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MADRAS RECORD OFFICE

Government of Madras

Publications DEPARTMENT

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Dated	23-10-	1954

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
23rd October 1874.*

No. 494. Read the following letter from Lieutenant, W. H. COAKER, R.E.,
Deputy Consulting Engineer for Railways in charge, to Colonel G. W.
WALKER, R.E., Secretary to Government, Public Works Department,
dated Madras, 8th October 1874, No. 611 :—

I HAVE the honor to submit herewith, for transmission to the Government of
India, the Accounts of the Madras Railway for the half-year ended 30th June
1874, together with a brief note on the same, and to request that they may be
printed in pamphlet form as was done on the last occasion, this letter and the
Proceedings of Government thereon being printed separately.

No. 495. ORDER THEREON, 23rd October 1874, No. 3,011.

RAILWAY, No. 71.

ORDERED that the Accounts with Note
be forwarded to the Government of India.

(True Extract.)

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

No. 496. (DOCKET No. 3,012, dated 23rd October 1874.)
Copy of the above forwarded to the Government of India.
(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.
Spare Copies

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 611

From

Lieut. W. H. Croaker, R.E.,
~~Lieut. Colonel J. H. M. SHAW STEWART, R.E.,~~

Dy. Consulting Engineer for Railways in charge.

To

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

Secretary to Government,

Public Works Department.

Fort Saint George.

SIR,

*I have the honour to submit
herewith, for transmission to the Government
of India, the Accounts of the Madras
Railway for the half-year ended 30th June
1874 together with a brief note on the same,
and to request that they may be printed
in pamphlet form as was done on the last
occasion - this letter and the proceedings of Govern-
ment thereon being printed separately.*

*I have the honour to be
Sir
your most obedient servant*

W. Croaker *Lieut., R.E.,*

Dy. Cons. Eng. for Ry. in charge.

*Madras
8th October 1874*

Geo. D. P.

Note on the Revenue Account of the
Madras Railway for the half-year
ended 30th June 1874.

1. The gross receipts and working
expenses of this and the four previous
half-years were as follow:-

	Half-year ended the				
	30 th June 31 st Dec ^r	30 th June 31 st Dec ^r	30 th June 31 st Dec ^r	30 th June 31 st Dec ^r	30 th June 31 st Dec ^r
	1872	1873	1873	1874	1874
Average number of miles open	832	832	835	857	857
Gross earnings	31,66,189	30,39,464	37,65,308	31,18,042	29,67,671
Working expenses	1,42,163	15,96,794	13,14,165	21,05,213	18,12,258
Balances	15,24,026	14,42,665	12,51,143	10,12,829	11,55,413

As compared with previous half-years
a decrease is shown in the gross earnings
of the period under review, which may be
attributed to the depression in the grain
traffic in consequence of the general
scarcity prevailing in some of the dis-
tricts served by the railway, and to the
loss of traffic occasioned by the break
at Vaniambady in May and at

Camalapur

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traffic in consequence of the general
scarcity prevailing in some of the dis-
tricts served by the railway, and to the
loss of traffic occasioned by the break
at Vaniambady in May and at

Camalapur

Calcutta in June. These adverse causes
 are referred to in the papers embodied in the
 Proceedings of Government under date 20th
 May, 1874, N^o 1346, and 28th July 1874, N^o
 2039, but more detailed information will
 be furnished with reference to letter from
 the Government of India dated 28th July,
 1874, N^o 1743 - Q, as seen as the Traffic
 Manager has been able to complete his
 half-yearly report. The working charges
 (excluding the expenditure on the new
 Cheyaur bridge) do not differ materially
 from those of the two preceding half-years.
 And though they have risen considerably
 since 1872 it is not probable that any
 appreciable reduction will take place in
 them. The whole of the line, with the excep-
 tion of 25 miles, is now maintained by
 Revenue, and the repairs to engines and
 rolling stock will continue to be heavy.
 The Revenue account is also debited with
 almost the whole of the general charges.

2. The numbers of passengers
 journeys of each class and the receipts there-
 from during the present and four preceding
 half-years

Proceedings of
 Government 18th
 August 1874 N^o
 2296.-

half-years were as follow:-

	Half-year ended the				
	30 June 1872	31 Dec 1872	30 June 1873	31 Dec 1873	30 June 1874
Numbers					
First class	4906	4934	4801	5725	7781
Second	57335	55364	52621	22573	27974
Third	1041597	981276	1099585	1055124	1956658
Fourth or Caly class	149532	200500	234755	268477	277777
Total	1253370	1242074	1391762	1352039	1370390
Receipts					
First class	69511	66835	65218	64940	66727
Second	84369	75060	75737	57020	65015
Third	838555	821661	893911	868622	828839
Fourth or Caly class	58182	80497	92641	108074	113227
Total	1050677	1044053	1128507	1098656	1073808

The above table shows that although
 there was a large increase in the number of first
 class passengers during this half-year as com-
 pared with any of the four preceding, the
 receipts were only about an average, which is
 attributable to the reduction in the fares.
 A uniform fare of 15 pice per mile being now
 substituted for the rate of 18 pice by day and

22 pios by night formerly in force. The numbers and receipts from second class passengers during this half-year show an improvement over the one immediately preceding but are very much less than those of the other three half-years for the reasons adduced in the note on the Revenue account for the half-year ended 31st Dec-ember 1873. viz. the attaching of third class carriages to the local trains between Patna-merc and Beggan from the 1st July 1873. A further report on the working of this change will be submitted shortly. The numbers and receipts from third class passengers during this half-year do not compare favourably with those of the preceding four half-years. This may also be attributed to the stagnation in trade, and to the high price of food grains during the greater portion of this half-year. The fourth class passenger traffic continued to show a gradual improvement.

3. The ordinary fares in force during this half-year were the same as

Three

three of the previous half-year.

4. The number of tons carried, the ton-mileage and the receipts from merchandise / goods / traffic exclusive of railway materials during each of the five years ending 30th June 1874 were as given below-

	Half-year ended the				
	30 June 1872	31 st Dec. 1872	30 June 1873	31 st Dec. 1873	30 June 1874
Tonnage	178,787	184,559	209,810	195,245	173,995
Ton mileage	29,887,703	29,729,222	41,422,779	31,382,191	27,803,221
Receipts	18,220,116	17,397,735	23,558,820	17,597,704	15,57,226

showing a serious falling off in the goods traffic as compared with previous half years - which as stated in paragraph 1, will be fully explained hereafter.

5. The gross earnings, working expenses and balances per mile / average / of line open to traffic during these five

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4. The number of tons carried, the ton-mileage and the receipts from merchandise / goods / traffic exclusive of railway materials during each of the five years ending 30th June 1874 were as given below -

	Half-year ended the				
	30 June 1872	30 June 1873	30 June 1874	30 June 1875	30 June 1876
Tonnage	179,787	184,559	209,810	195,245	173,995
Ton-mileage	29,387,703	29,724,222	41,422,779	31,382,191	27,803,221
Receipts	18,229,116	17,397,335	23,548,820	17,597,704	15,677,226

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J. W. Boutwell
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Govt. of 1874 Madras.

PUBLIC WORKS.

To The Consulting Engineer for
Railways &
The Secretary to the Govt.
of India

Dated

Recd.

Encl. 2

23 Oct 1874. N^o 3011-3012

Nos. 494-495-496

Accounts (M. R. 1)

The Accounts of the
Madras Railway for
the half year ended
30th June 1874, ordered to be
forwarded to the Govt.
of India -

Forwarding the
Accounts of the
Madras Railway
for the half year
ended 30th June 74

40-3011-23-10-74-
to 13/14/94

J. M. 6342/74