.

Table E. ..... The increase under Superintendence is owing to a larger proportion of the staff having become chargeable to Revenue. The decrease under "Bridges and Tunnels" is mainly due to the expenditure on account of the Cheyair bridge having been included in the amount for the half-year ending 31 December 1871, whilst in the Revenue Account for the half-year under review, the expenditure on this work is carried to a separate heading.

Table F. Economical working is

is observed in the Locomotive department as compared with the two previous half-years. This is already decreased in Table C[illegible] and Table [illegible] in Table C[illegible]. The excess in "Carriage and wagon expenses" is due to increased repairs and renewals, a number of Road Brake Vans and other vehicles having been entirely renewed. The increased cost of superintendence follows directly from the increased expenditure.

Table J. The large decrease in "General charges" is owing to a more favourable distribution of these charges as regards Revenue.

Table M-5. The general results of working arrived at in this table do not compare favourably with those

those for the corresponding period of the previous year. This is partly due, however, to deductions according to Abstract K of the Revenue Account, having been made in Table M-II in the analysis for the half-year ending the 31 December 1871, but which according to the Orders of the Government of India should have been included. Compared with those of the half-year immediately preceding it, the results are somewhat better: the percentage of profits and receipts in first and second class passengers is not so favourable, but in merchandise there is a decided improvement.

No mileage having been allowed for season tickets in M.I. the receipts from the same have been

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 403

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

I have the honour to submit herewith the statistical review of the Revenue Account of the Madras Railway, accompanied by a brief note, for the half-year ended 31st December 1872.

I have the honour to be,

Sir,

Your most Obdt Servant

W Walker Lieut RE

for Cons Engr for Railways

Madras
2d Augt
1873
Cs
Cwo DP

P. W. 1873 Depart.

RAILWAY DEPARTMENT.

From 1873, No. 4326.

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 21 August 1873.
Recd. 4

Enc: 1. No. 403

P.W. 6 Sept/73 N: 2215
Submitting the
statistical review of the
Revenue Account of
the Madras Railway
for the half-year ended
31st August 1873.
W. Robertson

Ordered that this Report be
Printed for the use of the
Members of Council.
W.P. & Co. 9/9/73

Copy of the above forwarded
to the Govt. of India.
P.W. 9/9/73

N: 96-98.
Sent to Ady 4 Aug/73

No 4326

Govt. of {1873} Madras

PUBLIC WORKS.

To The Consulting Engr.
for Railways

To The Secretary to the
Govt of India

Dated

Read Encl. 1

G. O. 6th Sept. 1873, No 2215

2216.

Nos. 96-97 & 98

Revenue Account.

Letter from the Engr.
submitting Statistical
Review of the Revenue
Account of the Madras
Railway for the half
year ended 31st Dec. 72,
together with Remarks &c thereon