M.R.O. 1—10,006—28-2-50.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. / B.P. No.	2530-31	Press / Mis.	
Dated	7- 9-	195	1574

Not to be folded or roughly handled

Name	Grade.	Remarks.
	Engineering Department. (continued)	
A. C. West	1st Class Assistant Engineer	Proceeded to England on 12 months furlough. 11th April 1873.
W. F. Potter	2nd Class. Assistant Engineer	Returned to England owing to ill health 10th October 1873. Agreement subsequently terminated by the Board.
G. R. Smith	2nd Class Assistant Engineer	Proceeded to England on 12 months furlough. 9th December 1873.
	Locomotive Department	
John Cairns	Locomotive Foreman	Returned to England owing to ill health 20th July 1873.
William Armstrong	do — do —	Died. 7th January 1874.
W. Barlow Wright	Locomotive Superintendent	Proceeded to England on 12 months sick leave. 30th March 1874
Thomas Clarke	Locomotive Foreman	Returned to England owing to ill health. 30th March 1874.

Name	Grade.	Date of Arrival
Locomotive Department (continued)		
James Austin	Carriage builder	Arrived - 11th June 1873
Robert L. Lee	Saw Setter	do 21st July "
Traffic Department		
Louis. S. Moss	vy. Traffic Manager	Returned to duty on expiration of 3 months Privilege leave - 1st June 1873

4. The death of Locomotive Foreman William Armstrong referred to above was reported to you in my letter No 9 of the 7th of January last. It occurred at Rothamore and was caused by disease of the heart, complicated with disease of the liver.

5. The death in England of Engine Driver Hodgkinson who proceeded to Europe on six months leave in March 1873, was reported to me by the Board in their letter of the 20th of June last, No 512.

6. As mentioned in my Report for the official year 1872-73. the New Central Station was opened for Public Traffic on the 7th of April 1873.

7. The Royapooram and Perambore Stations which in accordance with the original intention were closed upon the opening of the Central Station at Madras, were, under circumstances of which the Government is aware, re-opened for public traffic during the year. The Perambore Station was re-opened on the 12th of May, and the Royapooram Station on the 14th of July 1873.

8. In order to work the Traffic from and to Royapooram with greater convenience to the Public the double line between the Central Station and the Vyasarapady Junction was extended to Perambore, the extension having been opened for public traffic on the 4th of February 1874.

Traffic Department

9. The Traffic was worked during the year without any serious accident resulting in loss of life, or injury to Passengers.

Rates and Fares.

10. On the 31st August 1873 the following reductions in the First and Second Class Passenger fares were made, viz:

First Class—from 18 pies for day and
22 pies for night to a
uniform fare of 15 pies per
mile for Day and Night

Second Class—from 12 to 8 pies per mile
for night

11. The fares now in operation are as under:

	First Class	Second Class		Third Class		Booly Class
	Day and Night	Day	Night	Day	Night	
Pies per mile	15	5	8	3	4	2.

× copy sent with letter No 400. dated 9th May 1874.

12. It will be observed from paragraph 16 of the Traffic Manager's Report× for the last half year that while there has been a falling off in the receipts from first and second Class Passengers, the increase in the two lower classes (viz: 3rd and Booly Class) was most encouraging

that in the body blass being principally due to a development of traffic between Jollarapett and Coimbatore, where the body blass was introduced on the 1st August 1873, and to the introduction of the body fare on the Bangalore Branch on the 31st August 1873.

13. Sufficient time however has not yet elapsed to enable us to form a judgment as to what the results will be of the reductions in the first and second class fares mentioned above.

14. On the 1st June 1873 reduced Scales of rates were introduced for the conveyance of Parcels, and for Ice, Fish, Flowers, Fruit, Meat and Vegetables by Passenger trains, for local traffic and for through traffic with the Great Southern of India and Carnatic Railway Companies.

15. The undermentioned special rates were introduced during the year.

5th April 1873 — Potatoes - to and from all Stations, at the 1st class rate.

5th May 1873 — Revised Rates for Parcels and for Ice, Fish, Flowers Fruit, Meat and Vegetables by Passenger trains.

29th May 1873.—— Australian flour, the property of Mr. Keogh of Australia Madras to Bangalore, at Rupees 6-8-0. per ton.

29th do do.—— Stone for Mr. Chisholm from Chinnampett and Stations West and North to Madras at 5¾ pies per Tow per mile in full Waggon loads.

25th June 1873.—— Horses intended for the Poona Horse Show carried on the following conditions— Full fares for the journey to Poona but to be carried free on the returne journey—

11th July 1873—— Spirits in casks in consignments of not less than 6 tons to be rated second instead of 3rd class.

29th July 1873—— Salt— Tiroor to Wottapollium and grain and Paddy Wottapollium. to Tiroor at 11 pies per maund per mile in full Waggon loads during the Monsoon.

29th—— do—— do—— Loose bottom— Bellary to Adoni at 18 pies per tolo per mile in Waggon loads of not less than 3 tons at owners risk.

29th—— do—— do—— Cotton Seeds— at six and a half pies per tolo per mile for distances of 50 miles and upwards in Waggon loads of not less than 6 tons

2nd August 1873— Benjamin to be rated 3rd instead of 5 class

2" —do— do— Loose bottom. booked at Ghooty, Goondacul, Nuncherla and Veerapoor to Bellary and Adoni at 18 pies per ton per mile

11" —do— do— Coir. Beyporc to Madras at 9 pies per ton per mile

18" —do— do— Copper coins. at 5 class rates of Goods Classification

3rd November 1873— Returned Empty Salt Gunnies to be charged for Actual weight.

12" December 1873— Coffee. Mettapollium to Coimbatore at 11 pies per maund per mile

20" December 1873— Oilman Stores and Liquors of all Kinds in consignments of 27 maunds and upwards for sale or consumption at the bank of Exercise, at 1st Class Goods rate, Madras to Bangalore.

28" February 1874— Piece Goods and Wool for local traffic and for traffic between Madras Railway Stations and Stations North of Raichore, at the following reduced rates Press packed— 3rd Class Country packed 4" do

31st March 1874— First and Second class goods booked at Royalcherro and Gadputro to Bellary at 10 pies per ton per mile

South West Line

16. The average cost of maintaining the South West line and Bangalore and Nilgherry Branches including renewals with Pot Sleepers amounted to Rupees 131-9-2 per mile per annum as compared with Rupees 118-13-1 per mile in 1872-73, the increase being due to heavy expenditure on renewals with Pot Sleepers between Avenashy and Palghaut and to the outlay on Protective works to Bridges.

17 The Permanent way, Earthwork &c &c were maintained in a Satisfactory condition during the year.

18. The Bridges generally throughout the South West Line were kept up in good repair. The Protective works recommended by the Bridge Committee for the Palar, Poiney and Goriallum Bridges are in progress under the charge of a special Engineer. The foundations of several of the other Minor Bridges were secured by protective works during the year.

19. The Fencing was efficiently maintained throughout the line.

20. The Station Buildings &c &c. were maintained in a sound and substantial state of repair. At the Salem Station however it was found that the beams in the roof of the Refreshment room were giving. They have been temporarily supported by props and arrangements have been made to replace them with stronger ones.

Nilgherry Branch Line.

21. The greater portion of the works on this branch, namely from Coimbatore to Mettapolium-22 miles, were completed during the year, and this section of the line was opened for public traffic on the 31st August 1873.

North West Line.

22. The maintenance of this line cost Rupees 93-11-9 per mile per mensem, as compared with Rupees 79-0-2 per mile in 1872-73.

23. The increase is principally due to the expenditure on protective works to Bridges, and also to the cost of raising the gradient at the $\frac{27}{9}$ mile.

24. The Permanent Way, Earthwork, Station Buildings &c &c were all maintained in good working order.

25 The Fencing was also well maintained throughout the line

26. The Bridges generally were kept up in a substantial State of repair.

27. Satisfactory progress was made during the year towards the construction of the New Bridge over the Kheyair River. Some delay will however, now take place in carrying out the work, as it has been found that some of the Cylinders have reached depths, before arriving at Rock, considerably below what appear by the Section of borings made by the Resident Engineer in 1871, thus necessitating the getting out of additional Cylinders from England. Indents for the first and second instalments of these Cylinders have with the sanction of the Government been already forwarded to the Board, and Mr. Going expects shortly to be in a position to State the exact lengths required to complete the Structure

28. Muggry Bridge. The first consignment

of

of Cast Iron Segments of Cylinders for this Bridge arrived here in November last, and the work of construction is steadily progressing.

Electric Telegraph.

29 The working of the Telegraph line was very satisfactory during the year.

I have the honour to be,
Sir
Your most obedient Servant.

Thos. J. Lewin

Agent and Manager.

No. 400

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 9th May 1874

From

Robt: B Davis Esq
Agent and Manager. of the M R Co

To

Lieutenant Colonel J. H. M. Shaw Stewart RE
Consulting Engineer for Railways.

SIR,

With reference to my letter of the 28th ultimo, No 362, I have the honour to forward for retention copies of the Reports received from the undermentioned Heads of Departments for the half-year ended the 31st December 1873.

Acting Chief Engineer's Report - Dated 30th March 1874
Telegraph Engineer - Do - No 41 - 19th Febry - 6 -
with a Statement
Locomotive Superintendents - Do - No 49 - 28th March - 2 -
with two Statements
Traffic Managers - Do - Dated 10th April - 9 -
with an Appendix
Chief Accountants - Do - No 111 - 24th March -
with Statements
Consulting Physicians - No 11 - 17th January 1874
Annual Report - I have the honour to be
Sir, Your most obedient
Servant & Member

x Sent with letter No 376 27th March 1874.

Dated 24th May 1874
Encl. 122.

The Consulting Engineer
for Railways.

To

MADRAS RAILWAY.

From

The Agent and Manager.

No. 444

Returning with Reports
& Statements noted in the
Margin of the Agents letter
No 400 dated 9th May 1874

P. W. 4107/74
20

Pg. 27th Sept. 74
In 8 Sh. 13 E.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 9th May 1874
Recd. 11th " "

No. 409,

Forwarding Copies of the Reports of the Locomotive Superintendent for the half-year ending 31st December 1873.

S. W. 4107/174
119
Rly 7 Sept 174
L & N. 131.

No 49.

Madras Railway,
Locomotive Superintendent's Office,
Perambore Works 28th March 1874.

From

The Locomotive Superintendent

To

The Agent and Manager
Madras Railway.

Sir,

I have the honour to submit my Report for the half-year ending the 31st December 1873.

2. Three Statements accompany the Report numbered respectively 1, 2 and 3.

3. No. 1 is an Abstract exhibiting the expenditure incurred in each month, under various heads, in working and upholding Locomotive Engines and Tenders and Rolling stock during the 6 months.

4. No 2 is an Abstract furnishing similar information for the last three half years for the purpose of comparison.

5. No 3 is a Statement showing the classes and numbers of Locomotive Engines and Vehicles on the Line, exhibiting also the number of the several descriptions of Rolling stock constructed during the half-year, and those at present in course of manufacture in the Workshops.

Locomotive Engines and Tenders.

6. These are generally in good working order throughout the Line.

7. As anticipated in former Reports, extensive repairs to Engines have been necessary during the last half year, and the expenditure on this account will continue to form a heavy charge in the Working expenses of the Department.

8. The mileage run has not been so heavy as during the preceding half year, but has exceeded the mileage of the corresponding half year in 1872 by 99,780.

Rolling Stock.

9. The Rolling Stock is in good working order.

Working Expenses.

Working and repairs of Locomotive Engines and Tenders.

10. A reference to the monthly expenditure in working and upholding Engines and Tenders, as exhibited under the various heads in Abstract A. 1, will show that the total cost of working per mile during the months of December was $5\frac{as}{-}\ 1.31^{p}$, whilst the expenditure per mile during the previous July was $5\frac{as}{-}\ 3.71^{p}$, showing a decrease in December as compared with July of 2.40 pies per mile.

11. A slight decrease in December as compared with the month of July will likewise be observed under the heads of total cost of repairs of Engines and Tenders. The total cost of working and repairs is consequently also less, the expenditure per mile in July being $7\frac{as}{-}\ 10.56^{p}$, whilst that in December is $7\frac{as}{-}\ 5.56^{p}$, or 5 pies per mile less than in July.

12. The cost per mile of Enginemen and Firemen's wages in December last is shown as $1\frac{a}{-}\ 1.6^{p}$, and of Cleaners, Cokemen and Watermen's wages as 5.86^{p}, whilst the expenditure per mile under these heads in the July preceding is respectively $1\frac{a}{-}\ 2.08^{p}$ and $4\frac{p}{-}\ 05$.

13. Abstract A. 2 exhibits a comparatively slight increase in the total cost per mile of working and upholding Locomotives during the past half year, as compared with the two preceding periods; although the gross expenditure under this head is shown as Rupees 601,222.11.5 as against Rs. 617,728.6.1 during the previous half year.

14. The cost per mile of Enginemen and Firemen's wages ($1\frac{a}{-}\ 1.87^{p}$) and of Cleaners, Cokemen and Watermen's wages ($3.\frac{p}{-}\ 96$) is favourable as compared with the corresponding period in 1872, though slightly in excess of the expenditure per mile under these heads during the half year ending 30th June 1873.

15. The quantity of Coke, Coal and Patent Fuel, consumed per mile during the past half year exceeds the consumption per mile during the previous twelve months, but owing to a re-adjustment of the prices in July last, and the smaller proportion used of Coke, which is more highly priced than the other two descriptions of fuel, there is a very trivial increase in the cost per mile as compared with the corresponding half year, and an actual decrease as

compared with the previous period in 1872.

16. The average cost per mile of all fuel inclusive of Firewood used for lighting purposes, is as 3 — F 4.70 in the half year under review; as 3 — F 4.40 in the half year ending the 30th June 1873, and as 3 — F 1.80 in the half year ending December 31st, 1872, evidencing but a slight variation in the cost per mile during the three periods.

17. The expenditure under the head of repairs of Engines and Tenders is necessarily very heavy, owing to the extensive repairs which have been executed for some time past.

The figures given are as follows:

		Rs	as	P.
For the half year ending 31st Decr 1872		126,198.	2.	0
Do	30th June 1873.	153,948.	4.	4
Do	31st Decr 1873.	159,432.	13.	5

or a cost per mile of as 1 — F 9.05; as 1 — F 10.20, and as 2 — F 0.47 for the three half years respectively.

Carriages and Wagons.

18. The cost per mile of running of Carriages and Wagons as exhibited in abstract No 2 is as 4 — F 4.88 for the past half year, and differs very slightly from the cost per mile for the previous and corresponding half years which is shown respectively as as 4 — F 4.73 and as 4 — F 4.41.

19. The expenditure upon repairs is considerably less than during the corresponding period in 1872.

20. There is an excess as compared with the expenditure during the previous half year, but this excess is explained by the fact of an amount of Rupees 11,848 having been debited to Revenue between July and October 1873, this sum being the proportion chargeable to Revenue under the orders of Government of the cost of conversion of 20 Covered Goods Wagons from other descriptions of Vehicles, and of 15 Cake Wagons into Cooly Class Carriages.

21. The expenditure on actual repairs should therefore stand thus:

	Rs
Half year ended 31st December 1872	84,556
Do 30th June 1873.	59,807
Do 31st December 1873.	
As per abstract 2 Rs. 72,516.	
Less charged to Revenue for Conversions 11,848	60,668

22. The figures for the two latter half years cannot however be taken as a correct estimate of what may be considered as the average expenditure necessary for the upkeep of the whole of the present Carriage and Wagon stock; as under orders of Government communicated in March 1873, no worn out Vehicles are to be renewed unless it is satisfactorily shewn that the traffic of the Line cannot be efficiently worked without such renewed stock; and, I fear that, under these orders, there may be a tendency to diminish the present stock as renewals are necessary and thus probably throw a heavy expenditure in this respect upon future years. It is therefore, I think, a matter for consideration whether it is not desirable that a

P.W.4107/74
18
P.G. 27 Sept/74
Dock No/131.

No 3. 22

Madras Railway
Locomotive Department.

A Statement of Rolling stock finished up to 30th June, that constructed during the half year ending 31st December 1873 and the stock in course of construction up to latter date.

Engines	Erected upto 30 June 1873	Erected during the half year ending 31st Decr 1873.	Total stock erected	In the course of erection on the 31st Decr 1873.	Remarks.
Passenger Locomotives	14				
Tender Engines Nos. 1 & 2	2	"	2		
Tank Engines " 7 to 16	10	"	10		
Goods Locomotives					
Tender Engines Nos 3,4 & 25 to 126	104	"	104		
Tank Engines " 5,6 & 17 to 24	10	"	10		

Vehicles	Constructed upto 30 June 1873.	Constructed during the half year ending 31 Decr 1873.	Total stock constructed	In the course of Construction on the 31st Decr 1873.	Remarks.
Sleeping Carriages	4		4		
Saloon for the Excellency the Governor	"	"	"	2	
1st Class Carriages	15		15	11	
2d Class "	55		55	9	
3d Class " with Lav.	2		2		
3d Class Upper Deck Carriages	26		26		
Composite Carriages	12		12	4	
1st & 2d Composite Carriages	25		A 40		A (15) Body Class Carriages converted from Bogie Waggons.
Covered Carriages for Body Class	1	1	2		
Invalid Carriages	1		1		
Engineers Inspection Carriages with Bath					
Open Goods Waggons	342	B	332		
Open Sided Goods Waggons	1880	B	1857		
High Sided Open Goods Waggons	5		5		
Flat Open Goods Waggons	244		244		
Ballast Waggons	410	A & B	388		
Bogie Waggons	7		7		
Road Waggons	35		35		
Cattle Waggons	22		22		B (20) Covered Goods Waggons converted from
Road Brake Waggons	28		48	B	Bogie Waggons 7
Covered Goods Waggons	30		30		A.O.G. Waggons 3
Carriage Trucks	144		144		F.O.G. Waggons 10
Timber "	6		6		
Platforms "	4		4		
Water " with Tank	25		25		
Passenger Luggage Vans	60		60		
Goods Brake Vans	3		3		
Gun Powder Vans	3		3		
Oil Stores Vans	4		4		
Travelling Crane on Truck	30		50		
Horse Boxes					
	3634	1	3635	15	

1 True Copy 6

Wm. W. Barlow Wright
Locomotive Superintendent
March 28th 1874.

Agent & Manager.

	MILES RUN.														
	With Train.	Empty.	Assisting.	Piloting and Shunting.	Total.	Enginemen and Firemen's Wages.			Cost per Mile.						
1873															
July	167.534	1,501	.	37,198	2,06,293	15,128	1	4	.	1	2.08				
August	1,87,472	1,514	.	36,196	2,05,182	15,099	13	8	.	1	2.13				
September	1,64,547	2,211	6	36,335	2,03,099	14,567	14	7	.	1	1.79				
October	1,70,187	1,961	.	37,559	2,09,707	15,008	8	9	.	1	1.74				
November	172,206	2,285	18	37,122	2,11,631	15,213	6	.	.	1	1.80				
December	1,74,514	1,888	24	38,498	2,14,924	15,306	9	.	.	1	1.67				
Total	1016.460	11.360	48	222,908	12,50,776	90,344	5	4	.	1	1.87				

Cost of Running and

	RUNNING.													
	Workmen's Wages.			Materials.			Total.			Cost per Mile.			S C	
1873														
July	1,318	11	10	4,956	8	10	6,275	4	8	.	.	5.84		
August	1,031	.	1	4,467	5	3	5,698	5	4	.	.	5.33		
September	1,52	15	2	3,990	1	8	5.143	.	10	.	.	4.86		
October	1,166	11	2	3.906	10	3	5,073	5	3	.	.	4.64		
November	1,236	15	5	3,309	15	10	4,546	15	3	.	.	4.12		
December	1.238	3	4	3,785	1	4	5.023	4	8	.	.	4.49		
Total	7,344	9	.	24,415	11	2	31,760	4	2	.	.	4.88		

LOCOMOTIVE SUPERINTENDENT'S OFFICE,

Perambore Works.

28th March 1874

Compd L.

Leaving

N° 1.

MADRAS RAILWAY.

LOCOMOTIVE DEPARTMENT.

ABSTRACT of EXPENDITURE for working and upholding Locomotive Engines and Tenders from July to

WORKING.

Cleaners, Firemen and Watermen's wages.	Cost per Mile.	Coke consumed. Quantity. Cwt.	Coke consumed. Cost.	Coal consumed. Quantity. Cwt.	Coal consumed. Cost.	Patent fuel consumed. Quantity. Cwt.	Patent fuel consumed. Cost.	Total Coke, Coal and Patent Fuel consumed per Mile. Quantity. lbs.	Total Coke, Coal and Patent Fuel consumed per Mile. Cost.	Wood consumed. Quantity lbs.	Wood consumed. Cost.	Wood consumed per Mile. Quantity. lbs.	Wood consumed per Mile. Cost.	Wood consumed for Lighting. Quantity. lbs.	Wood consumed for Lighting. Cost.	Average Cost of Coke, Coal, Patent Fuel and Firewood consumed per Mile.	Cost of Oil, Tallow and Waste, &c.	Cost per Mile.	Total Cost of Working.	Cost per Mile.
4,153	12 3		2.65	28,44 1/2	3,279 4 1	18,117 59/112	18,117 12 9	4,111 1/2	4,933 13 10	27.61		59,64,500	17,939			83.21		2.08	10,160	2,032 8 0	3.09	2,643 7 7	2.48	68,437 11 10	5 3.71
4,316	11 6		4.44	1,947 91/112	3,115 14 10	17,349 28/112	17,349 4 0	3,133 11/112	1,368 10 11	25.46		54,09,000	14,818			60.61		3.60	17,000	2,004 1 7	4.84	2,617 11 11	2.44	65,686 4 5	5 1.47
4,152	7 9		3.97	1,096 80/112	1745 4 4	15,707 92/112	15,707 2 9	3,381 52/112	4,057 13 11	23.15		90,71,500	18,143			56.12		3.61	17,000	1,972 1 7	3.36	2,586 12 4	2.45	62,998 4 0	4 11.06
4,138	12 6		3.88	1243 89/112	1,928 5 9	13,863	13,863 0 0	4,211 32/112	5,053 7 0	23.91		96,44,500	19,281			58.75		3.61	17,000	2,065	3.64	2,452 0 1	2.34	64,019 14 11	4 10.61
4,308	10 11		3.85	1051 79/112	1,852 11 8	14,854 95/112	14,854 13 7	4410	5293 0 0	25.75		1,14,39,500	21,241			66.34		3.61	17,000	1,861,333	2.83	2815 5 7	2.55	67,555 1 4	5 1.29
4,311	15 6		3.96	927 102/112	1484 11 6	14,854 22/112	14,672 13 2	5,613 34/112	6,735 16 5	25.83		84,55,000	20.94			65.77		3.15	15,000	1,52,500	2.27	2864 1 9	2.56	68,631 2 7	5 1.31
																		3.02	14,500	2149					
8,547	14 11		3.39	8,271 42/112	13,234 3 2	94,794 37/112	94,794 44 3	25,261 57/112	30,123 13 0	25.64		5,71,71,000	141.42			59.59		3.83	61,53,000	12,367 12 9	4.70	15,999 7 3	2.46	3,97,328 7 3	5 5.99

Repairs of Carriages and Wagons from July to December 1873

Proportion of Superintendents, Clerks and other Servants' wages and Office Expences.	Cost of Superintendence per Mile.	Total.	Workmen's Wages.	Materials.	Total.	Cost per Mile.	Proportion of Superintendents, Clerks and other Servants' wages and Office Expences.	Cost of Superintendence per Mile.	Total.
1,149 9 8	0.46	6,767 14 4	3718 1 0	12,190 14 10	15,908 15 11	2.81	1,248 13 5	1.16	17,167 1 0
1,519 13 9	0.49	6,218 3 1	4,267 10 2	7,100 10 11	11,318 5 1	10.64	1,037 2 6	0.97	12,485 1 9
1,127 5 9	0.41	5,586 6 7	4,066 8 10	6,643 6 9	10,719 15 7	10.12	910 12 5	0.86	11,820 3 0
1,375 4 9	0.34	5,449 4 2	4,231 11 5	10,353 8 7	14,585 4 0	1.35	1,080 11 9	0.99	15,665 15 9
1,401 5 5	0.29	4,867 9 10	3,662 8 9	10,120 10 11	13,783 1 8	1.30	971 15 10	0.88	14,755 1 6
	0.36	5,424 13 1	3,196 1 9	2,964 14 3	6,161 0 0	5.50	492 7 9	0.44	6,653 7 9
8,547 14 11	0.39	34,368 3 1	23,142 7 11	49,374 2 3	72,516 10 2	11.13	5741 15 8	0.88	78,258 9 10

ENGINES AND TENDERS.

Miles.	Working. Cost.	Working. Cost per Mile.	Repairs. Cost.	Repairs. Cost per Mile.
1873				
July 206.293	68,437 11 10	5 3.71	25,740 7 4	1 11.96
August 205,182	65,686 4 5	5 1.47	29,715 13 9	2 3.81
September 209,079	62,998 4 0	4 11.06	23,208 13 8	1 9.94
October 209,707	64,019 4 11	4 10.61	24768 9 1	1 10.47
November 2,11,631	67,555 1 4	5 1.29	24,199 5 5	1 9.62
December 2,14,924	68,631 2 7	5 1.31		
Total 1,250.776	3,97,328 7 3	5 5.99	159,132 13 5	2 0.47

True Copy
Agent and Manager

December 1873

REPAIRS.												Total Cost of Repairs.		
Engines.						Tenders.								
Wages.			Materials.			Wages.			Materials.					
13,486	1	10	10,819	6	6	459	6	-	975	8	10	25,740	7	4
12,447	1	8	14,639	15	4	563	12	-	2,665	-	8	29,715	13	9
2,342	8	4	8,413	6	5	515	5	-	1,937	9	5	23,208	13	6
1,498	11	8	16,148	5	-	561	3	-	591	7	7	31,799	12	2
4,412	4	4	9,176	13	-	661	1	-	518	1	4	24,768	9	1
13,261	5	3	11,138	3	8	1187	12	-	319	15	7	24,199	5	5
79,448	1	1	70,328	1	11	3,248	4	9	6,407	11	8	159,432	13	5

Summary.

CARRIAGES AND WAGONS.												Superinte
Running.						Repairs.						
Cost.			Cost per Mile.			Cost.			Cost per Mile.			Cost.
275	4	8			5·84	15,005	14	10		2·81		9,134
698	5	4			5·33	11,361	4	1		10·64		10,260
143	-	10			4·86	10,709	4	7		10·12		8,679
5,073	5	5			4·64	14,585	4	-		1·35		8,556
4,546	15	3			4·12	13,783	1	8		·55		7,503
5,023	4	8			4·49	6,161	-	-		5·50		8,316
1,760	4	2			4·88	72,516	14	2		11·13		52,751

Sp. 28

№ 843.

Madras Railway Company
Chief Auditor's Office
Madras 6 April 1874.

The Agent and Manager
Madras Railway
Madras

Dear Sir,

I have the pleasure to submit a report on the Revenue Accounts rec^d for the half year ended 31^st December 1873.

2. In this half year the mileage under Traffic averaged 851 against an actual mileage of 832 ~~miles~~ in the corresponding half of 1872.

3. The Gross Revenue was Rupees 31,18,042-3-4 against Rupees 31,39,464-1-11 being an increase of Rupees 78,578-1-5 or 2·59 per cent. The season was an ordinary one calling for no special remark, and therefore the increase will be regarded as satisfactory on the whole.

4. The expenses have been Rupees 21,05,212-15-1 (including Rupees 231,772-9-5 on account of the Restoration of the Cheyair Bridge) as compared with Rupees 15,96,798-13-11 with a charge of Rupees 49,973-6-8 on the same account in the corresponding half of 1872.

Leaving

No 1.

MADRAS RAILWAY.

LOCOMOTIVE DEPARTMENT.

ABSTRACT of EXPENDITURE for working and upholding Locomotive Engines and Tenders from July to December 1873

WORKING.

Cleaners, Firemen and Watermen's Wages.	Cost per Mile.	Coke consumed. Quantity. Cwt.	Coke consumed. Cost.	Coal consumed. Quantity. Cwt.	Coal consumed. Cost.	Patent fuel consumed. Quantity. Cwt.	Patent fuel consumed. Cost.	Total Coke, Coal and Patent Fuel consumed per Mile. Quantity. lbs.	Total Coke, Coal and Patent Fuel consumed per Mile. Cost.	Wood consumed. Quantity lbs.	Wood consumed. Cost.	Wood consumed per Mile. Quantity. lbs.	Wood consumed per Mile. Cost.	Wood consumed for Lighting. Quantity. lbs.	Wood consumed for Lighting. Cost.	Average Cost of Coke, Coal, Patent Fuel and Firewood consumed per Mile.	Cost of Oil, Tallow and Waste, &c.	Cost per Mile.	Total Cost of Working.	Cost per Mile.
4,163 12 3	0 0 4.05	20,446 69/112	3,279 4 1	18,117 69/112	18,117 12 9	4,111 42/112	4,933 13 10	27.61	4 9.35	5964,500	17,929	83.21	2 7.98	10,18,260	2,032 8	0 3 7.09	2,163 7 7	0 0 2.48	68,437 11 10	0 5 3.71
4,326 11 6	0 0 4.04	1,947 51/112	3,115 14 10	17,349 35/112	17,349 4 .	3,633 16/112	4,360 10 11	25.46	3 9.42	54,09,000	16,818	60.61	2 6.95	10,02,050	2,004 1 7	0 3 4.84	2,617 11 11	0 0 2.44	65,666 4 5	0 5 1.47
4,152 7 9	0 0 3.98	1,090 89/112	1745 4 4	15,707 89/112	15,707 12 9	3,381 42/112	4,057 13 10	23.15	3 9.25	90,71,500	15,143	80.12	2 6.77	9,86,050	1,972 1 7	0 3 3.36	2,588 12 4	0 0 2.45	62,998 4 .	0 4 11.01
4,178 12 6	0 0 3.88	1,203 109/112	1,926 5 9	13,863	13,863 . .	4,211 22/112	5,053 7 .	23.91	3 9.31	96,44,580	17,281	86.75	2 7.01	13,41,550	2,083 1 7	0 3 5.05	2,815 5 7	0 0 2.55	67,555 1 4	0 5 1.29
4,308 10 11	0 0 3.95	1057 79/112	1,652 11 8	14,884 95/112	14,884 13 7	4,410	5,292 . .	25.75	3 9.45	106,30,500	21,261	86.34	2 9.15	16,63,500	2,127 . .	0 3 5.23	2,864 1 9	0 0 2.56	68,631 2 9	0 5 1.31
4,311 12 6	0 0 3.96	8,271 42/112	13,234 3 2	94,794 29/112	94,794 14 3	25,361 57/112	30,433 13 .	25.64	3 9.35	571,710	14,382 . .	83.69	2 7.83	61,33,900	12,367 12 9	0 3 4.70	15,999 1 3	0 0 2.46	3,97,328 1 3	0 5 0.99

REPAIRS.

Engines. Wages.	Engines. Materials.	Tenders. Wages.	Tenders. Materials.	Total Cost of Repairs.
13,486 1 10	4,819 6 6	489 6	975 8 10	25,740 7 4
12,447 1 8	14,637 15 4	583 12	2,665 . 8	29,715 13 9
2,342 8 4	8,413 6 5	515 5	1,937 9 8	23,208 13 8
2,498 11 8	16,148 5 .	561 3	591 7 7	31,799 12 2
2,412 4 4	9,176 13 .	661 6	518 1 4	24,768 9 1
1,241 5 3	11,138 3 8	1,157 12	819 15 7	24,199 5 5
3,248 4 9	6,407 11 8			1,59,432 13 5

Repairs of Carriages and Wagons from July to December 1873

Proportion of Superintendents, Clerks and other Servants' wages and Office Expences.	Cost of Superintendence per Mile.	Total.	REPAIRS. Workmen's Wages.	Materials.	Total.	Cost per Mile.	Proportion of Superintendents, Clerks and other Servants' wages and Office Expences.	Cost of Superintendence per Mile.	Total.
492 9 8	0 0 .46	6,767 14 4	3718 1 .	12,190 14 10	15,918 15 10	0 1 2.81	1,248 13 5	0 0 1.16	17,187 1 3
519 13 9	0 0 .49	6,218 3 1	4,267 10 2	7,100 10 11	11,368 5 1	0 0 10.64	1,037 2 6	0 0 .97	12,405 12 .
427 5 9	0 0 .41	5,558 6 7	4,066 8 10	6,643 6 9	10,719 15 7	0 0 10.12	910 12 5	0 0 .86	11,620 12 .
375 4 9	0 0 .34	5,449 4 2	4,231 11 5	10,353 8 7	14,585 4 .	0 1 1.35	1,080 11 9	0 0 .99	15,665 15 9
321 3 7	0 0 .29	4,867 9 10	3,662 6 9	10,120 10 11	13,783 1 8	0 1 .38	971 15 10	0 0 .88	14,755 1 6
401 5 5	0 0 .36	5,424 13 1	3,196 1 9	2,964 14 3	6,161 . .	0 0 5.50	492 7 9	0 0 .44	6,653 7 .
2,547 14 11	0 0 .39	34,368 3 1	23,142 7 11	49,374 2 3	72,516 10 2	0 0 11.13	5741 15 8	0 0 .88	78,258 9 .

Summary.

	Miles.	ENGINES AND TENDERS. Working. Cost.	Working. Cost per Mile.	Repairs. Cost.	Repairs. Cost per Mile.	CARRIAGES AND WAGONS. Running. Cost.	Running. Cost per Mile.	Repairs. Cost.	Repairs. Cost per Mile.	Superinte Cost.
1873 July	206,233	68,437 11 10	0 5 3.71	25,740 7 4	0 1 11.96	15,005 11 10	0 0 5.84	1,134	0 0 .44	9,134
August	205,182	65,686 4 5	0 5 1.47	29,715 13 9	0 2 3.81	11,361 4 1	0 0 5.53	2,665	0 1 .03	10,260
September	209,099	62,998 4 .	0 4 11.06	23,208 13 8	0 1 9.94	10,709 12 7	0 0 4.86	2,665	0 1 .03	8,679
October	209,707	64,019 14 11	0 4 10.61	31,799 12 2	0 2 5.11	14,565 4 .	0 0 6.64	2,665	0 1 .03	8,556
November	211,631	67,555 1 4	0 5 1.27	24,768 9 1	0 1 10.47	13,783 1 8	0 0 6.28	2,665	0 1 .03	7,803
December	214,924	68,631 2 9	0 5 1.31	24,199 5 5	0 1 9.62	6,161 . .	0 0 2.81	2,665	0 1 .03	8,316
Total	1,250,776	3,97,328 1 3	0 5 0.99	1,59,432 13 5	0 2 0.47	72,516 10 2	0 0 33.88	16,992	0 6 .78	52,751

True Copy

Agent and Manager

Leaving out of consideration what may be considered the extraordinary charges in the two half years the ordinary expenditure stands thus:

Half year Ended December 1873. Rs 1,73,440-5-8.
" " " " 1872 " 1,46,825-7-2.
Increase Rupees 3,26,614-14-6

This is an increase equivalent to 21.11 per cent and is made up of an increase in the Engineering Department of Rs 1,56,237:4:0
do do Loco: Dept: 75,736:5:2
less decrease Carr: & Wag: Expenses 9626:11:8 . 66,109:9:6
increase in the Traffic Department . 30,223:11:2
" " " General charges . 85,140:2:10.
3,37,710:10:8.
less decrease in Special and
Miscellaneous Expenditure 11,095:12:2.
Rupees 3,26,614:14:6

5 It will be observed on a comparison of abstract A. Maintenance of Way, Works and Stations for the half year ended 31st December 1873 with that for the corresponding half of 1872 that every head of expenditure shows a marked increase amounting in the aggregate to 35.27 per cent. On the other hand it will be seen that the miles maintained were 914 in the 1873 half, against 801⅔ in the 1872 half, giving an increase of 14.01 per cent

6 The Locomotive Expenses Abstract B have increased 14.38 per cent, and would have been larger but for the accidental circumstance of the Locomotive Superintendent Acting as Agent and Manager, which caused all his Salary to be included in General charges

7. Abstract C

Carriage and Waggon Expenses have decreased 7.85 per cent.

8. Abstract D

Traffic Expenses.

Have increased 11.59 per cent the greater part of this increase falls to two heads.

1st Salaries and Wages.
(4) Station Staff
2nd " Fuel Lighting, &c
(1) " Fires, Lights, Water &c &c

9. Abstract E

General charges

Have increased 53.84 per cent due to diminished construction Expenditure, whereby a larger share of the Home and Indian management fall upon Revenue and to the Electric Telegraph charges Maintenance.

wages

wages and stores being exceptionally large in the past half year

10. Abstract L.

Special and Miscellaneous Expenses calls for no special remark.

11. The net revenue has been Rupees 10,12,829-4-3 against Rupees 14,42,665-4-1 in the corresponding half of 1872. The result at 1/6 Exchange is equivalent to £92,842-13-8 or to a Dividend at the rate of £1-16-6 per cent per annum on the Capital raised at the 31st December 1873.

12. The following calculated at the 31st December in each year are the per cents to be set off against the Guarantee.

	Miles Open	Capital raised at 31st Dec	Net Revenue	Equal to per cent. per annum.
	average.	£	£ s d	£ s d
1868	656.	9,748,339	331,217 6 11	3 7 11
1869	690	9,763,765	286,012 19 .	2 18 6
1870	711	9,939,075	233,578 17 10	2 6 11
1871	826	10,161,854	267,608 3 .	2 12 8.
1872	Actual 832	10,155,344	271,945 . 6	2 13 6
1873	average 857	10,154,432	271,697 9 6	2 13 6

13. The following table gives the result under each of the 4 heads into which the Revenue is divided

	December 1873	December 1872	Increase	Decrease
	Rs as P.	Rs as P.	Rs as P.	Rs as P.
Coaching Traffic	12,23,473 11 1	11,84,413 11 8	39059 15 5	. . .
Goods	17,77,241 12 4	17,59,185 9 2	18,056 3 2	. . .
Electric Telegraph	8740 4 8	10,299 7 4	. .	1559 2 8.
Sundries	107986 7 3	85,565 5 9	22,421 1 6	. . .
Total	31,18,042 3 4.	30,39,464 1 11	80,137 4 1	1559 2 8.

14. The Passenger Traffic (including Express Return Fares and Soldiers) on the whole gives very Satisfactory results in the half year under review as compared with the same Traffic in the corresponding half. Thus it will be seen on reference to Abstract H of the Revenue Accounts that we carried and earned

		1872		1873	
		No.	Amount Rs as P.	No.	Amount Rs as P.
First Class		4934	66,835 3 .	5925	64,940 2 .
Second		53,364	75,060 2 .	22513	57,020 7 .
Third		961,276	621,660 15 4	1055724	8,65,621 14 4
Cooly		203,500	80,496 10 .	268,477	108073 9 .
		1242074	1044052 14 4	1352039	1096656 . 4

15. The Goods Traffic likewise compares favourably with the corresponding half of 1872. The increase in weight in Tons has been 10,687 and in Revenue Rupees 19,969.

16. The earnings per mile also gives a favourable comparison taking into consideration the increased mileage worked over viz Rs 2067-12-11 in 1873 against Rs 2091-0-5 in 1872.

17. The following are the items of Traffic from which increased Revenue above Rupees 5000 has been derived

Ballast and Stones	Tons	2625	Rupees 5392
Cloths and piece goods	"	409	" 9468
Coffee	"	627	" 5321
Commissariat Stores	"	527	" 8202
Cotton & pressed	"	4926	" 87,808
Grain	"	1893	" 9595
Grains	"	3567	" 34,298
Jaggree	"	2634	" 25,192
Raggy	"	7709	" 54,258
Salt	"	1513	" 10,904
Timber	"	3137	" 25,384
Wines & Spirituous Liquors	"	238	" 6033

18. The following are the items showing a falling off in Revenue above Rupees 5000.

Cotton Loose	Tons		Rs 21,119
" A Pressed	"	368	" 13,626
" B "	"	525	" 16,026
" D "	"	281	" 5956
Firewood	"	3152	" 10,477
Paddy	"	1042	" 9925
Rice	"	2963	" 35,433
Salt Fish	"	656	" 8226
Seeds of all Kinds	"	4950	" 50,655
Skins	"	670	" 10,868
Sugar of all Kinds	"	1057	" 7120
Sundries	"	5815	" 68,343

19. Railway Materials represent 12 per cent of Gross Receipts, about one half the amount they stood at in 1872.

20. The following are the chief commodities interchanged with the Great Indian Peninsula Railway.

Chillies

	To and from G. I. P. Railway.							
	Half year ending Dec 1872				Half year ending December 1872			
	Tons	Amount			Tons	Amount		
		₹	Rs	as	p	₹	Rs	as p.
Shillies	203	2553	4	22		121		
Cloth & Piece Goods	86	2622	10	49		9671		
Cocoanuts	441	4226	8	90		13576		
Commissariat Stores	469	12,943	13	595		16,708	11	11
Grain and Pulse	2496	13,896	12	271		1958	1	
Indigo	34	636	12	13		253	6	
Iron of all Kinds	189	1078	15	6	44	501	15	
Jaggree	256	2522	1		6	23	5	
Luggage	41	1543	14		57	1949	7	6
Oil of all Kinds	55	630	1		90	2122	13	
Ordnance Stores	148	6295			273	12,745	10	
Pitch Tar & Asphaltte	34	749	11		"	"	"	
Seeds of all Kinds	91	643	6		19	300	15	
Skins	704	17,112	2		848	19,653	13	
Sundries	55	2435	6		62	1707	15	
Timber	171	3057	5		3	41	7	
Sugar	21	927	3		13	494	13	
Wheat	1546	21,402	14		10	35	4	
Country Sleepers	127	1,687	10	9	"	"	"	
Medical Stores	19	761	3		16	722	12	
Scantling (Timber)	277	3613	"		"	"	"	
Nizam's Materials	661	17,521	12		564	15049	13	6
Jawaree	689	4534	12		"	"	"	
Sundries	963	9670	1		1870	25706	6	5
Total	9776	133,065	4	6	4915	102423	15	4

21. The interchange of Passenger Traffic is given in the accompanying Table and gives signs of progress which must be considered gratifying.

	To G. I. P. Railway						From G. I. P. Ry.						To & from G. I. P. Ry.					
	½ year ended Dec 1873			½ year ended Dec 1872			½ year ended Dec 1873			½ year ended Dec 1872			½ year ended Dec 1873			½ year ended Dec 1872		
	No.	Amount		No.	Amount		No.	Amount		No.	Amount		No.	Amount		No.	Amount	
		Rs	as p		Rs	as p		Rs	as p		Rs	as p		Rs	as p		Rs	as p
1st Class	139	4001	7	92	2989	8	141	4211	8	111	4060	9	280	8212	15	203	7070	1
" 2nd	154	2143		119	1897	7	173	1963	10	138	2322	12	327	4110	10	257	4220	3
" 3rd	435	1754	5	15	60	15	748	3125	12	43	328	8	1183	4880	1	58	389	7
1st & 2nd Class	15½	760	9	11½	663		15½	760	9	11½	663		31	1521	2	23	1326	
2nd & 3rd "	22	397	9	13½	362	7	6	22	397	9	13½	362	7	6	44	795	2	27	724	15
Servants	1	5	3	43	228	7		"	"	"	"	"	"	"	1	5	3	43	238	7
Total	766½	9062	1	294	6211	12	6	1099½	10463		317	7757	4	6	1866	19526	1	6	13969	1

22. The following notes against each head of Expenditure shows generally in a comparative form the work done in each Department for each half year.

Expenditure

Expenditure

	December 1873 Miles maintained	Cost Rs	as	p	Per cent Receipts	December 1872 Miles maintained	Cost Rs	as	p	Per cent Receipts
Abstract A.										
Maintenance of Way works and Stations	914	599250	2	3	19.22	801 2/3	443812	14	3	14.38
	Gross miles-ages of Engines 1027622					Gross miles-ages of Engines 960855				
Abstract B.										
Locomotive Expenses	Hours in steam 248444 No of Engines under repair and awaiting ditto 40	602419	9	11	19.32	Hours in steam 221677 No of Engines under repair and awaiting ditto 35	526183	4	7	17.33
Abstract B. Carriage & Wagon Expenses	No of Vehicles under repair and awaiting ditto 195	112937	7	0	3.62	No of Vehicles under repair and awaiting ditto 142	122564	2	8	4.03
Abstract D.	Profitable Train miles 9748445					Profitable Train miles 8855226				
Traffic Expenses	No of stations 84	290873	8	2	9.33	No of stations 79	260119	13	0	8.58
Abstract E. General Charges	Miles of open Lines 857	237619	7	5	7.62	Miles of open 832	152479	5	5	5.02
Abstract G.										
Special & Miscellaneous Expenses		30320	2	11	.97		41415	15	7	1.36
Khanyain Bridge Restoration		231772	9	5	7.44		49973	6	8	1.64

Journal Statistics are attached.

Yours faithfully,
Asst Superintendent Chief Auditor.

General Results.

No 1.

For the Half Year ending	Gross Earnings	Expenditure	Net Revenue	Per centage Expenditure	Per centage Profits	Miles open	Earnings per Mile open	Train Miles	Earnings per Train Miles	Expenses per Train Miles
	Rs as p	Rs as p	Rs as p				Rs as p		Rs as p	Rs as p
December 1872	3037464 1 11	1579798 12 10	1442665 4 1	52.52	47.48	832 average	3653 3 3	8852226	3 6 11	1 12 10
June 1873	3765308 5 3	1814165 2 2	1951143 3 1	48.18	51.82	835 average	4507 5 7	10400031	3 9 11	1 11 10
December 1873	3116042 3 4	2105212 6 7	1010829 4 3	67.52	32.48	851 average	3663 15 7	9748445	3 3 2	2 2 7

No 2. Earnings under Coaching and Goods Traffic

For the Half year ending	Coaching Amount	Per centage	Goods Amount	Per Centage	Total
	Rs as p		Rs as p		Rs as p
December 1872	1184413 11 8	40.24	1759185 9 2	59.76	2943599 4 10
June 1873	1299243 3 9	35.38	2373338 10 8	64.62	3672581 14 5
December 1873	1228473 11 1	40.76	1777841 12 4	59.24	3006315 7 5

No 3. Earnings per mile open.

For the Half year ending	Coaching Amount	Goods Amount
	Rs as p	Rs as p
December 1872	1423 9 2	2114 6 6
June 1873	1555 15 8	2842 5 2
December 1873	1437 11	2067 1 11

No 4. Passengers Coaching and Goods Returns Season Tickets and Holidays

For the Half Year ending	First Class No	Amount Rs as p	Second Class No	Amount Rs as p	Third Class No	Amount Rs as p	Body Class No	Amount Rs as p
December 1872	4934	66835 3	553664	750602	981276	824660 15 4	200576	804796 10
June 1873	4801	65217 11	526214	765737 6	1099585	893910 9 9	223475	938640 13
December 1873	5926	64940 2	226729	570207	1055124	866821 12 4	226477	1000733 7

No 5 Percentage of Numbers and Amounts of Receipts in each class

For the Half year ending	Percentage of Numbers				Percentage of Earnings			
	1st Class	2nd Class	3rd Class	Lady Class	1st Class	2nd Class	3rd Class	Goods Traffic
December 1872	.40	4.46	78.94	16.20	6.47	7.12	78.45	7.96
June 1873	.35	3.80	78.76	16.89	5.84	6.69	78.83	8.64
December 1873	.41	1.67	78.01	17.91	6.00	5.11	78.77	10.12

No 6 Miscellaneous (Coaching)

For the Half year ending	Parcels	Passengers Luggage	Horses Carriages and Dogs	Special Trains	Horses Extra Trains
	Amount	Amount	Amount	Amount	Amount
	Rs as P	Rs as P	Rs as P	Rs as P	Rs as P
December 1872	41838 13 6	22875 4 .	31280 5 .	16869 11 .	26034 . .
Ranghey Parcels	1462 11 10	"	"	"	"
June 1873	50203 5 .	23960 3 .	34259 13 .	7058 4 .	54205 3 .
Ranghey Parcels	1050 . .				
December 1873	41900 2 3	20578 5 6	34610 5 .	4897 8 .	21781 6 .
Ranghey Parcels	1050 . .				

No 7 Goods Traffic (Merchandize)

For the Half year ending	Merchandize	
	Weight	Amount
	Mds S.	
December 1872	50934 15 22/4	17 37 735 . 2 .
June 1873	57117 20 34/4	23 55 217 12 11
December 1873	53150 16 33/4	17 69 763 11 .

No 8 The Weight Carried and amount Earned per mile of

For the Half year ending	Weight		Amount	
	Mds	S.		
December 1872	6039	.	2091	. 5
June 1873	6840	.	2821	5 5
December 1873	6246	.	2067	12 11

No 9 Material

For the Half year ending	Material				Percentage
	Weight		Amount		Gross Receipts
	Mds	S			
December 1872	44997	20/2	7044	11 .	.23
June 1873	24952	36	3663	7 .	.10
December 1873	20643	13	3774	13 .	.12

No 10 Miscellaneous (Goods Traffic)

For the Half year ending	Cattle		Demurrage	
	Amount		Amount	
	Rs as P		Rs as P	
December 1872	87 85	4 .	3416	3 4
June 1873	10475	9 .	3279	13 9
December 1873	11748	10 .	2614	11 4

No 11 Abstract of Expenditure

Expenditure	For the Half year ending						Percentage of Receipts		
	December 72		June 1873		December 73		Dec 72	June 1873	Dec 73
	Rs	as P	Rs	as P					
For maintenance of Way Works and Stations	443012	14 3	510874	6 4	599250	2 3	14 08	13.57	19.22
Locomotive Power	526683	4 9	621223	10 3	602419	9 11	17.33	16.50	19.32
Carriage Carriages & Waggons	122564	2 8	101475	1 6	112737	7 4	4.03	2.69	3.62
Traffic Charges	260669	16 .	273431	. 6	290893	8 2	8.58	7.26	9.33
Salaries & Charges	152479	5 6	186736	. 1	237619	7 5	5.02	4.96	7.62
Special Miscellaneous expenses	41415	15 1	29354	11 10	30320	2 11	1.36	.78	.97
Repairs Bridges Protections	49973	6 8	91070	3 8	231772	9 5	1.64	2.42	7.44
	1596798	13 10	1814165	2 2	2105212	15 1	52.54	48.18	67.52

The Statements which accompany the Report are the following.

No 1 General Results
" 2 Earnings under Coaching & Goods traffic
" 3 Earnings per Mile open
" 4 Passenger Traffic including Excess, Return Fares and Soldiers
" 5 Percentage of Numbers & Percentage of Receipts in each class
" 6 Miscellaneous (Coaching)
" 7 Goods Traffic (Merchandize)
" 8 Weight Carried & amount earned per mile open
" 9 Material Traffic
" 10 Miscellaneous Goods Traffic
" 11 Abstract of Expenditure
" 12 Return shewing the outward & and inward traffic at each station for the Half year ending December 1873
" 13 Comparative Statement shewing the quantity and amount of the Principal Commodities of Merchandize Traffic for the Half years ending Dec/73 & 1872
" 14 Statement of quantity of Merchandize Traffic (mentioning the Chief Stables) forwarded from & received at the principal Stations during the Half year ending December 1873.
" 15. Statement of Mileage of vehicles for the Half year ending December 1873.
" 16. Statement shewing the Number and Mileage of Engines and Trains run up and down distinguishing between Passengers Goods and Mixed also between Engines and Trains run for Traffic Locomotive and Maintenance for the Half year ending December 1873.
" 17. Statement shewing the Number and Mileage of Passengers, Horses, Carriages and Dogs the weight (in Tons) and Tow Mileage of Merchandize and Materials &c &c for the Half year ending Dec 1873.
" 18. Statement shewing the weight Carrying Capacity number and Mileage of vehicles run during the Half year ending December 1873.
" 19. Comparative Statement shewing the weight and earnings of the Principal Commodities during the Half years ending December 1872 & 1873.
" 20. Statement shewing the Locomotive Power for the Half year ending December 1873.

(Signed) Fitzgerald Church
Chief Auditor

I Jane Coffey
Asst Manager

P.W. 4107/74
12
P.C. 17 Sept. /74
2 & 8 N. 131.

N° 111

Madras Railway Company
Chief Accountant's Office
Madras 27th March 1874.

Dear Sir,

I beg to send herewith for transmission to the Board, the Balance Sheet and usual Statements of the Company's Accounts for the half year ending 31st December 1873.

2. The Net expenditure on Capital Account during this half year amounts to Rs 309,395:2:7 made up as under:

	Rs	a	p	Rs	a	p
Cash						
In England	1808	10	6			
In India	196,794	9	2	198 603	3	8
Stores				110 791	14	11
Total				309,395	2	7

This expenditure includes a sum of Rs 56454:4:0 charged to Capital on account of the New Cheyair Bridge in accordance with para 10 of Board's letter N° 512 dated 20th June 1873. The amount is one sixth of the total expenditure on this Account from June to December 1873.

3. The expenditure on the Nellgherry Branch to date of opening (1st September 1873) charged to "Line in course of construction" and amounting to Rupees 16,63018:15:2, (or £ 152,443-8-1) has been transferred to "Line open for traffic" in the Journal for December and this transfer closes the former account. A Statement is enclosed showing the allocation of the total cost of construction of the Branch line.

4. The receipts and expenditure of Stores given

given in the following summary show a reduction in the Store balances during the half year of Rupees 2,92,884:6:11

			Rs	as	p
Balance of Stores on hand 1st July 1873			43,24,330	5	1
Receipts during the half year					
From England	£ 49,32,56	9			
" Purchases India	279,600	5 11	7,72,856	6	8
			50,97,186	11	9
Expenditure do					
Capital Account	Rs 1,10,791	14 11			
Revenue Account	9,54,948	14 8	10,65,740	13	7
Balance 31st December 1873			40,31,445	14	2

5. With regard to the "General Store Account" the books relating to which are now kept in this Office the value of the Stores on hand as shewn in the balance Sheet was Rupees 9,51,149:4:2. at the 1st July 1873. During the half year a Statement was prepared showing the quantity of Stores borne on the Stock Ledgers at the above date, and their value at current rates, and the total of this Statement gives a surplus value of Rupees 152,072-4-10, over the amount standing to debet of "General Store Account" Balance Sheet. The value of Stores in the several wards was as under

	Rs	as	p	Averages.
General Ward	3,24,538	7	11	3142
Oil and Paint Ward do	1,19,065	6	8	
Shed do	1,47,249	15	6.	
Permanent Way do	2,23,372	9	6.	
Iron Copper &c do	1,52,239	7	4	
Stationery do	70,400	2	2.	
Add value of Stores cleared in June but not classed	66,355	7	11	
	11,03,221	9	-	
Value per Balance Sheet	9,51,149	4	2	
Surplus Rs	1,52,072	4	10	

6. On the 24th June 1873 the Chief Auditor called for a re-valuation of the Stock of Stores in accordance with paragraph 9 of Captain Tilgates report on the account and audit Office of this Company embodied in G.O. No 1369 dated 16th May 1872.

7. In carrying out this re-valuation upwards of a Lakh of rupees of the surplus shewn above has been applied in the reduction of prices, leaving still some Rupees 50,000. as a reserve to meet any possible loss on Stock that may become unserviceable.

8. The prices have been reduced only in the case of stores that have depreciated in value, or where the Stock was large and of long standing, the lists of reductions made being checked and approved by the General Storekeeper and the Store Auditor.

9. The following figures give approximately the distribution of the value of the reduction

made.

	Rs	a	p
General Ward	20,775	.	.
Oil and Paint Ward	3069	.	.
Shed do	19,898	.	.
Permanent Way do	59,287	.	.
Iron do	Nil		
Stationery do	Nil		
Total Rs	103029	.	.

10. The Statement prepared in the London Office in connection with the "Materials Lost Account" received with your letter No 741 dated 10 instant, have been brought to account in the Journal for December Statement A showing "Items to be charged to stores" would appear to be 10/ in excess in the amount written off for the "Glenavon" while Statement B, showing "claims in suspense." apparently understates the amount due for the "Ornate" by the same sum. The figures for these ships are as follows

"Glenavon"

	£	s	d
Amount Short landed	16	0	10
" recovered	9	0	"
" to be written off £	7	"	10.

and not £7-10-10 as stated

"Ornate"

	£	s	d
Amount Short landed	55	13	6
do recovered	1	8	5
do still in suspense	54	5	1

and not £53-15-1 as stated

11. The sum shewn in the Balance sheet at the

The Debit of "Suspense Account for General Averages" Rupees 1651-6-6. is the amount paid to Messrs Arbuthnot & Co. in terms of your letter No 3442 of the 10th October last being this Company's Contribution to the General Average in the case of the Steamer "Excelsior"

12. A list of Statements sent herewith is annexed.

Yours faithfully
(Signed) J. Cranch
Chief Accountant.

To,

The Agent and Manager
Madras Railway

(True Copy)

H. J. Lucas
Agent and Manager.

DCO

List of Statements

Forms Nos 1-18 of the series issued by the Govt. of India

19— Balance Sheet for the half year ending 31st Decr 1873

20— Details of cash Expenditure on the purchase of Stores and issues of Stores on Capital and Revenue Accounts

21— Fire Insurance Fund Account

22— Sleeper Statement

23— Statement of Stores in Transitu

24— The Agent and Manager in account with London Office

25— Memo: of Materials Lost Account.

26— " — of Short landings

27— " — in explanation of Short landings

28 Statement of Interest on Monthly Balances under

29— " — of Wood Fuel

30— " — of Payments made in England for quarter ending 31st Decr 1873.

31— Certificates of Locomotive Superintendent, Chief Engineer, Cashier, General Storekeeper and Agency Manager of cash Balances against them.

32— " — of the Agent of the O.B.C. regarding Fire Insurance Fund

33— " — of cash Balances in the Bank of Madras and O.B.C.

34— " — of Balance of cash on Fixed Deposits held by the Bank of Madras, O.B. Corporation, Messrs Arbuthnot & Co and Chartered Mercantile Bank of India London and China and of Fixed Deposit Receipts held by Messrs R.B. Henry and Co for Safe Custody

35 Cost of the Neilgherry Branch to date of Opening 1st September 1873

36 Six Printed copies of the Government Series of Accounts

(signed) J. Crump.
Chief Accountant
(True Copy)

W. H. Irwin
Agent and Manager

P. W. 4107/74
11
P. G. 27th Sept. /74
La B No. 131.

DCB

No 11

Madras Railway Company
Consulting Physicians Office
Royapooram 17th January/74

1
Annual Return of Sick.

Leaving the details of this Return for any special reference required, the leading points alone need be specified here. Sixty one cases remained from 1872, and these added to Five thousand nine hundred and sixty four admissions during 1873, make a total of Six thousand and twenty five. Of this number three died and seventy eight remained under treatment on the 31st December last

The admissions of the year under review exceeded those of the previous twelve months by four hundred and forty.

Sixteen hundred and twenty eight cases of Fever of different types, were treated Twenty one only of Dengue, thirty two of small pox and measles and no less than fourteen hundred and seventy nine with the trifling condition of constipation

The three deaths recorded, were the result of Dropsy, Small pox and Ague respectively

Sixty two of the cases included in the Return were treated in the Native Infirmary

2.
Accidents a In January a Lascar at Coimbatore had one foot so severely lacerated by the wheel of a Wagon passing over it that he was removed to the Civil Dispensary to have the

limb

3. limb amputated. The operation did not save his life, as he died on the 2nd February 1873.

3b In May a porter at Pollanore got himself jammed between two buffers but recovered and guard named McCoy sustained a severe lacerated and contused wound of the left Calf which required his transference to the Civil Dispensary at Coimbatore, where he recovered

c In November two Porters at Pollanore suffered contusion of the chest and recovered

d In November a cooly at Salem had his right thigh bone fractured and was treated successfully at the Civil Dispensary

3 Invalided Officers.

The Chief Engineer Mr. B. Anderson, and one of his Staff Mr. W. F. Potter are the only two Gentlemen sent home Sick during 1873

4. Medical Staff

This now consists of Eighteen Apothecaries the one on the Nilgherry branch having been dispensed with when that line was opened in September and the Medical charge transferred to the Apothecary at Pollanore.

Messrs Tripp and Jones resigned during the year and Messrs Thomas Oliver and Selvaroyen were dismissed Apothecary Perounal of Tirputty has obtained six months leave without pay from failure of health, and will not I fear be ever able to resume his duties. Messrs Watson and McEvoy have been admitted on the Staff of Apothecaries

5 Conservancy Establishment

This consists of fifteen Inspectors, fourteen Peons, and sixty Seven Scavengers just as it did in 1872.

6 Registration Report

These continue to discover scarcely any fluctuation in the populations of our Railway Stations, and also to testify to their general salubrity.

7 Vaccination

Only twelve cases have been reported in ten of which the operation was successful and in two a failure.

8 Fines

These amount to Rupees 92-10-0 of which the major proportion of Rupees 54-2-0 is as levied on Apothecaries and of the balance the Clerk in my Office had to pay Rupees 1, Conservancy peons Rupees 4-10-0 and Scavengers Rupees 32-14-0.

9 Claims of Medical Officers

Surgeon Major Rodgers of Coimbatore is the only claimant under this section, and he received for attendance on Mr. H. R. Carter Rupees 20, on Apothecary Sechuna Rupees 20 and for a Capital operation Rupees 50, or Rupees 90 in all.

10 Cost of Medicines

This bulks comparatively large this year, as compared with the previous one. Rupees 3217-10-11 were paid to Messrs DeBeaux and Company or Rupees 1439-2-1 more than in 1872. Deducting the sum recovered for medicines supplied to families and

The

1872

Annual Return of Accidents connected with the Working of Railways.

Name of Railway: The Great Southern of India Railway from the Former arrival the balance is Rupees 2882-11 which makes the cost of drugs Rs. for each In addition there were and one hundred and more than in the preceding twelve months when it was exhibitionally low

There have occurred to Railway Servants 11

535-9-0.

Six January I performed a partial and an August a complete amputation of Natives on the Madras Railway Line. Returns of them were duly forwarded.

(Signed) W. J. Van Someren M.D.
Surgeon Acting Physician

(True Copy)

Asst. Surgeon
Agent and Manager

S.R. 410/74
10

R.S. 11 Sept 74
Dy No 1131.

Duplicate A

Classes	Names	Dismissed Servants: Dismissed for Misconduct	Absconded	Resigned	Discharged	Dismissed	Deaths	Remarks
	Remained 31st December 1872							
	January	4	2					
	February	2	1					
	March		5					
	April		3					
	May		3					
	June		2					
	July		1					
	August		1					
	September		1					
	October		1					
	November		1					
	December		1					
	Total	6	21					
	Total Strength	2	8					
	Casualties	8	1					
	Died	20	1					
	Remaining	21	8					

Classes	Diseases	Remained 31st December 1842	Admitted: January	February	March	April	May	June	July	August	September	October	November	December	Total	Total Treated	Cured	Died	Remaining	Remarks
	Acute Rheumatism	.	8	11	17	12	15	9	11	4	6	6	15	10	124	124	121	.	3	
	Chronic "	2	12	6	.	8	1	12	11	9	8	7	20	4	98	100	99	.	1	
	Dropsy	1	.	1	2	3	.	2	1	1	2	1	1	.	14	15	14	1	.	
	Lumbago	.	.	.	1	.	.	1	.	.	1	.	.	.	3	3	3	.	.	
	Primary Syphilis	.	.	.	3	.	2	1	8	1	1	.	.	2	18	18	17	.	1	
	Secondary "	.	2	2	2	1	.	1	2	1	4	.	1	.	16	16	16	.	.	
	Anæmia	1	2	3	3	.	.	.	.	.	.	3	.	.	11	12	12	.	.	
	Periostitis	.	.	.	1	.	.	.	.	.	.	.	.	.	1	1	1	.	.	
	Neuralgia	1	2	12	5	15	5	10	8	7	5	13	16	16	114	115	115	.	.	
	Sunstroke	.	.	.	.	.	2	.	.	.	1	.	.	2	5	5	4	.	1	
	Paralysis	.	.	.	.	1	.	1	.	.	1	1	.	.	4	4	4	.	.	
	Vertigo	.	1	.	.	1	.	.	.	.	1	.	.	1	4	4	4	.	.	
	Epilepsy	.	.	.	.	.	.	1	.	.	.	.	.	.	1	1	1	.	.	
	Odontalgia	.	.	1	.	.	.	.	1	.	1	.	1	2	6	6	6	.	.	
	Melancholy	.	.	.	.	.	.	.	.	.	.	.	3	.	3	3	3	.	.	
	Conjunctivitis	.	3	2	4	2	13	7	8	11	12	16	14	7	99	99	97	.	2	
	Wound of Cornea	.	.	2	.	.	.	.	.	1	.	.	.	.	3	3	3	.	.	
	Defective Vision	.	.	.	1	.	.	.	.	.	.	.	.	.	1	1	1	.	.	
	Influs: Membr: of Tymp:	.	1	4	.	.	.	.	.	.	.	.	.	2	7	7	6	.	1	
	Otitis	.	.	2	4	4	3	3	5	6	10	8	3	.	48	48	48	.	.	
	Epistaxis	.	1	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.	.	
	Palpitations	.	1	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.	.	
	Pericarditis	.	.	.	.	.	.	1	1	.	.	.	.	.	2	2	2	.	.	
	Asthma	1	3	3	3	4	1	2	1	6	5	2	2	2	34	35	35	.	.	
	Bronchitis	.	3	6	4	3	5	1	5	5	6	8	5	4	55	55	55	.	.	
	Catarrh	1	10	3	6	3	1	5	2	2	4	7	3	7	53	54	53	.	1	
	Phthisis Pulmon:	.	.	.	3	.	.	1	.	.	.	.	1	1	6	6	6	.	.	
	Pleuritis	.	.	.	.	1	.	.	1	.	.	.	.	.	2	2	2	.	.	
	Dyspepsia	1	14	8	10	15	19	23	23	20	24	16	17	12	201	202	202	.	.	
	Dysentery	2	9	5	15	4	8	12	15	11	17	13	11	14	134	136	134	.	2	
	Diarrhœa	.	17	12	13	19	11	14	8	11	19	6	13	9	152	152	150		2	
	Colic	1	18	8	14	22	14	22	16	17	21	15	26	17	210	211	211	.	.	
	Constipation	.	116	110	170	115	91	135	130	139	119	109	119	126	479	479	477	.	2	
	Hepatitis	.	4	4	4	6	3	3	3	1	4	2	.	1	35	35	35	.	.	
	Ascaris Lumbricoides	.	3	2	1	1	1	1	.	1	1	2	1	1	15	15	15	.	.	
	Hæmorrhoides	1	.	.	1	6	3	.	2	.	.	.	.	2	14	15	15	.	.	
	Jaundice	.	2	.	1	1	.	1	1	.	1	1	.	.	8	8	8	.	.	
	Aphthæ	.	.	.	.	1	1	.	2	4	2	.	.	.	10	10	10	.	.	
	Splenitis	.	.	2	5	.	.	1	.	.	1	.	.	.	9	9	9	.	.	
	Influs: of Cholera	.	.	.	.	.	.	1	.	.	.	.	.	.	1	1	1	.	.	
	Hernia	.	1	.	.	1	.	1	.	2	.	1	.	.	6	6	6	.	.	
	Tenia Solium	.	2	.	.	.	.	.	.	.	.	1	.	.	3	3	3	.	.	

Classes	Diseases	Remained 31st December 1872	Admitted: January	February	March	April	May	June	July	August	September	October	November	December	Total	Total treated	Cured	Died	Remaining	Remarks
Digestive System 9	Gastritis	.	.	.	.	.	1	.	1	1	.	.	.	.	3	3	3	.	.	
	Inflm: of mouth	.	.	.	.	.	1	1	1	1	.	1	1	.	6	6	6	.	.	
	Pyrosis	.	.	.	.	.	.	1	1	.	.	.	.	.	2	2	2	.	.	
	Enteritis	.	.	.	.	.	.	.	.	.	.	.	1	1	2	2	2	.	.	
Urinary System 10	Gonorrhœa	.	4	4	9	5	12	11	2	4	4	10	8	6	79	79	76	.	3	
	Nephritis	.	.	.	2	.	1	.	.	.	.	.	1	.	4	4	4	.	.	
	Stric: Urethræa	1	.	2	2	1	1	.	2	3	.	1	.	2	14	15	15	.	.	
	Bubo	1	1	.	1	2	1	1	3	3	1	.	1	1	15	16	15	.	1	
	Chancre	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	1	.	.	
	Bloody Urine	.	1	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.	.	
	Dysuria	.	.	.	.	1	.	.	.	.	.	.	.	.	1	1	1	.	.	
	Phymosis	.	.	.	.	.	.	.	.	1	.	.	.	.	1	1	1	.	.	
	Strain of Spermatic Cord	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	.	.	1	
Generative System	Orchitis	2	2	2	1	1	5	5	3	.	3	1	1	1	25	27	27	.	.	
Locomotive System 12	Hydrocele	.	.	.	1	.	1	.	.	.	.	.	.	.	2	2	2	.	.	
	Necrosis	.	.	.	.	.	1	.	.	.	.	.	.	1	2	2	1	.	1	
	Acute Synovitis	.	.	.	.	1	.	.	2	.	1	.	1	1	6	6	6	.	.	
	Abscess	1	4	4	11	17	13	10	2	8	3	6	9	6	93	94	92	.	2	
Cellular Tissue 13	Inflm: of Cellular Tissue	.	2	.	.	.	.	.	.	.	.	.	.	.	2	2	2	.	.	
Cutaneous System 14	Ulcer	8	17	3	16	17	15	23	20	6	12	5	5	9	148	156	155	.	1	
	Boil	.	8	6	6	9	6	6	15	9	14	11	10	5	105	105	104	.	1	
	Herpes	2	1	.	2	.	.	.	.	1	1	1	.	.	6	8	8	.	.	
	Guinea Worm	.	4	.	6	6	5	8	8	4	2	3	2	.	48	48	48	.	.	
	Itch	3	16	14	17	15	2	7	6	10	13	14	15	18	147	150	147	.	3	
	Eczema	.	.	1	4	1	.	1	1	.	2	2	1	.	8	8	8	.	.	
	Urticaria	.	.	1	.	.	.	.	.	.	.	.	.	1	1	1	1	.	.	
	Porrigo	.	2	.	.	.	.	.	.	1	.	.	.	1	3	3	3	.	.	
Conditions Sec III	General Debility	.	6	2	4	2	2	4	1	.	.	.	1	.	22	22	22	.	.	
V Poisons	Snake bite	.	.	.	.	.	.	1	.	.	.	.	.	.	1	1	1	.	.	
	Dog bite	.	.	2	.	2	.	.	.	.	.	.	.	1	5	5	4	.	1	
	Scorpion Sting	.	.	.	.	1	2	6	2	.	.	.	.	.	11	11	11	.	.	
	Obbriosites	.	.	.	1	.	1	.	.	.	1	1	.	2	5	5	5	.	.	
VI Injuries	Wound	1	32	21	24	27	30	33	37	22	40	30	19	21	336	337	331	.	6	
	Sprain	1	3	4	8	4	5	5	7	6	8	7	5	4	66	67	67	.	.	
	Fracture	.	.	.	1	1	.	.	.	.	.	1	.	1	4	4	2	.	2	
	Scald	.	1	3	2	1	3	1	.	4	1	.	1	1	18	18	18	.	.	
	Dislocation	.	.	.	.	1	.	.	1	.	.	.	.	.	1	1	1	.	.	
	Total	61	508	416	652	532	455	571	482	444	493	455	510	504	5962	6023	5944	3	78	
	Monthly Average		62¾	52½	66¾	58	53	52½	47½	57¾	55½	47½	59¾	53	666½					

Average Numerical Strength { Europeans and Eurasians 573
Natives 7179

Madras
17th January 1874.

H. J. van Someren M.D.
Consulting Physician
M. H. &c.

1873

3. General Abstract of the Annual Return of Sick.

Diseases	Remained	Admitted	Total	Cured	Died	Remaining	Remarks
General Diseases	33	2041	2074	2026	3	45	
Local Diseases	26	3452	3478	3454	"	24	
Conditions &c.	"	44	44	43	"	1	
Injuries	2	425	427	419	"	8	
Total	61	5962	6023	5942	3	78	

Madras
17th January 1874

H. J. Cantonment Dr.
Consulting Physician
M. P. D.

1873

Annual Report of
Traffic Manager's
Madras Railway
Company.

P.W. 4107/74
P.S. D.7 Sept 74
In B No 131.

Madras Railway
Traffic Manager's Office
Madras 10th April 1874.

To
The Agent & Manager
Madras.

Sir,

I have the honour to submit my Report upon the Traffic for the half year ending December 1873.

2. Open Mileage. The average Mileage worked over during the half year was 851, as against 802 for the Corresponding half of 1872.

3. Rates & Fares. On the 31st August the following reduction in the First and Second Class Passenger Fares was made viz:- First Class, from 18 pies for day and 22 pies for night to an uniform fare of 15 pies per mile for day and night - Second Class, from 12 to 8 pies per Mile for night.

Table of Passenger Fares.

	First Class Day & Night	Second Class Day	Second Class Night	Third Class Day	Third Class Night	Cooly Class
Pies per Mile	15	5	8	3	4	2

The following Special rates for Goods were also introduced -

Article	Reduction per ton per Mile From Pies	Reduction per ton per Mile To Pies	In Wagon loads of	From	To
Bones (loose) or Bone dust	12	9	6 Tons	Coimbatore	Shervaroy Hills, Salem & Beypore
Cotton seeds in Bags	12	6½	6 —"—	——	For distances of 50 miles and upwards

Article	Position per ton per Mile From Pass	To Pass	In waggon loads of	From	To
Coir	14	9	5 Tons	Beyapore	Madras
Castor Oil seeds	12	9½	7 — "	Adoni	Madras
Do	12	10	7 — "	Gooty	Madras
Cotton loose at owners risk of Fire	36	18	3 Tons	Gooty, Goondasaul, Manchester, Adoni & Veerapore	Coimbatore
Do	36	18	3 — "	Gooty, Goondasaul, Manchester, Adoni & Veerapore	Bellary
Firewood	10	8	3½ — "	Dalghaut	Adoni
Kerosine Oil	36	12		Stations on Madras Railway	Erode
Paddy & Grain	10	8		Woolapollium	Salem
Sulphur	14	12	6 Tons	Bangalore	Kolar
Salt	12	8		Tiruor	Chingleput
Soap Sand	12	8	8 Tons		Wool
Do	12	6½	8 Tons		For distance 200 miles than 300
Twist Country made	36	18			For distance of 300 miles & upwards

4. Train Mileage. The Train Mileage for the last and two previous Half years will be found in the following Table.

Period	Miles open	Number of Trains	Train Mileage
Half year ending Decr 1873	851	9325	974.845
" June 1873	835	8860	1040.031
" Decr 1872	832	6628	885.226

Compared with the Corresponding period of 1872, there was an increase in 1873 of 89,619 Train Miles, or upwards of 10 per Cent which is explained as follows.

Mileage of Engines & Trains between Royapooram and Central Station		10.564
" " Trains on Tailghiri Branch		11.300
" " Ballast Trains on Construction		10.211
" " Extra Goods trains Consequent on acceleration of the Mail service & reduction of loads of the Mail Trains		57.544
		89,619

5. Gross & Net Earnings. Compared with the Corresponding period of 1872, the earnings from all sources were Rs 31.18.042 against Rs 30.39.464, and the Net earnings were Rs 10.12.829 against Rs 14.42.665.

6. Traffic Receipts. The Traffic Receipts were Rs 30.01.300 against Rs 29.43.389, or an increase of Rs 57.911 explained as follows.

An Increase in Passengers of Rs 57231		
" " Goods "	19216	76.447
A Decrease in Soldiers "	6681	
" " Parcels & Luggage "	2648	
" " Horses, Carriages &c "	5737	
" " Material for Construction "	3270	18.536
Net Increase		57.911

7. Working Expenses. The working expenses were 67.52 per cent of the Gross Earnings as Compared with 52.54 per Cent for the Corresponding period of 1872.

8. The Receipt per Mile run was Rs 3.14 as against Rs 3.33, & the percentage of Railway Material was .012 per Cent of the Gross Traffic Receipts

each Class.

Goods as b.
-6-5
-6-5
tival
ovement,
as follows

		Total	
		No	Rs
9	105,782		119,263
5	93,644		95,158
14	12,138		24,105

second
mount and
of 4 Pies
en in

	Receipt in Rupees
	18,749
	19,716
	21,261
	21,731
	3,411

as an
in money

as against .023 for 1872.

9. Passenger Traffic - The Receipts from Passengers Traffic (exclusive of Soldiers) were Rs 10,68,477 against Rs 10,11,246 or an increase of Rs 57,231. The Receipts from each class will be found in the following Table.

Period	First class	Second class	Third class	Cooly class	Total in Rupees
1873	64,143	84,607	841,653	108,074	10,68,477
1872	65,446	72,014	793,290	80,496	10,11,246
Increase in 1873	"	"	48,363	27,578	57,231
Decrease in 1873	1303	17407	"	"	"
Increase per cent	"	"	6.09	34.25	5.65
Decrease — " —	1.98	24.18	"	"	"

10. The number of Passengers Carried was as follows:-

Period	First class	Second class	Third class	Cooly	Total Numbers
1873	5894	22,247	10,44,426	268477	13,41,004
1872	4868	54920	9,71,267	200,500	12,31,655
Increase in 1873	1026	"	73,159	67977	1,09,449
Decrease in — " —	"	32718	"	"	"
Increase per Cent	21.07	"	7.53	33.89	8.88
Decrease — " —	"	59.56	"	"	"

11. The per Centages of Numbers carried in each class was. First Second Third Cooly
1873 — 0.44 — 1.66 — 77.88 — 20.02
1872 — 0.40 — 4.46 — 78.87 — 16.27

12. And the average Mileage of each class was -
1873 — 158 — 89 — 52 — 38
1872 — 161 — 52 — 53 — 37

13. The average fare paid by each class of Passenger was as follows:-

	First Rs as D	Second Rs as D	Third Rs as D	Cooly Rs as D.
1873	10-14-1	2-7-4	0-12-10	0-6-5
1872	13-7-0	1-4-11	0-13-0	0-6-5

14. The Return fare and Festival Traffic again shows a great improvement, the figures for the two periods being as follows

Period	First Class including Periodical Tickets		Second class		Third Class		Total	
	No	Rs	No	Rs	No	Rs	No	Rs
1873	2963	21,663	4,327	13,621	98,492	83,979	105,782	119263
1872	2286	17,609	3,972	10,084	87,386	65,465	93,644	95,158
Increase in 1873	677	2054	355	3,537	11,106	18,514	12,138	24,105

15. The following Table exhibits the Second class Passenger Traffic between Rothamore and Berpore, where an exceptional fare of 4 pies per mile for Local Traffic has been in operation since the 1st/11 March 1869 -

Period	Through Passengers at 5 pies per Mile	Local Passengers at 4 pies per Mile	Total Numbers	Receipt in Rupees
Half-year ending Dec 1869	"	32,158	32,158	18,749
— " — " — 1870	319	34,425	34,744	19,716
— " — " — 1871	290	38,875	39,165	21,261
— " — " — 1872	372	38,939	39,311	21,731
— " — " — 1873	698	5,026	5,724	3,411

16. The result of the Passenger Traffic was an increase in number of 8.88 per Cent, and in money

of 5·65 per cent Compared with the same period of 1872- In the First class an increase will be found of 21 per cent in number, but a falling off in receipt of nearly 2 per cent and may be attributed to the reduction of fare, which has scarcely had time to develope itself- In the Second class the falling off in number was nearly 60 per cent and in receipt 24 per cent, and, as will be seen from para: 15, was confined to the Local Traffic between Pothanoor and Beypore, where the Constitution of the Local Train was altered on the 1st of July 1873. The increase in the two lower classes is most encouraging, that in the Cooly class being principally due to a development of Traffic between Pollachy and Coimbatore, when the Cooly class was introduced on the 1st of August 1872 and to the introduction of the Cooly fare on the Bangalore Branch on the 31st August 1873.

17 The Board having desired that the Half-yearly Reports should be furnished earlier than hitherto, I am compelled to omit the Tables shewing the 3rd and Cooly class Traffic on the different sections of the line as there has not been time to prepare them-

18. Goods Traffic. Compared with the Corresponding period of 1872, the receipt from Goods (exclusive of Materials for Construction) was Rs 17,59,703 against Rs 17,39,735 and the Tonnage was 195,245 against 184,560-

19. The following Table exhibits the Receipt from each class of Goods for the two periods-

Classes	1872	1873.
Special and First class	10,72,422	11,97,150
Second class	2,69,036	2,43,006
Third do	1,54,871	1,38,104
Fourth do	1,28,141	1,03,132
Fifth do	1,15,265	78,311
Total	17,39,735	17,59,703

20. The Tonnage of Goods for the same periods was.

Classes	1872	1873.
Special & First class	144,024	157,141
Second class	21,829	21,560
Third do	9,888	9,640
Fourth do	5,234	4,292
Fifth do	3,585	2,712
Total	184,560	195,245

21 The average Receipt per Ton Carried in each class was-

Classes	1872	1873
	Rupees	Rupees
Special & First class	7·45	7·61
Second class	12·32	11·27
Third do	15·66	14·47
Fourth do	24·48	24·02
Fifth do	32·15	28·87
	9·43	9·01

22. The Average Receipt per Ton per mile in each class was

Classes.	1872	1873.
	Rupees	Rupees
Special & First class	9·11	9·17
Second class	13·89	13·62
Third do	17·20	17·03
Fourth do	23·48	22·04
Fifth do	33·99	33·10
	11·23	10·76

23. The Increase and Decrease in the various Commodities will be found in the following Tables:

Increase in Commodities.

Tons	Commodities	amount		
2625·13	Ballast and Stone	5392	1	0
593·16	Bamboos	1611	12	9
161·65	Brass and Copper	2240	10	0
180·45	Charcoal, Coke and Coal	1450	8	0
409·51	Cloths and Piece Goods	9459	14	11
708·86	Cocoanuts	1844	5	0
625·97	Coffee	5321	4	0
527·50	Commissariat Stores	8201	10	4
4925·91	Cotton, pressed to 35 lbs	87·807	14	1
105·06	Furniture	1934	13	8
1892·21	Grass	9595	5	6
3566·90	Grains	34298	5	7
408·40	Gunnies	3500	6	3
529·47	Iron of all kinds	4220	3	2
2634·26	Jaggree	25191	4	10
125·03	Luggages	1490	10	9
412·99	Powder & Ammunition (Combustibles)	2656	6	0
7709·40	Raggy	54,257	15	2
1512·84	"Salt	10·904	1	5
577·45	Tamarind	2,653	5	8
3136·74	Timber	25384	1	1
241·76	Tobacco	1343	8	4
321·67	Twist	3552	7	2
238·39	Wines & Spirituous Liquors	6033	11	5
33820·51		310,546	10	1
512·83	Minor items less than 1000 Rupees	246	6	3
34333·34		310793	0	4

Decrease in Commodities.

Tons	Commodities	amount		
82·21	Beer	1518	9	2
"	Betel Nuts	4615	14	7
117·01	Chillies	1702	8	11
"	Cotton loose	21,118	1	7
368·38	Do Pressed to 70 lbs	13625	10	"
524·16	Do Do to 15 lbs	16026	5	0
218·16	Do Do to 25 lbs	5956	7	0
926·57	Dye or Redwood	4490	4	6
3152·97	Firewood	10477	2	3
157·50	Ghee	4491	12	9
382·89	Ground Nuts	3006	6	2
196·59	Indigo	3249	9	6
	Oil of all kinds	3251	1	2
	Ordnance Stores	2005	10	"
1041·15	Paddy	9925	7	2
2963·18	Rice	35433	3	1
655·94	Salt Fish	8225	0	1
127·02	Saltpetre	2866	7	0
1950·45	Seeds of all kinds	20,655	8	3
670·01	Skins	10867	15	9
1056·96	Sugar of all kinds	7120	11	10
5815·35	Sundries	68343	10	6
23399·50		288973	8	3
247·65	Minor items less than 1000 Rs	1850	13	3
23647·15		290824	5	6

24. The total quantity of Cotton carried over the whole Line was 11317 Tons yielding a receipt of Rs 1,84,629. as against

a Tonnage of 7564 and a receipt of Rs 154053 for the Corresponding period of 1872—

24. The Condition in which the Cotton was Carried during the two periods is shewn in the following Table—

Condition	1872 Tons	1873 Tons.
Loose	1917	1939
Half pressed	1054	140
Full pressed (fit for shipment)	4593	9238
	7564	11317

25 The average Receipt per Ton was:

Condition	1872 Rs	1873 Rs
Loose	22	11
Half Pressed	32	27
Full Pressed	17	17

26. The quantity of Cotton brought into Madras and the quantity exported at Madras was as follows.

District	Brought into Madras by Railways 1872	1873	Exported at Madras 1872	1873
Arcot & Vellore	125	154	"	"
Bangalore Branch	9	"	"	"
Coimbatore & Salem	1,709	1311	"	"
North West Line	4,470	8158	"	"
	6,313	9,623	7,358	10,685

27. The Condition in which the Cotton was brought to Madras is shewn in the following Table.

Condition	1872 Tons	1873 Tons
Loose	1125	410
Half pressed	1043	107
Full pressed fit for shipment	4,145	9,106
Total	6313	9623

28. During the half years 66 Tons of full pressed Cotton were sent from Madras Railway Stations to Bombay, and 24 Tons of Loose Cotton were sent from Stations on G I P. to Cotton Factories on the Madras Line.

29. It will be seen from the following figures that Shippers are gradually becoming alive to the advantage of screwing their Cotton in the Interior - Of the 11,461 Tons of Cotton Conveyed over the Line in the Half year ending December 1871, only 3706 Tons, or 32 per Cent was full pressed but in the Half year ending December 1873, no less than 9238 Tons, or 81 per Cent of the Gross Tonnage was screwed fit for shipment.

Half year ending	Loose Tons	Half pressed Tons	Full pressed fit for shipment Tons	Total Tonnage
Dec 1871	3716	1039	3,706	11.461
— " — 1872	1917	1054	4593	7,564
— " — 1873	1939	140	9238	11,317

30. The total quantity of Food Grains Carried over the whole Line during the Half

years ending December 1871, 1872 & 1873 was as follows:-

Half year ending	Tonnage	Receipt Rupees	average receipt per Ton Rs.
December 1871	62,198	4,60,976	7·41
" 1872	63,540	4.60,012	7·23
" 1873	72.704	5,12,804	7·05

31. The Salt Traffic shows a slight improvement on the Corresponding period of 1872- The Tonnage of Salt Carried out of Allandras to the various Districts during the last and Corresponding Half years was as follows.

Districts	1872		1873.	
Between Madras & Arconum	"	1303	"	1198
Cuddapah	676	"	490	"
Other stations on S.W. Line	2831	3507	2575	3065
Arcot and Vellore	"	5582	"	5,600
Between Gooriattum & Vaniambady	"	922	"	938
Bangalore	1904	"	2385	"
Other stations on Bangalore Branch	576	2480	540	2925
Salem	771	"	1779	"
Other stations in Salem District	1559	2330	1879	3658
Erode, Avenashy & Coimbatore	"	3070	"	2534
	"	19,194	"	19918

The following Table exhibits the Salt Traffic out of Madras in each year for the 5 years ending December 1873

Districts	1869	1870	1871	1872	1873
Between Arconum & Conjeveram	3460	3098	1775	2639	2484
Cuddapah	2217	2248	1550	1347	1225
Other stations on S.W. Line	5618	6692	6660	5747	5527
Arcot and Vellore	11275	10625	8482	11033	10618
Gooriattum & Vaniambady	2690	2795	2165	2122	2101
Bangalore	4713	4249	4389	3761	4312
Other stations on Bangalore Branch	1100	1365	1465	1268	1097
Salem	2254	1593	1876	1522	2989
Other stations in Salem District	5101	5371	4210	3110	3936
Erode, Avenashy & Coimbatore	7395	6767	6348	5586	6366
	45820	44,803	38,880	38,135	40655

32. It will be seen from the following extract, taken from the Cuddapah District Gazette, that there is some hope of improvement in the future for Salt Traffic on the South West Line-

It is hereby notified that the manufacture of salt in the Zillah of Cuddapah is from the 1st January 1874, absolutely forbidden excepting to such Proprietors of Alodas as shall take out a license-

The rates to be paid for licenses are subjoined - They will be raised each year as stated in the Table, until the full duty of Rs 1-13-0 per Maund of Salt made is reached-

Proprietors of Alodas who wish to close the Alodas and discontinue the manufacture

of salt, will on their engaging to cease to manufacture, receive Compensation.

Proprietors who wish to do this should address the Collector without delay.

Years	Rupees & Parcs per Candy			Annas per Maund of estimated outturn		
	Rs	as	ps	Rs	As	Pies
1874	12	"	"	"	1	7
1875	25	"	"	"	3	4
1876	50	"	"	"	6	8
1877	100	"	"	"	13	4
1878	150	"	"	1	4	"
1879	217	8	"	1	13	"

33 The Tonnage of Coffee carried over the whole Line and from Bangalore will be found below.

Half Years ending	Over the whole Line.		From Bangalore		
	Tonnage	Receipt	Tonnage	Messrs Binny & Co	Other Merchants
December 1869	347	6339	63	16	47
" 1870	706	13845	336	"	336
" 1871	957	16893	364	168	196
" 1872	354	6,780	157	8	149
" 1873	980	12,102	291	45	246.

34 The Receipts from each class of Goods Conveyed northward and westward will be found in the following Comparative Statement.

Class.	December 1872	Dece 1873.
	Rs	Rs
Special and first Class.	6.06,168	6.59.309
Second Class	95.198	88,089
Third Do	59.075	62,562
Fourth Do	90,899	88,954
Fifth Do	62.829	64.154
Total	9.14.169	9,53,068

35. The Increase and decrease are shewn in the following Statements.

Increase in Commodities

Tons	Commodities	Amount		
140.54	Brass and Copper	2160	4	"
106.31	Chillies	1467	15	9
330.75	Cloths and Piece goods	8227	13	8
356.79	Cocoa Nuts	2587	"	"
220.75	Coffee	2147	5	"
445.21	Commissariat Stores	5066	6	4
91.95	Furniture	1777	4	8
291.56	Gram	5345	"	4
575.81	Grains	12,003	6	"
128.92	Gunnies	1113	13	"
311.77	Grow of all kinds	2067	4	2
1718.12	Jaggery	15,522	10	10
35.29	Powder & Ammunition (Combustibles)	2449	1	"
5412.00	Raggy	37,720	7	"
723.29	Salt	6180	13	5
187.63	Skins	3453	2	3
62.95	Sugars of all kinds	1013	4	"
712.75	Timber	9357	13	4
254.09	Twist	3135	8	10
229.70	Wines & Spirituous Liquors	5820	4	5
12276.14		1.28610	5	8
554.19	Minor items less than 1000 Rupees	4826	12	2
12830.33		1,33,437	1	10

Decrease in Commodities.

Tons	Commodities	Amount		
47·61	Beer	1246	7	0
294·53	Cotton pressed to 35 lbs	1292	11	11
418·34	Firewood	1038	0	0
98·66	Ghee	1346	1	0
45·64	Groundnuts	1179	11	0
228·02	Oil of all kinds	5235	2	11
34·61	Ordnance Stores	4819	11	0
887·77	Paddy	9604	11	0
1579·45	Rice	24,407	8	9
894·54	Seeds of all kinds	5204	6	1
1877·55	Sundries	36140	5	2
170·21	Tamarind	1229	4	0
6576·93		92,782	15	10
215·77	Minor items less than 1000 Rs	1784	14	0
6792·70		94531	13	10

36. The Receipts from each class of Goods conveyed Southward and Eastward will be found in the following Table.

Class.	Year 1872	Year 1873.
Special and First	4,66,253	5,37,841
Second	1,73,838	1,54,916
Third	95,795	75,542
Fourth	37,243	14,178
Fifth	52,436	24,157
	8,25,565	8,06,634

37. The Increase and decrease in the several Commodities will be found in the following Statements.

Increase in Commodities

Tons	Commodities	Amount		
2638·02	Ballast and Stone	4919	9	0
582·77	Bamboos	2014	9	9
78·56	Clothes and Piece Goods	1232	1	3
405·23	Coffee	3173	15	0
82·29	Commissariat Stores	3141	4	0
5220·44	Cotton & Dressed	89,100	10	0
1600·65	Gram	4250	5	2
3057·09	Grains	22,294	15	7
279·48	Gunnies	2386	9	3
237·70	Iron of all kinds	2152	15	0
916,14	Jaggree	9668	10	0
316·57	Oil of all kinds	1983	11	9
89·48	Ordnance Stores	2814	1	0
2297·40	Raggy	16,537	8	2
789·55	Salt	4,723	4	0
747·66	Sundries	3882	9	8
2423·99	Timber	16,026	4	1
299·08	Tobacco	2012	8	2
22050·05		192315	0	10
1092·31	Minor items less than 1000 Rupees	2771	13	3
23142·36		195086	14	1

Decrease in Commodities

Tons	Commodities	Amount		
	Betel Nuts	4249	7	7
53·32	Chillies	3170	8	8
30·14	Cotton Loose	21,741	6	0
13	Cotton half dressed	30,474	9	0
257·86	Do full ds to 25 lbs	5,929	0	0
915·78	Dye or Redwood	4,428	15	6
2734·63	Firewood	9,439	2	3
58·84	Ghee	3,145	11	9
337·25	Ground Nuts	1826	11	2
184·74	Indigo	3348	14	6
1383·73	Rice	11,025	10	4
696·21	Salt Fish	8,661	8	9
192·70	Saltpetre	3822	3	0
4055·91	Seeds of all kinds	15,457	2	2
857·64	Skins	14,321	2	0
1119·91	Sugar of all kinds	8,133	11	10
3937·80	Sundries	32,194	5	4
18063·59		210,864	1	10
430·21	Minor items less than 1000 Rs	3153	5	5
18493·80		214017	7	3

38. The percentage of journeys moved month by month in each direction, based on the Ton Mileage, was as follows:-

	Eastward	Westward
July	41	59
August	41	59
September	46	54
October	39	61
November	42	58
December	45	55
Average	43	57

39. The Departmental Working Expenses show an increase of Rs 30,224, as compared with the Corresponding period of 1872, which is explained as follows.

Traffic Manager & assistants & Office Establishments } Rupees 3,877. The difference on increased salaries of two assistant Traffic Managers to fill vacancies.

Contingencies ——— 1524. Increased Ferry charges and loading rates at Raichore & printing of Circulars

Station Masters Clerks Porters &c. ——— } 7738. Increased cost of working Madras Perambore and Royapooram as compared with Royapooram & Perambore in 1872. Cost of working Block System between Royapooram & Perambore. Opening of 4 new stations on Tailgheri Branch & additional staff for night Mail Services.

Guards &c. ——— 2699 Additional Goods Trains in consequence of acceleration of Mail Train services & reduction of load of Mail Trains.

Rs.

Fires, Lights, Water &c 10739 - Fittings and Furniture for Central & other stations opening of Tailgheri Branch and lighting of Allahabad Central Station

Clothing ——— 2983 - Clothing for Station Masters and others.

Printing & Stationery - 4368 - Opening of new stations and increased Consumption Consequent on Through booking.

Mileage of Foreign stock 4702 - Larger number of vehicles received with Traffic from Foreign Lines.

The decrease of Rs 7891 in wagon Covers was due to smaller renewals.

40. Stores carried on Revenue Account, the following Table exhibits the stores carried on Revenue account free of charge.

Department	Parcels No	Stores Tons	Stores average Lon Mileage
Engineering	9957½	8787	96
General Stores	24	19	180
Locomotive	5206	2986	157
Total	15187½	11792	111

Hand &c.
Signed H. E. Church
Traffic Manager.

True Copy
Signed H. E. Church
Traffic Manager.

P.W. 4107/74
8

P.G. 7/7 Septr/74
Dr. 15 N°. 1

P.W. 4107/74
7

G. 27th Septr/74
Dr. 18 N°. 13.

Madras Railway

Statement shewing the quantity and amount of Revenue derived from the Several commodities comprising the Merchandize Traffic for the half Years ending December 1872 and 1873.

Description.	Eastward				Westward			
	December 1872.		December 1873.		December 1872.		December 1873.	
	Tons	Amount Rs A.P.	Tons	Amount Rs A.P.	Tons	Amount Rs A.P.	Tons	Amount Rs A.P.
Baggage (Military)	13.40	385 11.	2.65	80.	51.02	1495 7.	67.41	1725.
Ballast and Stones	457.91	1689 13.	3095.93	6609 6.	137.36	454 12.	114.47	927 4.
Bamboos	1085.28	4813 5.	1668.05	6827 8 9	619.35	3378 9.	629.74	3176 2.
Betel Nuts	3337.64	42376 2 8	3490.79	38126 11 1	163.85	1939 2.	161.41	1572 11.
Bear	47.30	412 2 2	12.70	140.	369.66	6762 7.	322.05	5516.
Brass and Copper	93.17	927 13.	114.31	1008 5.	186.14	2433 13.	326.65	4592 1.
Charcoal Cover and Coal	159.20	673 13.	355.59	1532 1.	138.12	878 2.	122.18	1470 6.
Chillies	733.99	8477 14	580.67	5306 8 8	582.03	3382 11 3	688.34	5650 11.
Chunam and Lime	420.28	1020 8.	230.18	667 8.	255.15	5601.	276.83	704 4.
Cloths and Piece Goods	666.02	12994 8 1	744.58	14226 9 4	1944.93	45305 10 2	2275.68	53533 7 10
Cocoanuts	594.80	1078 6.	946.87	6335 11.	219.21	1320 14.	576.00	3907 14.
Coffee	329.43	6541 7.	734.66	9715 6.	24.25	239 8.	244.99	2386 13.
Commissariat Stores	8.30	175 13.	90.59	3917 1.	1105.36	25974 11	1550.57	30837 11 3
Cotton Loose	1697.44	39032 12.	1417.30	17291 6.	219.53	3206 13.	522.01	3828 1 5
do A. Pressed	358.79	13573 15.			9.59	51 11.		
do B. do	661.88	19746 5.	105.54	2845 11.	.74	193.	32.92	893 8.
do C. do	22.40	526.	1.57	21 2.				
do D. do	2292.89	42602 10.	2053.03	36613 10.	78.11	433 11.	36.81	408 4.
do E. do	1852.00	33151 12.	1072.44	22252 6.	370.36	1708 11	75.83	413 12.
Dye or Redwood	1613.98	8245 6.	700.20	3816 6 6	25.74	121 10.	14.95	60 9.
Firewood	5919.16	20646 10 8	3184.53	11207 8 5	1108.48	2726 9.	696.14	1688 9.
Fruits and Vegetables	1668.75	17494 10 3	1870.79	16931 5 2	437.82	2640 6.	421.42	2540 13.
Furniture	18.40	487 6.	31.51	644 15.	32.77	805 6.	124.72	2582 10 8
Ghee	654.42	14588 12 7	595.58	11613. 10	188.66	2203.	98.00	856 2.
Gram	5875.44	43385. 9	7476.09	49635 5 11	3304.91	20298 10.	3596.47	25643 10 4
Grains	481.12	4588 2.	3532.21	26883 1 7	695.75	3226 12.	1203.56	15230 2.
Ground Nuts	579.10	2646 13.	241.93	820 1 10	397.01	3626 8.	351.37	2446 13.
Gunnies	1140.46	13387 8 0	1378.03	17 3 4	744.43	17264 1.	873.26	8823 1 1
Hay	438.54	1333. 6	11.13	76.	199.94	2013 6.	188.09	2712 11.
Indigo	150.10	1258 6.	253.80	3990 2.	2099.50	28748 13.	2411.27	30816 1 2
Iron of all kinds	1359.02	8147 1 7	387.80	3411 5.	1271.86	6834 1 2	2989.98	22357 2.
Jaggree	269.77	4807 15 8	2215.16	17815 11 7	158.47	3290 9 3	224.19	4157 6 4
Luggage	2374.86	18604 3 7	269.08	5411 13 4.	964.62	13816 14 11	741.60	8581 12.
Oil of all kinds	17.18	387 12.	2341.43	29587 15 4	468.19	2050 2 13.	433.58	15683 2.
Ordnance Stores	734.16	1521 12.	100.61	3201 13.	2332.59	17712 10.	1344.82	5107 15.
Paddy	9.66	124 1.	580.78	1200 15 10	130.27	789 1.	97.54	1481 12 15
Pitch Tar and Asphaltes	1693.92	24187 10.	5.54	33 3.	236.32	1653 10.	231.80	1666 3.
Potatoes			1677.49	24345 12 3	4.02	305 11.	39.31	2754 12.
Powder and Ammunition (Combustable)	3228.74	23692 7 5	7.70	207 5.	741.84	3114 9.	6133.84	40835.
Ragay	14018.54	47132 1 10	5526.14	40229 15 7	32231.83	296342.	30652.38	271934 7 3
Rice	2393.65	10667.	12634.81	36166 7 6	19194.82	132864 13 6	19918.11	139045 10 11
Salt	1599.70	16444 9 3	3183.20	15390 4.	119.31	907 13.	159.58	1344 5 8
do Fish	338.17	5992 11.	903.49	7783. 6	42.44	231 12.	108.12	687 8.
Saltpetre	1814.89	12042 6 9	145.47	2670 8.	2315.22	15303 12 6	1420.68	10099 6 5
Seeds of all kinds	3743.91	56377 1.	3758.98	26591 4 7	441.9	6462 5 9	629.60	9915 8.
Skins	2503.08	18114 4.	2886.27	42055 15.	764.13	6063 15.	827.08	10761 5.
Sugar of all kinds	10331.50	109164 8 2	1383.17	9980 8 2.	8874.33	135551 11 8	6996.18	99402 6 6
Sundries	1591.42	8249 5.	6393.70	76970 2 10	1273.17	7528 15.	1102.96	6299 11.
Tamarind	3392.21	14319 15 10	2339.08	12131 14 8.	2297.04	13308 4.	3000.79	23666 1.
Timber	571.39	4670 11 10	5816.20	30346 3 11	1550.51	8660 12 9	1493.19	7991 12 11
Tobacco	294.77	7295 11 1	870.47	6683 4.	1610.34	38910 3 10	1864.43	42045 12 8
Twist	135.83	7848.	362.35	7712 9 5.	542.32	11727. 9	772.02	17547 5 2.
Wines and Spirituous Liquors			144.52	9977 15.				
Total	91390.03	8,25,565 8 9	96038.59	8,06,634 15 7.	93,166	29,91,416	97599.92	9,53,068 11 5

Traffic Managers Office
Madras 16th April 1874

/True copy/
Agent & Manr

/Sig/ H. E. Church
Traffic Manager

Gunnies	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hay	"	"	11.13	76	"	"		
Indigo	438.54	7,333 6	253.80	3,990 2	199.94	20136	188.09	2,712 11
Iron of all kinds	150.10	1,258 6	387.80	3411 5	2,099.50	28748 13	2411.27	30,816 1 2
Jaggree	1,359.02	8,147 1 7	2275.16	17,815 11 7	1,271.86	6,834 7 2	2,989.98	22,357 2
Luggage	209.77	4,807 15 8	269.08	5,411 13 4	158.47	3290 9 3	224.19	4177 6 4
Oils of all kinds	2,074.86	18,604 3 7	2391.43	20,587 15 4	964.62	13,816 14 11	741.60	8,581 12
Ordnance Stores	17.18	387 12	100.61	3,201 13	468.19	20502 13	433.58	15,683 2
Paddy	734.16	1,521 12	580.78	1,200 15 10	2332.59	14712 10	1344.82	5107 15
Pitch Tar and Asphalte	9.66	1241	5.54	33 3	130.27	1789 1	17.54	1,481 12 10
Potatoes	1,693.92	24187 10	1,677.49	24345 12 3	236.32	1653 10	231.80	1665 14
Powder and Ammunition (Cumbustable)	"	"	7.70	207 5	4.02	305 11	39.31	2754 12
Ragay	3,228.74	23,692 7 5	5,526.14	40229 15 7	741.84	3114 9	6,153.84	40,835
Rice	14,018.54	47,132 1 10	12,634.81	36,166 7 6	32,231.83	296342	30652.38	271,934 7 3
Salt	2,393.65	10,667	3183.20	15,390 4	19,194.82	132864 13 6	19,918.11	139,045 10 11
do Fish	1,599.70	16,444 9 3	903.49	1,783 6	119.31	907 13	159.58	1,344 5 8
Saltpetre	338.17	5,992 11	145.47	2,670 8	42.44	231 12	108.12	687 8
Seeds of all kinds	7,814.89	72,042 6 9	3,758.98	26,591 4 7	2,315.22	15,303 12 6	1420.68	10099 6 5
Skins	3,743.91	36,377 1	2,886.27	42055 15	441.97	6,462 5 9	629.60	9,915 8
Sugar of all kinds	2,503.08	18,114 4	1383.17	9,980 8 2	764.13	6063 15	827.08	7,076 15
Sundries	10,331.50	1,091,648 2	6,393.70	76,970 2 10	8,874.33	135,551 11 8	6996.78	94,026 6
Tamarind	1,591.42	8,249 5	2,339.08	12,131 14 8	1,273.17	7528 15	1,102.96	6,299 11
Timber	3,392.21	14,319 15 10	5,816.20	30,346 3 11	2297.04	13308 4	30009.79	23,666 1
Tobacco	571.39	4,670 11 10	870.47	6,683 4	1,550.51	8,660 12 9	1493.19	7,991 12 11
Twist	294.77	7,295 11 1	362.35	7,712 9 5	1,610.34	38,910 3	10,864.43	42045 12 8
Wines and Spirituous Liquors	135.83	784 8	144.52	997 15	542.32	11,727 9	772.02	17,547 5 2
Total	91,390.03	8,25,565 8 9	96,038.59	8,06,634 15 7	93,16629	91,41697 5	99,206.92	9,53,068 11 5

Traffic Managers Office
Madras 10th April 1874

True Copy
H. A. ... Warton[illegible]
Agent & Manager

(Sigd) H. E. Church
Traffic Manager

Average Receipt Per Mile Open and Per Mile run for the same period.

Period	Per Mile Open	Per Mile run
Half Year Ending December 1872	3,537.73	3.33
do do June 1873	4,397.99	3.49
do do December 1873	3,526.79	3.14

Table of Expenditure for the Half Years Ending December 1872 and June and December 1873.

Period	Permanent Way	Locomotive	Repairs to Carriages and Wagons	Traffic	General Charges	Special and Miscellaneous	Total
Half Year Ending Decr 1872	4,43,013	5,26,683	1,225 64	2,60,670	1,52,479	91,389	15,96,798
do do June 1873	5,10,874	6,21,224	1,01,475	2,73,431	1,86,736	1,20,425	18,14,163
do do Decr 1873	5,99,250	6,02,420	1,12,937	2,90,894	2,37,619	2,62,093	21,05,213

Percentage of Working Expenses for the same period

Period	Permanent Way	Locomotive	Repairs to Carriages and Wagons	Traffic	General Charges	Special and Miscellaneous	Total
Half Year Ending Decr /72	27.74	32.98	7.68	16.33	9.55	5.72	100.00
do do June /73	28.21	34.25	5.52	15.08	10.30	6.64	100.00
do do Decr /73	28.47	28.61	5.36	13.82	11.29	12.45	100.00

Percentage of Revenue for the same Period

Period	Permanent Way	Locomotive	Repairs to Car. & Wagons	Traffic	General Charges	Special & Miscellaneous	Profits	Total
December 1872	14.58	17.33	4.03	8.58	5.02	3.00	47.46	100.00
June 1873	13.57	16.50	2.69	7.26	4.96	3.20	51-82	100.00
December 1873.	19.22	19.32	3.62	9.33	7.62	8.41	32.48	100.00

Passenger Traffic in each Months for the Half Year exclusive of Return Fares and Soldiers

Months	First Class			Second Class			Third Class			Body Class			Total		
	No	Amount		No	Amount		No	Amount		No	Amount		No	Amount	
July	426	7226	6.	3283	7243	6.	165254	130004	5	647401	19.066	".	216364	163540	16
August	402	7419	11.	2974	7025	10.	160989	127578	7.	40,640	16140	13.	205005	158464	9.
September	504	6749	4.	2845	6689	8.	150,640	120,346	3	444462	17,803	5.	198451	151588	4 4
October	602	8615	2.	2752	6,253	15.	138398	128074	13.	45306	17,703	5.	207058	160,647	3.
November	492	6122	14.	2701	6528	8.	152415	121,028	3.	43696	17772	4.	199,304	154451	13.
December	505	6,346	10.	3325	7245	9.	158,238	130342	4.	46972	19,587	14.	209040	163322	5.
Total	2931	42479	15.	17880	40,986	8.	943934	757674	3	1268,477	108073	9.	1235222	949,214	3

	Miles Open	1st Class	2nd Class	3rd Class	Body Class	Total
Average Receipt per Mile Open —	851	49.14.8	48.2.7	890.5.4	126-15-11	1115.6.6
Average Percentage of Numbers —	"	24	1-4-5	76.58	21.73	100.00
Average Mileage of Passengers —	"	177.	77.	49.	38.	=
Average Percentage of Receipts —	"	4.48	4-31	79-82	11-39	100-00

Passenger Traffic in each Month inclusive of Return fares but exclusive of Soldiers

Months	First Class			Second Class			Third Class			Coody Class			Total		
	No	Amount		No	Amount		No	Amount		No	Amount		No	Amount	
July	830	10,441	1 .	3896	9223	9 .	192233	144370	8 3	47,401	19,066	. .	244,337	183101	2 3
August	821	10,614	. .	3420	8175	15 .	172813	132,206	10 8	40640	16140	13 .	217694	167137	6 8
September	949	10,234	12 .	3623	9210	1 .	173474	151747	11 8	44462	17803	5 .	232,508	188,995	13 8
October	1063	11,559	8 .	3232	7795	15 .	163838	129,943	14 3	45,306	17,703	5 .	213439	167,002	10 3
November	894	8,795	11 .	3188	7864	. .	158,633	123,248	3 2	43696	17772	4 .	206411	157,680	2 2
December	1337	12498	8 .	4848	12338	. .	183438	160,136	1 4	46,972	19.587	4 .	236,595	204560	7 4
Total	5894	64,148	8 .	22207	54607	8 .	1044426	841,653	1 4	268447	108,073	9 .	1344004	1068,477	10 4

	Miles Open	1st Class	2d Class	3d Class	Coody Class	Total
Average Receipt Per Mile Open	851	75-5-11	64-2-8	989-0-3	126-15-11	1255-8-9
Average Percentage of Numbers	"	.44	1.66	77.88	20.02	100.00
Average Mileage of Passengers	"	158.	89.	52.	38.	—
Average Percentage of Receipts	"	6.00	5.11	78.77	10.11	100.00

Return Fare Traffic for the Half Year Ending December 1873.

Months	Periodical Tickets				Return Tickets						Total	
	1st Class		2d Class		1st Class		2d Class		3d Class			
	No	Amount	No	Amount	No	Amount	No	Amount	No	Amount	No	Amount
July	10	297 9 .	13	234 8 .	394	2,917	2 .	600	1745	11 .	26976	14,366	2 9	27993	19,561 . 9
August	5	" . .	12	145 2 .	414	3194	5 .	434	1,005	3 .	11824	4,328	3 8	12689	8.672 13 8
September	9	331 10 .	12	134 6 .	436	3153	14 .	756	2,386	3 .	22884	31,401	8 4	24057	37,407 9 4
October	9	258 14 .	8	26 6 .	452	2,685	8 .	472	1515	10 .	5440	1869	1 3	6381	6,355 7 3
November	10	351 1 .	7	21 . .	392	2,321	12 .	480	1314	8 .	6218	2,220 .	2 7	7107	6,228 5 2
December	12	372 . .	19	233 2 .	820	5,779	14 .	1534	4,858	11 .	25220	29,793	13 4	27555	41,038 2 4
Total	55	1611 2 .	71	795 2 .	2908	20,052	7 .	4256	12825	14 .	98492	89978	13 6	105782	119,263 6 4

Comparison of the Return Fare Traffic for the Half Years Ending December 1872 and June and December 1873

Period	First Class			Second Class			Third Class			Total		
	No.	Amount		No.	Amount		No.	Amount		No.	Amount	
Half Year ending December 1872	Travellers	66	49 8	1340	577 2		30048	7507 8		31654	8134 2	
	Other Excursions	2220	19559 3	2432	9507 5		31338	37957 2	3	61990	87023	10 3
Half Year ending June 1873	Travellers	61	48	1534	558		60738	15811	12	62336	16417	10
	Other Excursions	1915	15959 10	1630	7861 9		62300	45717 8		65845	69538	11
Half Year ending December 1873	Travellers	70	52 8	922	336		24779	5828 8		25771	6216	
	Other Excursions	2893	21611	3405	13285		73713	78150	56	80011	113046	66

Soldiers Traffic for the three Half Years Ending Dec^r 1872 & June & Dec^r 1873

Period	First Class		Second Class		Third Class		Total	
	No.	Amount	No.	Amount	No.	Amount	No.	Amount
Half Year Ending Dec^r 1872	66	1389 9	4441	3046 7	19009	28371 2	10519	32806 12
do do June 1873	64	1896 9	3559	3167 7	11544	39149 10	11969	44213 10
do do Dec^r 1873	31	796 10	3061	2412 13	10698	26968 13	11035	30178 6

Parcels Treasure and Passengers Luggage Traffic for the three Half Years Ending December 1872 and June and December 1873.

Period	Parcels	Treasure	Pass: Lug	Total
Half Year Ending December 1872	38901	4450 7	22875 4	66176 13 4
do do June 1873	35903	15350 5	23960 3	75213 8
do do December 1873	35886	7063 3	20578	63528 7 9

Soldiers Traffic

Months	First Class			Second Class			Third Class			Total		
	No	Amount		No	Amount		No	Amount		No	Amount	
July	4	110	10.	30	147	10.	1098	2,539	12.	1132	2,798	
August	"	"	"	21	150	10.	1539	3,930	12.	1560	4,081	6.
September	2	39	"	54	368	9.	1690	3,989	4.	1736	4,397	7.
October	1	22	"	59	403	4.	1452	2,889	"	1512	3,314	4.
November	18	441	"	78	728	15.	2482	7,280	"	2578	8,449	15.
December	6	184	"	74	613	15.	2437	6,339	7.	2517	7,136	6.
Total	31	796	10.	306	2,412	15.	10,698	26,968	13.	11035	30,178	6.

No. 8

Comparison of the Passenger Traffic inclusive of Return Fares but exclusive of Soldiers for the Half Years Ending Dec. 1872 and June & Dec. 1873.

Period	First Class			Second Class			Third Class			Body Class			Total		
	No	Amount		No	Amount		No	Amount		No	Amount		No	Amount	
December 1872	4,868	65,445	10.	54,920	72,014	1.	971,267	7,93289	13. 4	200,500	80,496	10.	1231555	10,11,246	24
June 1873	4,724	63,321	2.	52,246	72,569	15.	1088,041	8,54,760	15. 9	234,755	93,640	13.	1379,766	1084,292	139
December 1873	5,894	64,143	8.	22,207	54,607	8.	1044426	841,653	1 4	268,477	108,073	9.	1341002	10,684,77	104

Comparison of the Passenger Traffic Exclusive of Return fares and Soldiers for the Half Years Ending December 1872 and June and December 73

Period	First Class			Second Class			Third Class			Body Class			Total		
	No	Amount		No	Amount		No	Amount		No	Amount		No	Amount	
December 1872	2,582	45,836	15.	32,948	61,929	10.	852,881	7,27,825	3 1	200,500	80,496	10.	1137911	9,16,088	61
June 1873	2,745	47,313	8.	49,082	64,150	6.	965,003	79 3,231	11 9	234,755	93,640	13.	1251588	9,98336	69
December 1873	2,931	42,479	15.	17,880	40,986	8.	945,934	7,57,674	3	268,477	108,073	9.	1235222	9,49,214	3 10

Goods Traffic

Gross Earnings and Tonnage of Goods (exclusive of Railway Material) for the Half Year ending December 73

Months	Weight	Receipts		
	Tons	Amount		
July	33,996	3,11,371	11	8
August	31,249	2,79,318	15	11
September	29,996	2,69,638	13	3
October	31,249	2,71,750	8	7
November	33,946	3,07,402	7	7
December	35,609	3,20,221	2	0
Total	195,245	1,759,703	11	0

The direction in which the Goods have been Moved

Months	Eastward			Westward			
	Tons	Amount			Tons	Amount		
July	16,187	141,912	2	8	17,809	169,459	9	
August	15,217	126,194	5	3	16,032	153,124	10	8
September	15013	129,807	1	1	14,983	139 831	12	2
October	15,087	115,784	9	6	16,162	155,965	15	1
November	15,645	140,596	14	7	17,501	166,806	6	3
December	18889	152340	11	9	16,720	167,880	6	3
Total	16038	806,634	15	7	99,207	953,068	11	5

Salt Traffic in each Month for the Half Year Ending Dec.r 1873.

Months	Weight Tons	Receipts Amount		
July	3771	26,033	2	7
August	3769	24,431	5	1
September	3499	22,758	1	11
October	4028	27,377	1	11
November	3982	26,994	3	11
December	4052	26,841	4	8
Total	23,101	154,435	4	11

Comparison of the Goods Traffic Exclusive of Railway Materials for the Half Years Ending December 1872 and June & December 1873.

Period	Weight Tons	Receipts Amount		
Half Year Ending December 1872	184,560	1739 735	.	2
do do June 1873	209,818	2355,819	12	1
do do December 1873	195,245	1759,703	11	.

Tonnage and Receipt from Salt Traffic from the Opening of the Line

Years	Half Years Ending	Tons	Amount		
1856	December	136.	330	6	4
1857	June	4429	4011	5	"
"	December	3,085	9,212	1	7
1858	June	5,187	15,447	6	"
"	December	4,517	14,182	5	9
1859	June	5,966	19,003	12	"
"	December	6,759	21,189	"	5
1860	June	8,937	32,169	5	9
"	December	10,696	41,073	15	2
1861	June	11,658	51,493	13	10
"	December	13,031	67,879	9	"
1862	June	14,174	77,383	8	5
"	December	17,923	104,873	"	6
1863	June	19,760	113,876	13	11
"	December	20,672	117,017	2	1
1864	June	26,723	201,015	1	3
"	December	27,397	195687	10	9
1865	June	22,312	166,870	8	"
"	December	23,041	181163	"	10
1866	June	23,220	207628	9	10
"	December	26,309	241,179	9	4
1867	June	24,696	220,261	5	11
"	December	23,845	244,411	8	6
1868	June	25,061	203,738	4	3
"	December	28,293	220,670	11	11
1869	June	24,863	186,297	5	3
"	December	26032	194,082	3	9
1870	June	25,331	185,666	13	4
"	December	24,603	184,124	1	10
1871	June	22,274	164,720	9	7
"	December	22099	159,427	10	5
1872	June	21,695	151,367	11	2
"	December	21,508	143,531	13	6
1873	June	23,712	162,197	"	11
"	December	23,101	154,435	14	11

Comparative Statement of the Traffic Expenses for the three Half Years Ending December 1872 and June and December 1873.

Period	Traffic Managers Assistants & Co		Office Establishments		Travelling Allowances		Contingencies		Station Masters Clerks Porters & Co		Guards & Asst Guards		Overtime Allowances		Fire Lights Water General Stores & Co		Wages Covers & Ropes		Office & Station Fittings and Furniture		Clothing of Guards & Porters		Printing Stationery and Tickets		Miscellaneous		Mileage of Foreign Rolling Stock		Total	
December 1872	213	19	12	1	13,832	14	3	4,300	8	.	16,293	6	5	17,308	2	10	28,489	103	77	6	11	17,727	10	9	24,073	4	2	338	2	.	1180	7	4	20,947	13	.	464	14	.	255	13	.	2,60,669	13	.
June 1873	25,348		13	1	13,063		6	11	2,747		5	.	8,827		4	4	21,283		11	8	32,203		6	1	102		6	6	21,811		9	7	16,741		7	1	376		1	3492		1	23,628		7	.	"		.	.	3,805		1	1	2,73,431		.	6
December 1873	23,819		13	6	15,269		4	1	3,788		3	1	11,817		4	3	25,046		1	6	31,188		9	1	17		2	7	28,466		1	7	16,182		13	6	860		10	4163		1	25,315			5	"		.	.	4,957		1	10	2,91,893		8	2

Appendix A

Gross Traffic Receipts in each Month for the Half Year Ending December 1873.

Months	Coaching				Goods		
	Passengers	Soldiers & Extra Troop Trains	Parcels & Luggage	Horses Carriages & Spel. Trains	Merchandize & Miscellaneous	Materials	Total Receipts
July	183,101	2 3 2,798 .. .	10,869	6 . 5,531	1 . 3,12,142	15 8 729	8 . 5,15,172	10 11
August	167,137	6 8 4,081	6 . 9,529	14 6 9,494	13 . 280,270	9 11 341	8 . 4,70,835	10 1
September	180,995	13 8 4,397	7 . 8,971	15 3 4,435	13 . 270,716	12 3 137	3 . 4,77,655	. 2
October	167,002	10 3 3,314	4 . 10,915	5 . 10,575	1 . 272,671	17 88	3 . 4,64,566	14 10
November	157,680	2 2 23,303	13 . 10,746	.. 10,257	2 . 3,08,313	. 4 573	8 . 5,19,873	9 9
December	204,560	7 4 14,064	14 . 12,515	15 . 8,180	. . 3,20,970	64 4904	15 . 5,62,196	9 8
Total	10,68,477	104 51,959	12 . 63528	7 9 48,474	8 . 17,65,085	443774	13 . 30,01,300	7 5

Comparison of the Gross Traffic for the Half Years Ending December 1872 and June & December 1873.

Half Years	Coaching				Goods		
	Passengers	Soldiers & Extra Troop Trains	Parcels & Luggage	Horses Carg. Dogs & Spel. Trains	Merchandize and Miscellaneous	Materials	Total Receipts
December 1872	10,11246	2 4 58,840	12 . 66,176	13 4 54,211	14 . 1745869	1 6 7044	11 . 29,43389	6 2
June 1873	10,84,292	13 9 98,418	13 . 79,213	8 . 49,237	3 . 23,61,501	1 8 3,663	7 . 36,72326	4 5
December 1873	10,68,477	10 4 51,959	12 . 63,528	7 9 48,474	8 . 17,65,085	4 4 3,774	13 . 30,01,300	7 5

Madras Railway Company
Chief Engineer's Office
Madras 30th March 1874

To
The Chairman and Directors
Madras Railway Company
London

Gentlemen,

I have the honor to submit my Report for the half year ending 31st December 1873.

Open Line

2 The following addition was made to the Line open for Traffic, viz:
Neilgherry Branch Line - from Coimbatore to Mettapollium - 22 miles - on 1st September thus completing the Company's system of Lines under the existing Contract.

3 The double line from Central Station to Veyasarapaudy was extended to Perambore, making a continuous double line of 3½ miles out of Madras. The extended portion was opened to public traffic on 7th February.

4 The Way and Works throughout are in excellent condition.

Protective Works

5 The foundations of 49 minor Bridges were secured by protective works during the half year.

6 The modified designs for Protective Works to the three large Bridges over the Palar, Poiney and Goriattum Rivers, alluded to in my last Report, have since received the sanction of Government and these Works are in progress

under the charge of a special Engineer. The works at the Poiney are however seriously retarded, as the land required for Brick-making has not as yet been handed over by the Collector of North Arcot.

7 The similar design for Naggery Bridge Protective Works has also been sanctioned but as the land required for Brick-making and storage of materials has not yet been handed over to the Company I am unable to commence the Works.

Cheyair Bridge

8 The Masonry of the 12th Pier and of the West abutment was finished during the half year, thus completing all the Masonry portion of the structure.

9 Of the 32 Cast Iron Cylinder Piers the first 13 are sunk to their full depth, so are the Cylinders of the 45th Pier.

The remaining 18 Piers are sunk to depths varying from 25 to 71½ feet below River bed and it is not yet known to what ultimate depths it may be necessary to carry them as it has turned out in sinking the Cylinders that the hard material reached by boring rods when taking the original section of the River bed, is not Rock, and that the Cylinders penetrate several feet below it. Additional Cylinders will accordingly be required from England, for the first instalment of which an Indent was furnished in February and I expect shortly to be in a position to state the exact lengths required to complete.

In the meantime such of the Cylinders as have reached their full depths await the arrival of Pneumatic apparatus from England in order to prepare a level bed beneath them previous to filling in with concrete.

Huggry Bridge

10 The first consignment of cast Iron segments for the Piers arrived in Madras Roads on 5th November and active constructive operations at the site of the Bridge commenced early in January. The work progresses steadily.

Maintenance

11 The cost of maintaining the Line for the half year has been Rs 735 · 14 · 10 per mile, as against Rs 632 · 13 · 9 for the corresponding period in 1872.

The increase is mainly under the following heads, viz:

1st General Superintendence
2nd Renewals of Permanent Way
3rd Repairs of Bridges &c.

1st General Superintendence. The 3rd Division North West Line having become chargeable to Revenue, a large proportion of salaries and office expenses hitherto borne by Capital, have now become for the first time, a charge to Revenue.

2nd Maintenance & Renewal of Permanent Way. This item has been swelled by large extra expenditure on renewals with Pot Sleepers between Avenashy and Paulghaut.

3rd Repairs of Bridges &c. The increase under this head is due chiefly to the large number of the Bridge Protective Works carried out during

7 years and
the large
iceable
re. The
that over
portion of
lder than
ine.
und Rails
which
Line)
Rails
to 77¼ miles
les
or 10 miles -
reason to
ddition to
renewal
it would
renewals
Line after
the rest
heavy for
stock of
ficient to
ngency of
of the 1st
years and
over the rest

the half year.

12 It is satisfactory to know that the expenditure under the two latter heads will cause a permanent future reduction in the cost of maintenance.

Electric Telegraph

13 The Working of the Telegraph has been very satisfactory.

14 Government sanction has finally been accorded to the use of Iron standards for renewals on the line of Telegraph throughout, between Arconum and Bezpare.

15 Mr Hinter has succeeded in designing a simple effective and inexpensive electrical arrangement for intercommunication in Trains between Passengers, Guards and Drivers. It has been submitted to experiment under the inspection of the Railway Officers of Government and those of the Company and has been highly approved of. A special Report will be duly submitted.

Rails

16 I have lately given a good deal of consideration to the question of Rail renewals and it may be well to state here the position in which the Company stand in this respect.

During the year 1873 there were 918 new Rails put in the Road to replace the same number of unserviceable ones. Of these 486 were on the 1st Division.

The Rails of this section of the Road have been subjected to the wear and tear of traffic during an average period of about 17 years and there is every reason to believe that the large majority of them will continue serviceable for a further period of 3 years or more. The traffic over the 1st Division is to that over the entire Line in about the proportion of 1·71 to 1 (ton mileage).

This Division averages 3 years older than the rest of the South West main Line.

I estimate that (including the sound Rails in station sidings and Lay-Byes, which I propose to transfer to the Main Line) we have a stock of serviceable Rails available for renewals amounting to 77¼ miles viz:—

In Stock	15 miles
In Sidings & Lay Byes	62¼ "
Total	77¼ Miles

Besides these we have steel Rails for 10 miles.

It thus appears that there is no reason to contemplate the necessity for any addition to the stock of Rails for purposes of renewal within the next three years; that it would be expedient to provide for heavy renewals on the 1st Division South West Line after that period; that the renewals on the rest of the Line are not likely to be heavy for some years to come; and that a stock of Rails is at present on hand sufficient to relay 7/12ths of the 1st Division.

To provide however for the contingency of having to relay the remaining 5/12ths of the 1st Division after a period of three years and to meet the demand for renewals over the rest

of the Line, as well as for new sidings and Lay-Byes, &c. I should recommend that provision be made to send out new 75 lbs Rails for 100 to 150 miles by the end of 1875.

17. Reports are herewith forwarded from the Acting Deputy Chief Engineer for the Quarter ending and from the Telegraph Engineer for the half year ending 31st December.

I have &c
/signed/ T. Hb. Going
Act. Chief Engineer

/True Copy/
Agent and Manager

P. W. 4107/74
6

Dy. Sy 11 Sept/74
In B.S. 13.

ACP.

Madras Railway Company
Chief Engineer's Office
Madras 19th May 1874

My dear Sir,

I beg to forward my Report upon the Way and Works together with an Abstract of the Cost of Maintenance for the Quarter ending 31st March 1874

South West Line and Bangalore Branch

Fencing

2 The fencing is in good order throughout but I observe that a vast number of aloes having come to maturity, have flowered and died. It will be necessary to remove them so as to allow the younger plants to grow up, and this is now being done. On the 4th Division 1410 lineal yards of stone fencing were completed during the Quarter

Bridges

3 The bridges generally are in good order

Protective Works are still in progress 26 having been completed during the Quarter

At the Palar, Gooriattum, and Poiney, the works are progressing but I regret to say we have not as yet received the land at the Poiney required for a brickfield.

4 At Salem station the beams in both the upper and lower floor have showed signs of weakness, and it has been found necessary to prop them. They are too light for the weight they have to carry. I have sent up stronger beams to replace them, and will

have the alteration made as rapidly as possible. The rest of the stations are in good order

Schedule Works

5 The state of the schedule, and other works is as follows.

Madras Central Station. "Proposed watering arrangements" Pipes indented for.

Royapooram. "New Drain" In progress.

"Proposed Signallers office". In progress.

Vellore station "Proposed shed over Goods shed platform" In progress

Arcot Station "Weigh bridge office" Finished.

4th Division. "Watchmen's huts at $\frac{321}{8}$, $\frac{323}{18}$ and $\frac{325}{8}$" Nearly completed -

Mellapollium station

"Engine shed and siding" Upto roof level -

"Horse platform and Carriage Dock" In progress

"Renewing with Iron Sleepers of the road between Avanashy and Palghaut" 7450 pairs of pot sleepers were laid during the Quarter.

Bangalore Branch

Jollarpett station "converting swimming Bath into an Engine Drivers Bungalow" Nearly completed.

"Waiting room for 3rd class Passengers" In progress.

"Additional Sidings" Finished.

"Additions to head Watchman's Quarters" In progress.

"Proposed Water Pundal" In progress.

Permanent Way

Coodgoody station "Extension of the Passenger and Goods Platform". Finished -

6 The 1st Division is in fair order but is still a little rough between Tirvellore and Vellore. The 2nd Division is in good order throughout; the 2nd and 4th sections having been greatly improved. The 3rd Division is in excellent order. The whole of the road on this Division is now laid with Pot sleepers. The 4th Division, including Neilgherry Branch, is in good order throughout.

Some ballast is required on the 1st Division and also on the 2nd Division between Jollarpett and Mullapooram, the rest of the Line is thoroughly ballasted.

Renewals

7. 1st Divn Pots renewed during Quarter No 1310 or 39.8 per mile per annum
2nd ——— 426 or 12.8 ———
3rd ——— 111 or 3.65 ———
4th — Wooden Sleepers ——— 4103 or 157.4 ———

On thoroughly opening up portions of the road on the 1st Division it was found that the ballast in the pots had caked into a hard solid mass, and that a large number of the sleepers were cracked; hence the heavy renewals on this Division. The sleepers are now filled with sand but other portions have still to be opened up.

Cost of Maintenance

8 A reference to the accompanying Abstract will show the cost of maintenance to have averaged during the Quarter Rupees 1. 3. 4½ per mile per mensem or Rupees 1574. 8. 2 per mile per annum

The expenditure for the Quarter

ending December 1873 averaged Rupees 140. 6. 1
per mile per mensem or Rupees 1684. 9. 0
per mile per annum.

The extra expenditure for the Quarter ending March is as follows.

Renewing with pot sleepers between Avanashy & Palghaut	Rs. 46,795	9.	0.
Deduct estimated cost of renewing with Wooden Sleepers	18,625	0.	0.
	28,170	9.	0.
Protective Works to Bridges	11,971	14.	4
Miscellaneous including Pitching and fencing 1st Division G.W.L.	10,255	1.	6
Temporary Station near Bangalore	1901	3.	0.
	52298	11	10

equal to a charge of Rupees 33. 12. 3. per mile per month on the whole Line.

Divisional Expenditure

9. The detailed expenditure on the several Divisions has been as follows

	Quarter ending March	Quarter ending December
1st Div: average per mile per mensem Rs	145. 2. 1⅔	145. 11. 0⅔
2nd " " " " "	81. 13. 8⅔	90. 3. 1
3rd " " " " "	167. 12. 5	175. 14. 6⅓
4th " " " " "	133. 8. 5⅓	153. 3 13⅓

Rails

10 204 Defective rails have been removed from the Main Line. 414 Rails worn out on the top table have been inverted during the Quarter.

North West Line

Fencing

11 The fencing is in good order throughout.

Bridges

12 Cheyair Bridge. The Piers upto 29 and from 41 to 45, are in the same state as at date of last report. Piers 30 to 40 have been sunk to various depths varying from 54 to 88 feet and in no instance has rock been reached. The work has been much delayed for want of Cylinder Segments of which there are none now in stock

Hauggry Bridge. Piers 10 to 24 have been sunk to depths varying from 22 to 37 feet

Protective works are still in progress. 2 having been completed during the Quarter -

Naggery Bridge. Little progress has been made with the Protective Works at this Bridge during the Quarter, as the land required was not handed over to us -

Stations

13. The station buildings are in good order throughout.

Schedule Works

14 The state of the schedule and other works is as follows

Giroonum station " Alterations and Additions to the station out offices including the Post office" Completed except flooring.

" Permanent Way Inspector's Bungalow " Upto joist level

" Repairs to the existing revetment along the Naggery river bank "In progress

Gooty station " Resident Engineer's Bungalow" Nearly completed

" Raising gradient and building a new bridge at 217 m 9½ c " Nearly completed.

Raichore station " Over Bridge" Delivered on ground.

Permanent Way

15 The 1st Division is in good order throughout and well ballasted. The 2nd Division is in good order with the

exception of 3rd Section. I shall remove the present Inspector and place another man in charge. The 2nd Section requires some ballasting. On the 3rd Division the Bellary Branch is still rough, but the road between Goondacul and Adoni is better than I expected to find it, the rest of the Division is in good order.

Renewals

16 1st Divn Pots renewed during Quarter № 130 or 4·3 per mile per annum
2nd ——— 111 or 4
3rd ——— 26 or ·96

Cost of Maintenance

17 A reference to the accompanying Abstract will show the cost of maintenance to have averaged during the Quarter Rupees 98·9·8 per mile per mensem or Rupees 1183·3·10 per mile per annum.

The expenditure for the Quarter ending December 1873 averaged Rupees 93·6·4 7/12 per mile per mensem or Rupees 1120·12·7 per mile per annum.

The extra expenditure is as follows

Protective Works	Rs 3,292·13·3
Materials in new cross over roads at Gooty	2,165·6·4
Raising gradient at 217 9½	1,562·8·.
Miscellaneous including reconstruction of Drains &c., 3rd Divn: N W L	6,311·.·.
	13,331·11·7

equal to a charge of Rupees 13·2·0 2/3 per mile per month on the whole Line.

Divisional Expenditure

18 The detailed expenditure on the several Divisions has been as follows.

Rails

19 17 Defective rails have been removed from the Main Line. 51 Rails worn out on the 4th table have been inverted during the Quarter.

	Quarter ending March	Quarter ending December
1st Divn average per mile per mensem	Rs 84·7·6 2/3	88·9·2
2nd ———	94·7·10 1/3	74·13·.
3rd ———	118·7·6	117·13·5 1/3

Yours Very truly
signed W. R. Robinson
Ag. Deputy Chief Engineer

The Acting Chief Engineer.

|True Copy|
Agent and Manager

DCP

P.W. 4107/74
5
P.G. 27 Sept 74
Ln. 131.

74
131.

legraph	8755 . 1 . 6
	46,701 . 1 . 3
ent + Contingencies	331.493 - 12 - 9
	14,27,188 . 14 . 4
of stores sold to	53,223 . 7 . 0
	13,714.265 . 7 . 4

P. W. 4107/74
5

P. W. 27 Sept. 74
Ln. B. A. 31.

Divisions.	Salaries, Office expenses and General Superintendenc			
	Engineers.	Inspectors.	Office expenses.	Propo Chief E Establi
1874				
January No. 1	980-9-2	645-"-"	278-9-1	1050-
" 2	1184-1-5	613-"-"	189-5-"	1064-
" 3	938-10-2	550-"-"	170-10-"	970-
" 4	847-11-8	650-"-"	195-6-"	834
February No. 1	938-10-2	670-"-"	432-10-"	1018-
" 2	2351-5-9	610-"-"	181-12-2	1053-
" 3	938-10-2	521-"-"	168-"-6	941
" 4	847-11-8	650-"-"	214-15-9	80
March No. 1	938-10-2	670-"-"	214-12-7	101
" 2	1422-11-7	610-"-"	246-4-10	1024-
" 3	938-10-2	520-"-"	234-10-8	93
" 4	847-11-8	650-"-"	213-"-1	863-

The full value of P. Way materials invested in this Scheme and not the proportionate value chargeable to Revenue.

19th May 1874.

Rec'd

	46,701. 1. 3
ent + Contingencies	331.493-12-9
	14,27,488. 14. 4
of stores sold &c.	53,223. 7. 0
	13,74,265. 7. 4

MADRAS RAILWAY.

South West Line 576¼ Miles.

Abstract of Maintaining Permanent Way and Works during the Quarter ending March 1874.

Division of Engineer's Charge.	Maintenance and Renewal of Permanent Way. Labour.	Watchmen.	Materials.	Ballasting.	Repairs of Bridges, &c. Wages and Materials. Bridges.	Miscellaneous including Earthwork, roads, fencing, &c.	Repairs of Stations and Buildings, Wages and Materials. Repairs of Buildings, Signals, &c.	Bungalows of all descriptions.	Unclassified expenditure. Plantations.	Tools and Plant.	Loss on Stores, &c	Total.	Division.	REMARKS.
5 - 6	3140 - - - 3	993 - 7 - 3	4091 - 5 - 6	969 - 3 - 3	2433 - 8 - 11	2974 - 11 - 6	891 - - - 8	36 - 10 - 10		289 - 3 - 2		18773 - 4 - 1	1st	131½ Miles Rupees 142 - 12 - 3
5 - 2	2129 - 13 - 10	1187 - 5 - 8	2709 - 12 - 7	" - - - "	99 - - - 5	955 - 15 - 7	1258 - 7 - 3	66 - 10 - 6		117 - 5 - 11		10875 - 2 - 11	2d	133¼ " " 209 - 14 - 3
7 - 7	2754 - 15 - -	743 - 2 - 3	18007 - 14 - -	125 - 10 - 6	332 - 1 - 11	199 - 5 - 7	519 - 7 - 6	125 - 5 - 6		34 - 7 - -		25502 - - - 5	3d	121½ " " 166 - 7 - 11
11 - -	2866 - 7 - -	475 - 10 - 9	10407 - 8 - 5	2065 - - - -	141 - 10 - 7	1133 - 2 - -	856 - 9 - 8	170 - 7 - 3		220 - 11 - 6		20864 - 15 - 10	4th	130 " " 149 - 9 - 3
6 - 3	3415 - 2 - 4	1009 - 3 - -	2575 - 8 - -	16411 - 4 - 8	2836 - 8 - 8	4132 - 11 - -	575 - 5 - 8	42 - 9 - 7		381 - 6 - 6		19869 - 12 - 10	1st	131½ " " 91 - 2 - 4
6 - 3	2073 - 8 - 11	1191 - 4 - 3	2207 - 5 - 11	" - - - "	190 - 2 - 6	807 - 8 - -	642 - 11 - 9	430 - 10 - 2		416 - 6 - 4		12145 - 2 - -	2d	133¼ " " 138 - 12 - 6
5 - 7	3032 - - - 4	736 - 14 - 3	8626 - 4 - 6	483 - 10 - 3	528 - 14 - 10	69 - 2 - 2	732 - 6 - 6	27 - 2 - 9		56 - 2 - 9		16861 - 10 - 7	3d	121½ " " 120 - 5 - 6
10 - 4	2622 - 8 - 1	479 - 9 - 3	6672 - 10 - 1	" - - - "	1205 - 12 - 2	1108 - 7 - 7	570 - 9 - 1	288 - 13 - -		188 - 4 - 8		15644 - 15 - 8	4th	130 " " 143 - - - 11
12 - 8	3479 - 5 - 11	1009 - 12 - 10	4642 - 14 - 7	490 - 5 - 1	2624 - 9 - 9	3148 - 2 - -	394 - 3 - 6	6 - 8 - -		182 - 4 - 6		18812 - 5 - 7	1st	131½ " " 72 - 13 - -
3 - 11	2028 - 9 - 3	1085 - 6 - 8	1138 - 2 - 10	56 - 15 - 3	149 - 8 - 6	1001 - 3 - 2	288 - 11 - 5	469 - 15 - 10		180 - 10 - 5		9702 - 7 - 8	2d	133¼ " " 154 - 10 - 6
4 - 10	2460 - 12 - 2	742 - 7 - 8	11264 - 6 - 10	423 - 4 - 8	867 - 5 - 3	36 - 13 - -	295 - 1 - 5	116 - 8 - -		16 - 15 - 9		8790 - 14 - 5	3d	121½ " " 119 - 11 - 1
4 - 1	2439 - 1 - 8	484 - - - 6	7008 - 9 - 4	70 - - - -	772 - 3 - 11	976 - 15 - 9	779 - 9 - 3	391 - 11 - 11		131 - 2 - 4		15567 - 6 - 6	4th	130 " "
												203210 - 2 - 6		Rupees 131 - 3 - 4 6/11 Per Mile per mensem.

Average cost per mile per mensem for Quarter ending 31st March Rs. 140-6-11

Do Annum Do 1684-9-4

203210 - 2 - 6 × 4 = 812840 - 10 - - / 516¼ = 1574 - 8 - 2

or Rupees 1574 - 8 - 2 per mile per

Agent & Manager.

1881 W. A. Robinson

Dy. Deputy Chief Engineer.

...ent & Contingencies — 331,493 - 12 - 9

...of stores sold &c. — 53,223 - 7 - 0

14,27,488 - 14 - 4

13,74,265 - 7 - 4

P.W. 4107/74
4
P.S. 7 Sept
In B.A.

legraph	46,701 . 1 . 3
ent & Contingencies	331.493 - 12 - 9
	14,27,488 . 14 . 4
of stores sold &c.	53,223 . 7 . 0
	13,74,265 . 7 . 4

Y.

88½ Miles.

irter ending March 1874.

ns and Buildings, Materials.	Unclassified expenditure.			Total.	Division.	REMARKS.	
Bungalows of all descriptions.	Plantaons.	Tools and Plant.	Loss on Stores, &c.				
✓	✓	✓	✓	✓	✓		
136 – 11 – 10		" " "		9429 – " – 1	1st	119½ miles	Rupees 78 – 14 – 6 ✓
7 – 6 – 3		242 – 1 – 5		6508 – 14 – 2	2d	111	" " 58 – 10 – 2 ✓
259 – 9 – 6		177 – 11 – 5		12236 – 10 – 5	3d	108	" " 113 – 4 – 8 ✓
172 – 1 – "		— " "		7488 – 3 – "	1st	119½	" " 62 – 10 – 7 ✓
15 – 12 – "		3 – 11 – 9		13162 – 11 – 5	2d	111	" " 118 – 9 – 4 ✓
449 – 12 – 7		241 – 7 – 2		13427 – 9 – 10	3d	108	" " 124 – 5 – 3 ✓
5210 – 9 – 2		— " "		13366 – 2 – 8	1st	119½	" " 111 – 13 – 7 ✓
" " "		— — "		11794 – 4 – 10	2d	111	" " 106 – 4 – 1 ✓
274 – 7 – 5		881 – 1 – 5		12719 – 5 – 4	3d	108	" " 117 – 12 – 4 ✓
				100131 – 13 – 9		Rupees 98 – 9 – 8 Per Mile per mensem. ✓	

or Rupees 1183 – 3 – 10 per mile per a

Rs. 93 – 6 – 4 7/12 ✓
1120 – 12 – 7 ✓

Signed Chapman
Agent & Manager

Signed W. A. Robinson
Actg Deputy Chief Engineer.

Telegraph	8735. 1. 6
	16,701. 1. 3
chment & Contingencies	331,493 – 12 – 9
	111,27,488. 14. 4
value of stores sold &c.	53,223. 7. 0
	13,74,265. 7. 4

S.W. 410/17 4
3

P.S. 77 Sq. ft. 17 4
& B. ft. 131.

...o Telegraph - - - - - - - - - -	8735. 1. 6
... - - - - - - - - - - - - - - -	46,701. 1. 3
...chment & Contingencies - -	331.493 - 12 - 9
	14,27,488. 14. 4
...value of Stores sold &c. -	53,223. 7. 0
	13,74,265. 7. 4

Great Southern of India Railway

Letter from the Agent to the Chairman and Directors dated 27th March 1874

I have the honor to lay before you my Report upon the operations of the Company in India during the year 1873

In the Engineering department the works of construction upon the Southern Extension were steadily pushed forward, and up to the close of the year the following quantities had been executed

Description.	Quantity estimated	Quantity executed
Earthwork	107,584,524 Cubyards.	97,175,903 Cfds
Minor bridges —	1,239,543 do. —	1,074,748 do
Large do ----	610,497 do. —	316,343 do

The Chief Engineer expects to have all the minor bridges finished by the end of the current month, and the large bridges will be ready for girders by June next. Ballasting was taken in hand, and a few miles of Permanent way material were put down, more work could have been effected under this latter heading had a sufficient supply of Material arrived from England. The expenditure on Capital account amounted to Rs 13,74,265. 7. 4. & is thus made up

Construction of Line ----------	Rs 653,896. 1. 5
Ballast & Permanent way ----	370,833- 11 11
Stations & Buildings ----------	15,829. 1. 6
Electric Telegraph ----------	8735. 1. 6
Plant ----------	46,701. 1. 3.
Establishment & Contingencies --	331,493 - 12 - 9
	111,27,488. 14. 4
Less value of Stores sold &c.	53,223. 7. 0
	13,74,265. 7. 4

The figures quoted last year as the sanctioned estimated cost of this Extension have been duly received and they now stand as under

Preliminary expenses	Rs 246,500
Construction of line	2253,481 . 10 . 3
Ballast & Permanent way	12,15,925 . 2
Stations and Buildings	2,63,000
Electric Telegraph	30,924 . 3 . 7
Plant	3,56,500
Rolling stock	10,82,000
Maintenance	258,015
Establishment	9,87,000
Contingencies	100,500
	Rs 106,94,925 . 4

If this expenditure be not exceeded, the mileage cost of the line will be about £1543. As the sum entered for Electric Telegraph represents however the actual expenditure to date, and as the wire has been only temporarily erected, a further outlay must be made under that heading. I am of opinion also that the allotment for Rolling stock will be found insufficient to provide for the efficient working of the line

With regard to the Northern extension (from Sangivel to the rocks Coleroon near Chellumbrum) I stated in my last report that in January 1873, the Consulting Engineer for Railways had suggested the modification of the estimate submitted in February of the previous year, and that I had replied this could be done. In April this estimate was returned to me for revision & on the 20 June

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I sent forward the amended figures. The cost of the Extension is estimated at Rs 29,97,400 . 1. 4. being at the rate of £4504 per mile. The above three papers are still under the consideration of the Govt of India to whom they were submitted in December Pending the receipt of their orders, I have been permitted by the Government of Madras to expend Rs 50,000 on the collection of Material and in the building of temporary staff quarters. That Govt on the 16 instant also instructed their Revenue officers to make the necessary arrangements for the transfer of the lands as soon as we may be prepared to receive them

The first consignment of Material for the metre gauge arrived at Negapatam on the 27 June, and at Tuticorin on the 28 August During the year ten vessels arrived and discharged cargo, the quantity landed being about 10,622 tons

The following changes in the staff have to be recorded. The retirement from the service in February of Mr R. C. St John and the appointment in his place of Mr W Griffith as Resident Engineer. The arrival in India of Assistant Engineers, Messrs Bowstead, Dredge, Nicholas and Wellesley the two first named in February, the third in March and the fourth in June

Looking to the near approach of an amalgamation between the Carnatic and G. S. & R. Companies, and with a view

to secure an efficient and cordial working of the Executive in India, the Directors of the Carnatic Railway Company requested your Chief Engineer to undertake from the 16th of September last, the charge of their Engineering department, at the same time I was called upon to take the direction of their Agency in this country. With your concurrence and with the sanction of Government the necessary arrangements were made and the business of the two Companies has since been conducted from this office

During the year the receipts on Revenue Account were Rs 11,12,872.14.4 and the working expenses amounted to 5,53,193.5.2

Leaving a net profits of Rs559,679.8.10

Comparing these figures with the result of the working for 1872, the receipts shew an increase of nearly 38 per cent, and the expenditure an increase of about 21½ per cent. The working expenses were 49.7 per cent of the receipts against a percentage of 56.4 for the previous year

The increase of 38 per cent or Rs 305,636.8.3 in receipts was caused principally by the carriage of the material transferred to the Nizam's State Railway (Rs 188042) and by the occurrence of a festival - the Maha Magum - at Combaconum. This feast is held but once in every twelve years, and

it

it draws a large number of people from all parts of the Presidency: it is estimated that Rs 49000 were received for passenger fares on account of this feast during the year 1872 as festival occurred at Seeringham whereas in 1873 two feasts were held and the receipts derived from passengers attending is estimated at Rs 40,700.-

The total passenger traffic of 1873, was Passengers 14,01,324. Rupees 513,064. 15. 0 being an increase of 36 per cent in numbers and 23 per cent in money

No alteration in the list of fares was made during the year; the question of the policy of continuing the low third class fare of 2 pies per passenger per mile is still under consideration

The receipts derived for the carriage of Merchandize show a falling off of Rs 10,943 or about 3 per cent as compared with the traffic of the previous year

The following statement exhibits the receipts during the last six years from the principal Commodities

Description	1868 Rs	1869 Rs	1870 Rs	1871 Rs	1872 Rs	1873 Rs
Grain	86,465	67,298	110,713	79076	71893	87577
Salt	30,350	35,082	36,843	49,514	65,978	54959
Fruit & vegetable	6,904	5,382	11,944	12,130	22982	14576
Stone & Laterite	9,495	21,514	20,281	32,677	22184	7892
Seeds	16,017	14066	24,973	25,036	28260	19748
Areca nuts	11,732	18,238	12,970	8513	10925	9693
Cloth	8,416	10,751	14,942	10366	11282	11466
Curry stuff	4,413	5,007	10,610	10,139	15466	20117
Oil cake	4807	4,923	9295	13,707	12,374	7854
Oil and Ghee	7,603	4,016	13,214	12,095	11197	7858

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A failure (during the early part of the year) in the supply of salt at the Government depot Kegalla again occurred, and in comparison with the receipts derived from the carriage of this article in the previous year a falling off of Rs 11019 is recorded. The Government in their order No 712 of the 9th of July last concur in the views expressed by the Board of Revenue that "they are clearly "bound to meet the demand for salt with a "supply thereof whenever and wherever that "demand may arise"; and as additional pans for the manufacture of salt have now been opened in the neighbourhood, it is expected that the Depôt will in future be able to fully meet the demands of the traders

The laterite traffic was less during the last 4 or 5 years laterite has been brought down generally in train loads, from Kanjoor to stations east thereof for road making purposes; the roads in Land have now been nearly completed, and for their maintenance, laterite will be required in much smaller quantities. This traffic has been carried at a very low rate

Under the heading of Sundries an increased revenue of about Rs 18300 appears. This is occasioned by a credit of Rs 7719.11.7 the revenue portion of discount on freights and by an alteration made upon the request of the Government Account Dept in the system of accounting for the rules

and

and demurrage of rolling stock: Previously the balance of this account with the Madras Railway Company was dealt with; now the gross claim against this Company for the use of Madras Railway stock is treated as part of the working expenses whilst this Company's claim against the Madras Railway Company for the use of Great Southern stock is treated as a receipt.

The working expenses amounted to Rs 853,193.5.2, or an increase of about 2½ per cent over the expenditure of the previous year

This increase was caused mainly by the extra work which had to be performed in conveying on special trains the Material for the Nizam's Government, and by the running of extra trains for feast traffic for these purposes. The train mileage run was 315,190, against 244,718 of the previous year necessitating an extra consumption of 892 tons of fuel. A large increase in the price of fuel occurred in 1872. The average rate for Coal, coke and Patent fuel was about Rs 20 per ton - last year it was Rs 26¾

In the Traffic department, the expenditure was increased by about Rs 1160. Extra staff had to be employed for the working of the special trains. The principal item however is that for the use of the Madras Railway rolling stock, Rs 7086, which amount in the ordinary course of accounting would have been deducted from the Rs 11536 shewn

on

on the other side of the Revenue Account as receipts for the use of rolling stock

The general charges shew an increase of Rs 6820, caused by an alteration in the mode of dealing with the cost of Home management and Indian Agency. Prior to July 1862 this charge was divided between Capital and Revenue in proportion to the expenditure upon each account. The mode was then altered at the request of Government but under the altered system the debit to Revenue was not increased. It has now been determined to charge the fixed cost of this service to the Capital account so long as expenditure upon that account exceeds in amount the expenditure upon Revenue, and to credit the Capital account monthly with 13 per cent upon the Revenue cash expenditure for the time being.

In conclusion I have the satisfaction to report that the line was worked without the occurrence of the slightest accident to any of our passengers

I have copy I

William A Bell
Agent.

To
The Consulting Engineer
for Railways
Madras

P.W. 4106/74
2
P.C. 977 Ex. Sept 8/74
In N.A. 131

G. Upcott
Dft.

S.P.

Carnatic Railway

Letter from the Agent to the Chairman and Directors
dated 2nd April 1874

I have the honor to submit a report upon the principal operations of this Agency during the year 1873.

Madras- Cuddalore section

In the previous Annual report it was recorded that the plans and estimates for the section of line between Madras and Cuddalore had been submitted to the Consulting Engineer for Railways on the 17 August 1872; and that on the 31 January 1873 the sanction of Government was obtained to an expenditure of Rs 71,126 for the collection of material and the erection of temporary workshops &c

On the 27 of March following, the sanction of the Government of India, to the estimate as revised by the Government of Madras, was communicated; but at the same time a request was preferred that "looking to the expected amalgamation at an early date of the G. S I & Carnatic Railway Companies" your officers in communication with the Agent & chief Engineer of the G. S I Railway should report jointly upon the adequacy of the revised estimate to meet the cost of the proposed works.

This reference was duly replied to - certain alterations - notably the reduction of the rising gradient from 1 in 140 to 1 in 200 - were recommended and have since received the approval of Government, and the amended plans and estimates are now nearly completed. The

estimated

estimated cost of constructing this section as modified by the Government of Madras was Rs 69,10,522 which was afterwards increased to Rs 69,93,904 to cover additional cost of establishment, but these figures will be modified through the alteration of the gradients &c and therefore I do not give a detailed statement of them.

The land required for the railway had to be re-locksputted, as nearly all the pegs formerly put down had been destroyed, (either) by ants, or stolen. The schedules shewing the extent of land in each village were prepared and the first rendered to the officers of Government were those for the Chengleput district which were sent forwarded in April. On the 11th of October the first piece of land was formally transferred to the Company, and ground was broken, and construction work actually commenced on the 21 October at the 4th mile in District Rd near Madras.

The Chief Engineer reports that up to the end of the year although the rains interrupted operations, 87,949 cubic yards of earthwork were executed. Masonry might have been started in a few isolated small works, but he preferred to push on as fast as he could with the collection of materials, and arrangements for the opening of the brickfields, especially as it has been found that masonry carried on in wet weather is not as a rule either as well or so economically done as at other seasons.

Indents for the necessary Material and Iron-work, required to be supplied from England were forwarded to your Secretary in the following order.

For

For Permanent way Material on the - - - 26 April
. 4 Locomotives, 40 Ballast trucks & 2 B Vans 16 July
. Iron work for smaller bridges - - - - 17 Septr
. do . large do - - - - 29 Septr
. Rolling stock - - - - - - - - - - - - - 19 Decr

Chingleput. Conjeveram section

On the 21 January the Consulting Engineer for Railways suggested the advisability of some of the Engineering staff being employed upon the survey &c of the line between Chingleput and Conjeveram; this work was put in hand and in the following September the plans and estimates were submitted. In October Colonel Shaw Stewart called for an expression of opinion from Mr Logan upon these proposals but partly owing to the Monsoon and partly owing to a press of other work, he could not arrange to go over the ground before January last - On the 25 of the following month a report, and revised estimates amounting to Rs 10,37,616.3.4 were submitted. An Engineer is now employed upon the working survey and section of certain alterations referred to in that report and I have requested sanction, as a preliminary step, to expend Rs 20,000 in the collection of Material

Cuddalore. Coleroon section

The plans & estimates for this section were submitted on the 18 January, and on the 28 of April, the Consulting Engineer called for their revision. The estimates were resubmitted on the 24 of July and the amended estimate of the cost of this section amounts to Rs 17,91,793. These papers are now under the consideration

of

of the Govt of India, but pending the receipt of their sanction thereto, I have received authority to expend Rs 50,000 in the collection of Material, and the Revenue officers of Government have been instructed to make arrangements for the transfer of the necessary land as soon as we are prepared to receive it.

Pondicherry Branch.

A reference was made to this office in March by the Consulting Engineer for Railways relative to an application which had been sent by the Directors of the Pondicherry Railway Company to the Secretary of State for India, regarding the construction of a railway from Pondicherry to the main line of this Company near Villupuram; and both this Agency & the Agency of the G. I. P. Railway Company reported in favor of the construction of such a line. Subsequently the Govt of India in addressing the Secretary of State on the subject expressed an opinion that it was desirable that the portion of this branch which would come within British territory should be treated as part of the undertaking of the Companies about to be amalgamated as the South Indian Railway Company. The Secretary of State, after receiving the concurrence of yourselves and the Directors of the G. I. P. Railway Company, conveyed to the Govt of India the approval of Her Majesty's Government to this proposition conditionally on its being ascertained beyond doubt that the line will be extended to Pondicherry. This decision has been communicated to the Directors of the Pondicherry Railway Company who are now negotiating

negociating terms with the French Government for the construction of the railway from the French frontier to Pondicherry. I consider this branch when formed will prove a valuable feeder to the main line

Capital Account

The expenditure upon the Capital account during the year amounted to £16,245. 8. 2¼ under the following headings

Lines open for traffic	£ 102. 12. 0
" in course of construction	16142. 16 2¼
Preliminary expenses	£220. 13. 8¼
Construction of line	940. 19. 8¼
Stations and Building	282. 4. 5
Plant	373. 12. 6¼
Establishment	13.711. 9. 6¼
Contingencies	613. 16. 10¼

Revenue Account

The working of the open line during the year produced an income of Rs 40338. 14. 7
The working expenses amounted to . 23268. 5. 2
leaving as net profit a sum of Rs 17,070. 9. 5

In comparison with the previous years working these figures shew an increased receipt of Rs 3554. 6. 7 or about 16 per cent while the expenditure was only Rs 109. 6. 5 more than in 1872. The working expenses were 57. 6 per cent of the receipts as compared with 66. 5 per cent of the previous year.

The bulk (Rs 1317) of the increase under the heading of receipts was in the passengers traffic the goods traffic shewing an increase of Rs 1282. 6. 1 during the year 1872 the traffic was interrupted for nearly three weeks

works in consequence of the line being damaged by flood, this will to a great extent account for the increase now pointed out. In February 1873 the line again received damage from flood, but traffic was uninterrupted for 7 days only. And in October a 30 feet bridge sustained damage from the same cause, but a double service of trains was organized & passengers & goods were transferred from one train to the other while the bridge was considered to be in an unsafe condition

Staff

During the year Assistant Engineers Messrs D. Scott, Jenkinson and James retired from the service, and the following gentlemen were appointed, the date on which each reported his arrival in Madras being added.

Mr. Cecil Scott, 28th May
Raggalay, 28th June
Jones, 28th June
R. D. Fox, 27th Octr

Mr. Nicholls, a first class Assistant Engineer was transferred from the G. S. I. R staff to this Company's service in October

On the 16th October the term of engagement made between the Company and your late Agent and Chief Engineer expired, and Mr. F. A. Dibblee retired from the service

From that date, in compliance with your request, and with the approval of the Board of Directors of the G. S. I. R Company I assumed the direction of your affairs in this Country, and Mr. Logan, the Chief Engineer of the G. S. I. R. Company was placed in

charge

charge of your Engineering department

[true copy]

Caldwell Lt Col R.E.

Agent

To

The Consulting Engineer

for Railways

Madras.

Ale

P. W. 4107/74

Rec. 11th Sept 74

In No. 131.

Railway Department. Consulting Engineer's Office.

No. 384

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 honor to forward herewith for the information of Government the accompanying reports by the Agents of the Madras, Great Southern of India, and Carnatic Railway Companies, on the working of their respective lines during the official year 1873-74.

I have the honour to be

Sir,

Your most obedt. servant.

Caldwell Lt Col R.E.

Cons. Engr for Railways

Agent Madras Railway No 44 of 1874 forwards one copy of Letter from Agent Great Southern to his address of 2nd April 1874 — Agent forwards Carnatic do do 2 April 1874

Madras 2nd July 1874

Recd.

Madras, 18

Madras Railway Company, Limited,

Agent's and Manager's Office,

P. W. 1874 Department
No. 7 Sent for Records

RAILWAY DEPARTMENT.

From No. 4107.

The Consulting Engineer
for Railways,

To

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

Dated 21 July 1874.
Recd. 6

Ans. 26 / No. 384
C.E. No: 2530. 7-8-74
Submitting reports
from the Executive
Madras, Central Southern
& Indian and Local Agency
on the working of their
respective Lines during
the official year 1873-74

C.E. No: 2530. 7-8-74

P. W. Department.

Proceedings of the Madras Government
Under date the July 1874.
Read the following

From the Consulting Engineer
for Railways.

Dated 12th July 1874

Forwarding Reports from the Executive Engineers of the Madras, Central Southern & Indian and Local Agency Railways on the working of their respective Lines during the official year 1873-74.

Ordered that

these papers be forwarded
to the Government of
India.

To the Consulting Engineer for Railways.
No. 384 dated 21st July 1874.

By Order &c.

Sd/ [illegible]
Secretary to the
Government of Madras.

True extract

Sd/ [illegible]

No/31
Sent to Asst to Chief Engr

His Excellency the Governor in Council to transmit the accompanying letter from the Consulting Engineer for Railways giving cover to reports of the Agents on the operations of the Railway Companies in this Presidency for the year 1873-74

Copies

6 b. Copies & 30 Copies of Previous Proceedings despd 12/9/74

131-133.

Rec 9/1/75 Reb 4/1/75

410

Govt. of 1874 Madras.

PUBLIC WORKS.

To the Chief Engineer & Secretary
Govt. Department of Public Works

Read
Read 26
G. O. dated 1874 No. 2500
2531

Nos. 151-153

Passing orders on
letter from the Consulting
Engr. Railways, submitting
Reports of the Agents
on the operations of the
Railway Companies
in the Madras Presidency
for 1873/74 3