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# MADRAS RECORD OFFICE

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## Government of Madras

Public Works DEPARTMENT

| | | |
|---|---|---|
| G.O. No. / B.P. No. | 1566-65 | Press / Mis. |
| Dated | 3-6- | 1965 |

***Not to be folded or roughly handled***

*Proceedings of the Madras Government, Public Works Department, 3rd June* 1875.

No. 88. Read the following letter from Lieutenant-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, dated Madras, 14th May 1875, No. 279 :—

I HAVE the honor to forward, herewith, for transmission to the Government of India, the prescribed accounts of the Madras Railway for the half-year ended 31st December 1874, together with a brief note on the same.

2. The delay in the submission of these papers is due to a reference to the Agent having been found necessary in regard to the increases in certain items of expenditure as compared with similar charges in previous half-years, the replies to which have but recently come to hand.

3. It is requested that the necessary instructions may be issued to the Press to have these accounts, together with the note, printed separately in pamphlet form as hitherto, apart from this letter and the orders of Government thereon.

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No. 89. ORDER THEREON, 3rd June 1875, No. 1,564.

RAILWAY, No. 17.

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

(True Extract.)

(Signed) J. O. HASTED, Major, R.E.,
*Offg. Joint Secretary to Government.*

---

No. 90. (DOCKET, No. 1,565, dated 3rd June 1875.)

COPY of the above forwarded to the Government of India.

(True Extract.)

Major, R.E.,
*Offg. Joint Secretary to Government.*

Exd. A. Grubert.
Spare Copies

Railway Department.

Madras 14 May 1875.

CONSULTING ENGINEER'S OFFICE.

No. 239

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 transmission to the Government of India, the prescribed accounts of the Madras Railway for the half-year ended 31 December 1874 together with a brief note on the same.

2. The delay in the submission of these papers is due to a reference to the Agent having been found necessary in regard to the increases in certain items of expenditure as compared with similar — charges

charges in previous half years, the replies to which have but recently come to hand.

3. It is requested that the necessary instructions may be issued to the Press to have these Accounts together with the note printed separately in pamphlet form as hitherto, apart from this letter and the Orders of Government thereon.

I have the honour to be
Sir
Your most obdt. Servt.
Montmorenci
Lt Col. R.E.
Com: Engineer for
Railways

# Abstract A.

| | Working Expenses 2nd half 1874 Compared with 2nd half 1873. | | Working Expenses 2nd half 1874 Compared with 1st half 1874. | | Explanation |
|---|---|---|---|---|---|
| | More. | Less. | More. | Less | |
| | ~~₹~~ | ~~₹~~ | ₹ | ₹ | |
| 2. (1) Repairs of Bridges & Tunnels | 58,108 | - | 82,050 | - | The Acting Chief Engineer states that "The excess is partly due to the Cost of Repairs to the Pauperee Bridge and the Bridges damaged by floods in October last and partly to the Cost of Girders for Cochrane's Canal Bridge which was charged in the Accounts for August 1874". |
| 4. (1) Repairs of Buildings | 668 | - | 6,960 | - | "The excess under both headings is partly owing to the expenditure on additional works and alterations chargable to Revenue & to Repairs of roofing and renewal of painting at some of the Station Buildings". |
| (2) Repairs of Staff Quarters | 2,280 | - | 1,540 | - | |
| 5. Unclassified Expenditure. Tools and Plant | 4,001 | - | 5,117 | - | "This is owing to the cost of extra tools issued for repairs of the road damaged by floods in October last and partly to the cost of repairs of Ballast Wagons which is charged under this heading". |

# Abstract D.

| | Working Expenses 2nd half 1874 Compared with 2nd half 1873. | | Working Expenses 2nd half 1874 Compared with 1st half 1874. | | Explanation |
|---|---|---|---|---|---|
| | More. | Less. | More | Less. | |
| | ₹ | ₹ | ₹ | ₹ | |
| 1st. Salaries, Traffic Manager & assistants | 725 | - | 1091 | - | The Traffic Manager states that the "Increase of Expenditure Traffic Manager's Salary." |
| Office Establishment | 2278 | - | 1363 | - | ₹2278. "Additional staff Clerks & Salaries of Travelling Ticket Collectors for which no Specific Sanction existed." ₹1363. "New appointments & small increments to old Servants." |
| Station Staff | 5042 | - | 5781 | - | ₹5042. "Increased pay to Station Masters & Pointsmen and new appointments." ₹5781. "New appointments and increments to Station Masters and Pointsmen." |
| Guards | 1958 | - | 1448 | - | ₹1958. "Promotion to a higher Grade & Additional Staff." ₹1448. "Promotion to higher Grade & new appointments." |
| 2nd. Fuel, Lighting, Water, &c. Tires, Lights, &c | 4480 | - | 1611 | - | ₹4480. "16 months Bills of the Locomotive Department amounting to ₹7725 under dispute for renewing Centre Chains adjusting weighing machines and minor repairs charged in this half year." ₹1611 "Bills of Locomotive Department chargeable to previous periods brought to account this half year." |
| 3rd. Clothing | 4941 | - | 7795 | - | ₹4941. "Chargable to previous half year but paid during the present half year." ₹7795. "Chargable to previous half years but paid in this half year." |

# Abstract C.

| | Working Expenses 2nd half 1874 Compared with 2nd half 1873. | | Working Expenses 2nd half 1874 Compared with 1st half 1874. | | Explanation. |
|---|---|---|---|---|---|
| | More. | Less. | More. | Less. | |
| | ₹ | ₹ | ₹ | ₹ | |
| 1st Indian Management Paymasters (Cashiers) — | 908 | - | 903 | - | The increase under this head is chiefly owing to the entertainment of two additional Cashkeepers @ ₹ 114/ per annum = ₹ 684 and to the Store (Contingencies) expenditure hitherto shewn under "Contingencies including Furniture and Fittings" being included under the Contingencies of this Department. |
| Stores Department — | 1,193 | - | 944 | - | This increase is in Consequence of the Stores used for general working of the Department being included under the Contingencies of this Department on all previous half years it was included under the head "Contingencies including furniture and Fittings" also to a small increase in the Establishment. |

# Abstract L.

| | Working Expenses 2nd half 1874 Compared with 2nd half 1873. | | Working Expenses 2nd half 1874 Compared with 1st half 1874. | | Explanation. |
|---|---|---|---|---|---|
| | More. | Less | More. | Less. | |
| | ~~R~~ | ~~R~~ | ~~R~~ | ~~R~~ | |
| 1st Law Charges. | 7933 | - | 8709 | - | The Law Charges incurred in England during the half year ending 30th June 1874 Rupees 8393. 11. 5 charged to Capital are written back to Revenue in the past half year in accordance with the authority given by the Board to the Auditors in para 5 of their letter No. 542 dated 20th November 1874. |
| 2nd Compensation. | | | | | |
| Goods | 2459 | - | 2338 | - | The uncertainty of these charges is so well understood that it may only be necessary to point out that we were more unfortunate in the last half of 1874 than in the two preceding half years. |
| Personal Injury | 4000 | - | 3612 | - | |

Madras
30th April 1875.

Compared by. (illegible)

(illegible)
for Chief Accountant.

I. W. Mellis.
For the Agent & Manager.

Madras 14th May 1875

11

Note on the Revenue Account, Madras Railway for the half-year ended 31st December 1874

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The gross earnings, working expenses, and balances, of this and the four preceding half-years, were as follow:—

| | Half-years ended. | | | | |
|---|---|---|---|---|---|
| | 31st Decr 1872 | 30th June 1873 | 31st Decr 1873 | 30th June 1874 | 31st Decr 1874 |
| Average No. of miles open | 832 | 835 | 851 | 857 | 857 |
| Gross earnings | 30,39,464 | 37,65,308 | 31,18,042 | 29,57,671 | 29,48,82 |
| Working expenses | 15,96,799 | 18,14,165 | 21,05,213 | 18,42,758 | 19,77,273 |
| Balances | 14,42,665 | 19,51,143 | 10,12,829 | 11,15,413 | 9,71,556 |

2 Compared with the results of previous half-years, the gross earnings and balance of this period are

the

the lowest, and the expenses, if the extraordinary debit (Rs 1,81,799) on account of "Cheyair bridge restoration" be deducted from the expenditure during the second half of 1873, the highest, since the completion of the line. The loss of traffic by the breaks on the North-West line and Bangalore branch during October, November, and December, has been estimated at about 2½ lacs of rupees, which if taken into account, would make the gross receipts compare favourably with those of the four preceding half-years. The large increase in the working expenses is explained in detail in the accompanying statement, with the exception of those in the Locomotive Department, which are accounted

accounted for as follows in the report of the Acting Locomative Superintendent. The repairs to Locomotives were very heavy, 3 engines being thoroughly renewed, while repairs were executed to 36 others, 19 of which amounted almost to partial renewal. Under "carriage and wagon" the repairs were unusually heavy owing to the renewal of timber trucks, the reconstruction of 59 of which was carried out during the half-year. The increased charge for Superintendence is due to the greater proportion borne by Revenue, owing to the larger expenditure on that account as compared with the work done for Capital

capital. The sum of Rs 5,000 paid to Mr Barton Wright in accordance with the Order of Government No dated is also included under this head. The increased charge for coal as compared with the corresponding period of 1873, is due to the enhanced price at which it was found necessary to issue it. As regards working and running expenses, it will be seen that these do not differ much from former half-years.

3 The numbers of passengers of each of the four classes carried, and the receipts from them, during the same five half-years are tabulated below :—

| | Half-year ended: | | | | |
|---|---|---|---|---|---|
| | 31st Decr 1872. | 30 June 1873. | 31st Decr 1873. | 30 June 1874. | 31st Decr 1874. |
| | No. | No. | No. | No. | No. |
| First class | 4,934 | 4,801 | 5,925 | 7,981 | 6,876 |
| Second " | 55,364 | 52,621 | 22,513 | 27,974 | 25,079 |
| Third " | 981,276 | 1,099,585 | 1,055,124 | 1,056,658 | 1,078,700 |
| Fourth or cooly class | 200,500 | 234,755 | 268,477 | 277,777 | 292,029 |
| Total | 1,242,074 | 1,391,762 | 1,352,039 | 1,370,390 | 1,402,684 |
| | Rs. | Rs. | Rs. | Rs. | Rs. |
| First class | 66,835 | 65,218 | 64,940 | 66,727 | 61,183 |
| Second " | 75,060 | 75,737 | 57,020 | 65,015 | 56,534 |
| Third " | 821,661 | 893,911 | 868,622 | 828,839 | 857,873 |
| Fourth or cooly class | 80,497 | 93,641 | 108,074 | 113,227 | 118,790 |
| Total | 1,044,053 | 1,128,507 | 1,098,656 | 1,073,808 | 1,093,880 |

4 As compared with the corresponding period of 1873, there was a decrease in passenger receipts of 0·3 per cent, and an increase in numbers of 3·7 per cent: but the

Traffic

Traffic Manager explains that this increase is to a certain extent fictitious except in the cooly class, as passengers carried over the North-West line during the breaks were booked three or four times during the journey. The continued increase in receipts for cooly class may be regarded as highly satisfactory. It may be observed that this class was extended to trains between Arconum and Cuddapah, and between Cuddapah and Bellary in February last. A large decrease appears under the head special trains, which is due partly to some of the Relifs of the season being marched, and partly to the inability of the Company to move troops over the North-West line.

5. The number of tons of merchandise (goods) traffic, exclusive of railway materials, lifted during each of the five half-years ending 31st December 1874, their ton mileage, and the revenue derived from them, are given below:—

| | Half-year ended. | | | | |
|---|---|---|---|---|---|
| | 31st Decr 1872. | 30 June 1873. | 31st Decr 1873. | 30 June 1874. | 31st Decr 1874. |
| Tons | 184,559 | 209,818 | 195,245 | 173,995 | 196,571 |
| Ton mileage | 29,729,222 Rs | 44,422,779 Rs | 31,382,191 Rs | 27,803,221 Rs | 29,846,385 Rs |
| Receipts | 17,39,735 | 23,55,820 | 17,59,704 | 15,57,226 | 16,19,526 |

6. Here again the tonnage is increased by some of the goods being booked from break to break on the North-West line, but

Traffic Manager explains that this increase is to a certain extent fictitious except in the cooly class, as passengers carried over the North-West line during the breaks were booked three or four times during the journey. The continued increase in receipts for cooly class may be regarded as highly satisfactory. It may be observed that this class was extended to trains between Arconum and Cuddapah, and between Cuddapah and Bellary in February last. A large decrease appears under the head special trains, which is due partly to some of the Relifs of the season being marched, and partly to the inability of the Company to move troops over the North-West line.

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| | Half-year ended. | | | | |
|---|---|---|---|---|---|
| | 31st Decr 1872. | 30 June 1873. | 31st Decr 1873. | 30 June 1874. | 31st Decr 1874. |
| Tons | 184,559 | 209,818 | 195,245 | 173,995 | 196,571 |
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6. Here again the tonnage is increased by some of the goods being booked from break to break on the North-West line, but

Tra... but it will be observed that the
inc... ton mileage compares favourably
tile... with that of the preceding half-
pas... year, notwithstanding the great ob-
Wes... structions to traffic on the North
boo... West line during more than two
the... months of the half-year. On
crea... the South-West line the goods traffic
ma... appears to have quite recovered its
tio... normal state.
tha...
fra...
Cai...
pai...
last...
und...
whic...
Rel...
ed, ...
the ...
over...

7. The gross earnings, working expenses, and balances, per mean mile open to traffic during each of the five half-years, were as given in the following table:—

| | Half-year ended 31st Dec. 1872. | 30th June 1873. | 31st Dec. 1873. | 30th June 1874. | 31st Dec. 1874. |
|---|---|---|---|---|---|
| Mean mileage open | 832 | 835 | 851 | 857 | 857 |
| Gross earnings | £ 3653·2 | £ 4509·3 | £ 3663·9 | £ 3451·2 | £ 3440·9 |
| Working expenses | 1919·3 | 2172·6 | 2473·8 | 2149·7 | 2307·2 |
| Balances | 1733·9 | 2336·7 | 1190·1 | 1301·5 | 1133·7 |

8. The percentages borne to the gross earnings by the working expenses of each of the above five periods were as below:—

| | |
|---|---|
| 31st December 1872 | 52·53 |
| 30th June 1873 | 48·18 |
| 31st December " | 67·51 |
| 30th June 1874 | 62·29 |
| 31st December " | 67·05 |

9. On the whole, it is thought that the receipts are as favourable as could be expected when taking into account the heavy disasters recorded during the half-year. The working expenses are undoubtedly very high. This result is to a certain extent due to the repairs of the damaged works, and to the increased cost involved by

by working the North-west line in so many sections for the last two months of the year. The expenditure in the Maintenance and Locomotive Departments must continue to be heavy for some time to come, and although some improvement in traffic may be hoped for, it is feared that the percentage of working expenses to receipts will not immediately be reduced to the normal figure.

Mountmorres Clark R.E.
Cons Engr for Railways



# MADRAS RAILWAY COMPANY.

Part I

## Accounts for the Half-year ending 31st December 1874.

### No. 1. STATEMENT OF CAPITAL AUTHORISED AND CREATED.

| Contracts with the Secretary of State or other Authority. | Capital Authorised. | | | Capital Created or Sanctioned. | | | Balance. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Stock and Shares. | Loans. | Total. | Stock and Shares. | Loans. | Total. | Stock and Shares. | Loans | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Acts 16th Vict. Sessions 1852-53 14th June 1853 | | | | | | | | | |
| „ 17th „ do. 1854 2nd June 1854 | | | | | | | | | |
| „ 18th „ do. 1854-55 15th June 1855 | | | | | | | | | |
| **Contracts in respect of Share Capital.** | | | | | | | | | |
| Viz: 22nd December 1852 | 500,000 | .. | 500,000 | 500,000 | ... | 500,000 | | | |
| „ 19th December 1855 | 3,500,000 | ... | 3,500,000 | 3,500,000 | ... | 3,500,000 | | | |
| „ 13th August 1858 | 1,000,000 | ... | 1,000,000 | 1,000,000 | ... | 1,000,000 | | | |
| „ 28th October 1867 | 2,500,000 | ... | 2,500,000 | 2,500,000 | ... | 2,500,000 | | | |
| „ In course of preparation | 828,300 | ... | 828,300 | 828,300 | ... | 828,300 | | | |
| * **Contracts in respect of Loans on Debentures.** | | | | | | | | | |
| Viz: 13th March 1860 | ... | 1,000,000 | 1,000,000 | ... | 1,000,000 | 1,000,000 | | | |
| „ 28th October 1867 | ... | 1,500,000 | 1,500,000 | ... | 1,500,000 | 1,500,000 | | | |
| „ In course of preparation | ... | 171,700 | 171,700 | ... | 171,700 | 171,700 | | | |
| Balance of borrowing powers authorised under the above acts | .. | 725,950 | 725,950 | | | | | | |
| | 8,328,300 | 3,397,650 | 11,725,950 | 8,328,300 | 2,671,700 | 11,000,000 | ... | 725,950 | 725,950 |
| * These comprise Debentures that have been converted into stock amounting to £ 1,830,900 | | | | | | | | | |
| Capital to replace Debentures paid off „ 33,750 | | | | | | | | | |
| £ 1,864,650 | ... | ... | ... | 1,864,650 | 2,058,500 | | | | |
| Debentures paid off £ 33,750 | | | | | | | | | |
| Do. „ 193,850 | | | | | | | | | |
| 227,600 | | | | | | | | | |
| Do. converted .. 1,830,900 | . | ... | ... | 10,192,950 | 613,200 | | | | |
| £ 2,058,500 | | | | | | | | | |

### No. 2. STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

| Description. | Amount created. | Amount received. | Calls in arrears. | Amount uncalled. | Amount unissued. |
|---|---|---|---|---|---|
| | £ | £ | £ | £ | £ |
| Capital Stock bearing interest at the rate of 4½ per cent, per annum for amount guaranteed by the Secretary of State. | 500,000 | 500,000 | | | |
| Do at 4½ per cent. | 1,000,000 | 999,970 | 30 | | |
| Do. at 5 per cent. | 8,692,950 | 8,043,960 | 7,375 | 642,015 | |
| £ | 10,192,950 | 9,543,930 | 7,405 | 642,015 | |

### No. 3. CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

| | Raised by Loans. | | Raised by issue of Debenture Stock. | Total raised by Loans and by Debenture Stock. |
|---|---|---|---|---|
| | At 5 per cent. | At 4½ per cent. | | |
| | £ | £ | £ | £ |
| Existing at 30th June 1874 | 116,300 | 500,000 | ... | 616,300 |
| „ at 31st December 1874 | 113,200 | 500,000 | .. | 613,200 |
| Increase | ... | ... | ... | .. |
| Decrease | 3,100 | ... | . | 3,100 |
| Total amount authorised to be raised by Loans and by Debenture Stock in respect of capital created as per Statement No. 1. | | | | 3,397,650 |
| Total amount raised by Loans and by Debenture Stock as above | | | | 613,200 |
| Balance being available borrowing powers at 31st December 1874 | | | | 2,784,450 |

RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

No. 4.

Cr.

| | Amount received to 30th June 1874. | Amount received during Half-Year ending 31st Decr. 1874. | Total. |
|---|---|---|---|
| | £ s. d. | £ s. d. | £ s. d. |
| **By Receipts :—** | | | |
| Shares and Stock per last statement ... ... 9,539,968 | | | |
| Add Debentures converted into 5 % Stock during half-year ending 31st Decr. 1874 ... ... 3,100 | 9,543,068 0 0 | 462 0 0 | 9,543,530 0 0 |
| ₹ Account No. 2 ... ... | | | |
| Capital not bearing interest ... ... | 9,897 19 11 | | 9,897 19 11 |
| Loans | | | |
| ₹ last statement. 616,300 | | | |
| Deduct amount converted as above ... ... 3,100 | 613,200 0 0 | | 613,200 0 0 |
| ₹ Account No. 3 ... ... | | | |
| | 10,166,165 19 11 | 462 0 0 | 10,166,627 19 11 |

| | Amount expended to 30th June 1874. | Amount expended during Half-Year ending 31st Decr. 1874. | Total. |
|---|---|---|---|
| | £ s. d. | £ s. d. | £ s. d. |
| **To Expenditure :—** | | | |
| On Line open for Traffic ... | 8,422,470 0 3 | 15,727 16 5 | 8,438,197 16 8 |
| „ Raichoor Station ... | 39,558 12 1 | 208 5 0 | 39,766 17 1 |
| „ Working Stock ... | 1,027,079 0 9 | 6,282 1 4 | 1,033,361 2 1 |
| „ Plant ... ... | 106,699 10 0 | 2,310 1 1 | 109,009 11 1 |
| „ Establishment ... | 76,786 8 1 | 1,986 16 10 | 78,773 4 11 |
| „ Contingencies ... | 11,807 7 2 | ... | 11,807 7 2 |
| | 9,684,400 18 4 | 26,515 0 8 | 9,710,915 19 0 |
| *Deduct Credit ₹ Detail Statement No. 5.* ... | ... | 748 7 0 | 748 7 0 |
| | 9,684,400 18 4 | 25,766 13 8 | 9,710,167 12 0 |
| „ Balance ... ... ... | ... | ... | 456,460 7 11 |
| | | | 10,166,627 19 11 |



## DETAILS OF CAPITAL EXPENDITURE

FOR THE HALF-YEAR ENDING 31st DECEMBER 1874.

| | Rs. A. P. | Rs. A. P. |
|---|---|---|
| **Line open for Traffic.** | | |
| Permanent Way ... ... ... ... ... | 11,422 8 9 | |
| Madras Terminal Station and Perambore Works ... | 2,386 4 11 | |
| Choyair Bridge .. ... ... ... .. ... | 10,410 11 6 | |
| Stations and Buildings ... ... ... ... | 10,132 1 9 | |
| Construction of Line ... ... ... ... ... | 72,681 4 3 | |
| Ballast and Permanent Way ... ... ... | 8,493 7 2 | |
| Neilgherry Branch ... ... ... ... ... | 34,269 0 3 | |
| Madras Central Station ... ... ... ... | 5,954 11 8 | |
| Preliminary Expenses ... ... ... ... ... | 15,821 1 0 | 1,71,576 3 3 |
| **Raichoor Station**... ... ... ... .. ... | ... | 2,271 13 1 |
| **Working Stock.** | | |
| Engines and Tenders ... ... ... ... | 28,357 7 11 | |
| Carriages ... ... ... ... ... ... | 23,621 11 7 | |
| Wagons ... ... ... ... ... .. | 10,473 1 4 | |
| Tarpaulins ... ... ... ... ... ... | 6,079 5 5 | 68,531 10 3 |
| **Plant.** | | |
| Engineering ... ... ... ... ... | 736 0 0 | |
| Loco: Shop Plant ... ... ... ... ... | 24,464 9 5 | 25,200 9 5 |
| **Establishment.** | | |
| Direction... ... ... ... ... ... | 1,344 14 1 | |
| Engineering ... ... ... ... ... .. | 14,725 9 1 | |
| Locomotive ... ... ... ... ... ... | 2,125 2 4 | |
| Telegraph ... ... ... ... ... ... | 3 12 1 | |
| Stores ... ... ... ... ... ... | 567 10 3 | |
| Audit Account and Cashier's ... ... ... ... | 2,359 15 5 | |
| Medical ... ... ... ... ... ... | 547 11 0 | 21,674 10 3 |
| | | 2,89,254 14 3 |
| **Deduct Credit to Contingencies:** | | |
| Direction... ... ... ... ... ... ... ... | | 8,163 12 11 |
| | | 2,81,091 1 4 |

## No. 6. ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | Total Expenditure to end of previous half-year. | Further Expenditure: During the half-year ending 30th June 1875. | Further Expenditure: In subsequent half-years. | Further Expenditure: Total |
|---|---|---|---|---|
| | Rs. | Rs. | Rs. | Rs. |
| *Lines opened for Traffic* more than 2 years ... ... ... | 9,46,56,071 | 2,28.000 | 4,40,000 | 6,68,000 |
| *Lines opened for Traffic* less than 2 years .. ... .. ... | | 50,000 | 40.000 | 90,000 |
| **Working Stock :—** | 1,11,83,857 | | | |
| Engines ... .. ... ... No. 10 | ... | ... | 3,55,000 | 3,55.000 |
| Do. Putting into working order ... ... „ 2 | 11,559 | 7,441 | .. | 7.441 |
| Constructing and fitting Cow Catchers to Engines „ 10 | ... | 2,200 | ... | 2.200 |
| Double Saloon 1st Class Night Carriages ..... „ 8 | ... | 24,800 | 24,800 | 49.600 |
| Goods Brake Vans (Iron).. .. .. ... ... „ 6 | ... | ... | 36,000 | 36,000 |
| Second Class Sleeping Carriages... ... ... „ 3 | ... | . | 12,114 | 12.114 |
| Fitting Sun-shades to Vehicles ... ... ... ... ... | 25,242 | 2,930 | 8,908 | 11,838 |
| Fitting Axle Box Keeps (Oil) to Wagons ... ... ... ... | 45,199 | 4,786 | 7,815 | 12,601 |
| Covered Goods to be converted from Open Sided Goods Wagons... ... .. .. No. 30 | ... | ... | 29,285 | 29,285 |
| Fitting additional plate to Springs for Wagons... „ 2,609 | 7,173 | 23,982 | 23,416 | 47,398 |
| Electrical Apparatus for Rolling Stock... ... ... .. | ... | 32.441 | ... | 32.441 |
| Converting a Composite Carriage into an Inspection Carriage for the Telegraph Engineer ... No 1 | ... | 2.290 | ... | 2.290 |
| Converting a First Class Carriage into an Inspection Carriage for Traffic Department ... „ 1 | ... | 1,650 | ... | 1.650 |
| Fitting 3rd Class Carriages with Shutters ... „ 35 | ... | 700 | 700 | 1.400 |
| Total estimated further expenditure of Capital Rs... | 10,59,29,101 | 3,81.220 | 9,78.038 | 13,59,258 |

## No. 7. CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE AS PER ACCOUNT No. VI.

| | £ | £. s. d |
|---|---|---|
| **Share and Loan Capital authorised or created but not yet received :—** | | |
| Shares (No. II.) Calls in arrear... ... ... ... ... ... | 7,405 | |
| Amount uncalled, ... ... ... ... .. | 642,015 | 649.420 0 0 |
| Loans (No. III.) | | |
| Available borrowing powers ... .. ... ... ... | | 2,784.450 0 0 |
| *Capital Account*—Balance at credit thereof (Account No. IV.) ... ... ... ... ... ... ... ... ... | | 453.469 7 11 |
| TOTAL... | | 3,890,339 7 11 |



## No. 8. REVENUE ACCOUNT FOR THE HALF-YEAR ENDING 31ST DECEMBER 1874.

| Dr. Expenditure. | Rs. A. P. | Per cent. of Revenue. | Cr. Earnings. | Rs. A. P. |
|---|---|---|---|---|
| To Maintenance of Way, Works and Stations ...(Abstract A) | 6,30,366 2 1 | 21·38 | By Coaching traffic.....(Abstract H) | 11,99,778 11 6 |
| „ Locomotive expenses...(Abstract B) | 6,64,178 9 7 | 22·52 | „ Goods traffic (Abstract I) | 16,37,262 13 8 |
| „ Carriage and Wagon expenses .. (Abstract C) | 1,51,397 10 8 | 5·13 | „ Electric Telegraph earnings... ... ... ... | 11,668 14 7 |
| „ Traffic expenses. .. (Abstract D) | 3,03,395 5 10 | 10·29 | „ Steam-boat earnings.. (Abstract J) | *Nil.* |
| „ General charges. ...(Abstract E) | 1,91,037 1 1 | 6·48 | „ Sundries....(Abstract K) | 1,00,118 7 1 |
| „ Steam-boat service ..(Abstract F) | *Nil.* | | | |
| „ Special and miscellaneous expenditure. (Abstract G) | 36,898 5 5 | 1·25 | | |
| | 19,77,273 2 8 | 67·05 | | |
| „ Balance net earnings ... | 9,71,555 12 2 | 32·95 | | |
| TOTAL... | 29,48,828 14 10 | 100·00 | TOTAL... | 29,48,828 14 10 |

No. 9.

# ABSTRACT A.

## Maintenance of Way, Works and Stations.

If done Departmentally.

| | RS. | A. | P. | RS. | A. | P. |
|---|---|---|---|---|---|---|
| **1st.—General Superintendence—** | | | | | | |
| (1).—Engineers' salaries ... ... ... ... | 59,568 | 12 | 1 | | | |
| (2).—Allowances of ditto, including travelling ... | 7,341 | 0 | 9 | | | |
| (3).—Subordinate Superintendents ... ... ... | 23,884 | 13 | 1 | | | |
| (4).—Allowances of ditto, including travelling ... | 173 | 5 | 8 | | | |
| (5).—Overtime allowances ... ... ... ... ... | ... | | | | | |
| (6).—Office expenses ... ... ... ... ... | 28,334 | 6 | 10 | 1,19,302 | 6 | 5 |
| **2nd.—Maintenance and Renewal of Permanent-way—** | | | | | | |
| (1).—Wages .. ... ... ... ... | 1,66,142 | 9 | 7 | | | |
| (2).—Materials ... ... ... ... | 1,11,867 | 12 | 9 | 2,78,010 | 6 | 4 |
| **3rd.—Repairs of Bridges, &c.—Wages and Materials—** | | | | | | |
| (1).—Bridges and Tunnels ... ... ... | *1,17,843 | 7 | 5 | | | |
| (2).—Miscellaneous, including earth-work, roads, fencing, &c.... ... ... ... | 58,283 | 9 | 10 | 1,76,127 | 1 | 3 |
| **4th.—Repairs of Stations and Buildings—Wages and Materials—** | | | | | | |
| (1).—Repairs of buildings of every description, including station-yards and signals, but excepting quarters of the staff... .. | 34,586 | 9 | 0 | | | |
| (2).—Repairs of staff quarters ... .. | 10,338 | 1 | 6 | 44,924 | 10 | 6 |
| **5th.—Maintenance by Contract—** | | | | | | |
| (1).—Amount paid to Contractors ... ... | ... | | | | | |
| (2).—Materials supplied by the Company ... ... | ... | | | | | |
| **6th.—Unclassified Expenditure—** | | | | | | |
| (1).—Plantations ... ... ... ... | ... | | | | | |
| (2).—Tools and Plant ... ... ... ... | 12,001 | 9 | 7 | | | |
| (3).—Loss on stores, &c. ... ... ... | ... | | | 12,001 | 9 | 7 |
| TOTAL... | ... | | | 6,30,366 | 2 | 1 |
| Deduct { Value of stores returned to stock ... | ... | | | | | |
| Deduct { Sum chargeable to ..... ..... Fund... | ... | | | | | |
| Deduct { &c. | | | | | | |
| TOTAL... | ... | | | 6,30,366 | 2 | 1 |

| Mean Mileage Maintained by Revenue— | Departmentally Miles. | By contract Miles. | TOTAL Miles. |
|---|---|---|---|
| RAILWAY LINE ... ... Double ... | 3⅓ | ... | 3⅓ |
| RAILWAY LINE ... ... Single ... | 828 | ... | 828 |
| SIDINGS ... ... ... ... ... | 85½ | ... | 85½ |
| Total single track, including sidings ... | 916⅔ | ... | 916⅔ |

* Includes a sum of Rs. 52,053-9-9 on account of expenditure on the re-construction of the new Cheyair Bridge



No. 9.—(*Continued*)

# ABSTRACT B.

## Locomotive Expenses.

| | | RS. | A. | P. | RS. | A. | P. |
|---|---|---|---|---|---|---|---|
| **1st.—General Superintendence—** | | | | | | | |
| (1).—Salaries of Superintendents and Assistants ... | | 7,603 | 6 | 9 | | | |
| (2).—Allowances of ditto, including travelling... ... | | 5,949 | 0 | 2 | | | |
| (3).—Subordinate Superintendents... ... .. | | 28,129 | 1 | 9 | | | |
| (4).—Allowances of ditto, including travelling .. ... | | 4,417 | 7 | 6 | | | |
| (5).—Overtime allowances .. ... ... ... | | 871 | 14 | 7 | | | |
| (6).—Office expenses... ... ... ... | | 15,822 | 8 | 5 | 62,793 | 7 | 2 |
| **2nd.—Running expenses (Wages connected with the working of Locomotive Engines)—** | | | | | | | |
| (1).—Wages of Drivers and Firemen... ... ... | | 70,738 | 7 | 7 | | | |
| (2).—Overtime allowances... ... ... ... | | 14,145 | 4 | 2 | | | |
| (3).—All labor connected with fuelling, cleaning and looking after engines in yards... ... ... | | 15,184 | 11 | 5 | | | |
| (4).—Contingent expenses, including clothing and travelling expenses... ... ... ... | | ... | | | 1,00,068 | 7 | 2 |
| **3rd.—Fuel—** | | | | | | | |
| (1).—Coal... ... ... | Tons | 5,375 | | | 1,50,527 | 13 | 8 |
| (2).—Coke ... ... | do | 217 | | | 7,383 | 0 | 8 |
| (3).—Patent fuel... ... | do | 130 | | | 3,133 | 13 | 11 |
| (4).—Wood ... ... | do | 29,878 | | | 1,33,855 | 5 | 7 |
| | | | | | ... | | |
| | | | | | 2,94,900 | 1 | 10 |
| **4th.—Water** (*including Wages and Stores*)— ... ... | | | | | 14,327 | 7 | 5 |
| | | | | | ... | | |
| **5th.—Oil, tallow, and other stores** (*expended on Engines in Work*)— ... ... ... ... | | | | | 13,093 | 0 | 7 |
| **6th.—Maintenance and Renewals of Locomotive Engines and Machinery—** | | | | | | | |
| (1).—Wages... ... ... ... .. | | 83,832 | 14 | 7 | | | |
| (2).—Overtime allowances .. ... ... .. | | 9,066 | 7 | 4 | | | |
| (3).—Materials... .. ... ... ... | | 86,096 | 11 | 6 | 1,78,996 | 1 | 5 |
| **7th.—Payments to other Lines—** | | | | | | | |
| (1).—Hire of Locomotives... ... ... ... | | ... | | | | | |
| **8th.—Unclassified Expenditure—** | | | | | | | |
| Loss on stores, &c... ... ... ... | | ... | | | 6,64,178 | 9 | 7 |
| TOTAL.. | | ... | | | | | |
| Deduct { Credits received for work done in workshop for other Departments... ... | | ... | | | | | |
| Deduct { Value of Stores returned to stock ... | | ... | | | | | |
| Deduct { Sum chargeable to ..... Fund... | | ... | | | | | |
| Deduct { &c. | | | | | | | |
| TOTAL... | | ... | | | 6,64,178 | 9 | 7 |

## ABSTRACT C.

**No. 9.**—*(Continued.)*

**Carriage and Wagon Expenses.**

| | | Rs. A. P. | Rs. A. P. |
|---|---|---|---|
| **1st.—General Superintendence—** | | | |
| (1.)—Salaries of Superintendents and Assistants ... | | 1,702 9 1 | |
| (2.)—Allowances of ditto, including travelling... ... | | 1,251 12 10 | |
| (3.)—Subordinate Superintendents .. ... .. | | 6,346 4 3 | |
| (4.)—Allowances of ditto, including travelling... ... | | 985 13 7 | |
| (5.)—Overtime allowances... ... ... ... | | 188 7 4 | |
| (6.)—Office expenses .. ... ... ... .. | | 3,539 7 2 | 14,014 6 3 |
| **2nd.—Repairs and Renewals of Vehicles and Machinery—** | | | |
| | Rs. A. P. | | |
| Coaching Vehicles—(1).—Wages... ... | 10,276 9 3 | | |
| (2).—Overtime ... | 344 3 0 | | |
| (3).—Materials ... | 13,983 1 0 | 24,603 13 3 | |
| Goods Vehicles—(1).—Wages .. ... | 26,706 15 9 | | |
| (2).—Overtime... ... | 1,040 0 10 | | |
| (3).—Materials... ... | 56,643 15 0 | 84,390 15 7 | 1,08,994 12 10 |
| **3rd.—Cleaning Carriages and Wagons, and Oiling—** | | | |
| (1).—Labor including wages of Oilers, Carriage Cleaners and Examiners ... ... ... ... | | 7,623 11 10 | |
| (2).—Stores including oil, grease, and other stores for consumption on running vehicles... ... ... | | 19,418 10 1 | 27,042 5 11 |
| **4th.—Unclassified Expenditure—** | | | |
| Loss on stores, &c... ... ... ... ... | | ... | |
| Expenditure incurred on Carriage Cooling Apparatus... | | 1,346 1 8 | 1,346 1 8 |
| Total... | | ... | 1,51,397 10 8 |
| Deduct { Credits received for work done in workshops for other Departments, &c... .. | | | |
| Deduct { Value of stores returned to stock... .. | | | |
| Deduct { Sum chargeable to..... Fund... | | | |
| Deduct { &c. | | | |
| Total .. | | ... | 1,51,397 10 8 |



## ABSTRACT D.

**No. 9.**—*(Continued)*

**Traffic Expenses.**

| | Rs. A. P. | Rs. A. P. | Rs. A. P. |
|---|---|---|---|
| **1st.—Salaries, Wages, &c.,—** | | | |
| (a).—General Superintendence— | | | |
| (1).—Traffic Manager, Assistant ditto, District Superintendents and Traffic Canvassers... ... | 24,545 6 6 | | |
| (2).—Office Establishment... ... | 17,547 6 6 | | |
| (3).—Travelling allowances .. .. | 3,509 7 0 | | |
| (4).—Contingencies... ... .. | 9,839 14 8 | 55,442 2 8 | |
| (b).—Station Staff— | | | |
| (1).—Station Masters, Clerks, Porters, Pointsmen, Gate-keepers of Level-crossings, Signalmen, Station servants, &c., ... ... | ... | 1,30,088 1 11 | |
| (c).—Train Staff— | | | |
| (1).—Guards and Assistant Guards | 33,147 4 1 | | |
| (2.)—Overtime allowances... ... | 153 9 4 | 33,300 13 5 | 2,18,831 2 0 |
| **2nd.—Fuel, Lighting, Water and General Stores—** | | | |
| (1).—Fires, lights, water and general stores for Carriages, Stations, Offices, &c.... ... ... ... | | 32,945 11 7 | |
| (2).—Wagon covers, ropes, &c., ... ... ... | | 14,022 8 11 | |
| (3).—Office and Station fittings and furniture... ... | | 2,254 13 11 | 49,223 2 5 |
| **3rd.—Clothing** ... ... ... ... ... ... | | ... | 9,104 14 10 |
| **4th.—*Printing, Stationery and Tickets*** ... ... | | ... | 17,310 0 6 |
| **5th.—*Charges for delivery and collection of Goods, &c.*** ... | | ... | |
| **6th.—Miscellaneous Expenses.** ... ... ... ... | | ... | |
| **7th.—Payments to other Lines—** .. ... ... | | ... | |
| (1).—Hire of Vehicles ... ... ... ... | | 8,919 14 1 | |
| (2).—Mileage of Foreign stock ... ... ... | | 6 4 0 | 8,926 2 1 |
| (3).—Expenses at Joint Stations ... ... ... | | ... | |
| **8th.—Unclassified Expenditure—** | | | |
| Loss on stores, &c. ... ... ... ... ... | | ... | 3,03,395 5 10 |
| Total... | | ... | 3,03,395 5 10 |
| Deduct { Value of stores returned to stock ... ... | | | |
| Deduct { Sum chargeable to.....Fund... | | | |
| Deduct { &c. | | | |
| Total.. | | ... | 3,03,395 5 10 |

No. 9.—*(Continued.)*

## ABSTRACT E.

### General Charges.

| | | | | Rs. | A. | P. | Rs. | A. | P. |
|---|---|---|---|---|---|---|---|---|---|
| **1st.—Home Expenditure—** | | | | | | | | | |
| (1).—Directors and Secretary, or Managing Director ... | | | | 30,574 | 10 | 9 | | | |
| (2).—Auditors and Accountants... ... ... ... | | | | | | | | | |
| (3).—Consulting Engineer and Inspecting Officers' fees and travelling allowances ... .. ... ... | | | | 3,401 | 13 | 10 | | | |
| (4).—Office Expenses... ... ... ... ... | | | | ... | | | 33,976 | 8 | 7 |
| **2nd.—Salaries of Indian Management, Including Offices—** | | | | | | | | | |
| | Salaries. | | Travelling Allowances. | | Contingencies. | | | | |
| (1).—Agent's Office. | 20,675 11 8 | | 341 2 0 | | 25 12 10 | | 21,042 | 10 | 6 |
| (2).—Auditor's „ | 26,110 14 7 | | 1,092 0 0 | | 192 15 2 | | 27,395 | 13 | 9 |
| (3).—Accounts' „ | 8,889 1 6 | | ... | | 10 15 0 | | 8,900 | 0 | 6 |
| (4).—Paymaster's (Cashier's) Office. | 17,801 7 11 | | 1,188 9 9 | | 146 7 6 | | 19,136 | 9 | 2 |
| (5).—Store Dept. ... | 12,385 4 6 | | 222 2 0 | | 722 1 5 | | 13,329 | 7 | 11 |
| (6).—Medical „ ... | 11,698 3 10 | | 490 6 0 | | 81 13 0 | | 12,270 | 6 | 10 |
| (7).—Rents of buildings and lands... ... ... ... | | | | | | | 298 | 6 | 2 |
| (8).—Furniture, fittings and other miscellaneous expenses.... | | | | | | | 2,626 | 7 | 5 |
| (9).—Printing and Stationery ... ... ... ... .. | | | | | | | 2,849 | 0 | 1 |
| (10.)—Medicine ... ... ... ... ... ... | | | | | | | 139 | 6 | 0 |
| | | | | | | | | | 1,07,988 4 |
| **3rd.—Police—** | | | | | | | | | |
| (1).—Supervision ... ... ... ... ... ... | | | | | | | 1,560 | 0 | 0 |
| (2).—Constables ... ... ... ... ... .. | | | | | | | 9,228 | 3 | 1 |
| (3).—Contingencies ... ... ... ... | | | | | | | 1,713 | 13 | 8 |
| | | | | | | | | | 12,502 0 |
| **4th.—Advertising—**(*All advertisements of all Departments.*) ... | | | | | | | ... | | |
| | | | | | | | | | 439 4 |
| **5th.—Electric Telegraph—** | | | | | | | | | |
| (1).—Salaries of Superintendents and Assistants... ... | | | | | | | 6,919 | 14 | 3 |
| (2).—Signallers... ... ... ... ... ... | | | | | | | 15,502 | 12 | 10 |
| (3).—Travelling Expenses... ... ... ... ... | | | | | | | 1,051 | 3 | 5 |
| (4).—Office Expenses, Contingencies, &c.... ... ... | | | | | | | 1,099 | 13 | 1 |
| (5).—Maintenance, Wages and Stores..... ... ... | | | | | | | 11,335 | 13 | 10 |
| (6).—Government Telegraph Department for Rent, Maintenance and Inspection ... ... ... ... | | | | | | | ... | | |
| | | | | | | | | | 35,909 2 |
| **6th.—Clearing Accounts with other lines** ... ... ... | | | | | | | | | |
| **7th.Unclassified Expenditure—** | | | | | | | | | |
| Loss on stores, &c.... ... ... ... ... | | | | | | | 35 | 0 | 0 |
| Expenses connected with Fire-engines ... ... ... | | | | | | | 186 | 6 | 0 |
| | | | | | | | | | 221 |
| TOTAL... | | | | | | | ... | | 1,91,037 |
| Deduct { Value of stores returned to stock... ... ... Sum chargeable to.....Fund... &c. | | | | | | | ... | | |
| TOTAL... | | | | | | | ... | | 1,91,037 |



No 9.—*(Continued.)*

## ABSTRACT G.

### Special and Miscellaneous Expenditure.

| | Rs. | A. | P. | Rs. | A. | P. |
|---|---|---|---|---|---|---|
| 1st.—Law Charges ... ... ... ... ... | ... | | | 9,350 | 10 | 3 |
| 2nd.—Compensation— | | | | | | |
| (1).—For Goods lost or damaged ... ... ... | 3,067 | 11 | 7 | | | |
| (2).—For Personal injury... ... ... ... | 4,000 | 0 | 0 | | | |
| (3).—For other claims .. ... ... ... | 198 | 12 | 6 | 7,266 | 8 | 1 |
| 3rd.—Rates and Taxes *(including Municipal Water-rates)* ... | ... | | | 2,248 | 15 | 3 |
| 4th.—Interest on Revenue balances— | ... | | | | | |
| 5th.—Contributions to Special Funds— | | | | | | |
| (1).—*Fire Insurance Fund*... ... ... ... | 20,727 | 4 | 4 | | | |
| (2).—*Permanent-Way Renewal do*... ... ... | ... | | | 20,727 | 4 | 4 |
| (3).—*Casualty do*... ... ... | ... | | | | | |
| &c. | | | | 39,593 | 5 | 11 |
| | | | | 2,695 | 0 | 6 |
| Deduct sum chargeable to Fire Insurance Fund. | ... | | | | | |
| TOTAL... | ... | | | 36,898 | 5 | 5 |

# ABSTRACT H.

## Coaching Traffic.

| Mileage { Single fares. / Return. | First Class. Rs. 0 1 3 / „ 0 1 6¾ | | Second Class. Av. Rs. 0 0 6½ / „ 0 0 10 | | Third Class. Av. Rs. 0 0 3½ / Av. „ 0 0 4¾ | | Fourth (Cooly) Class. Rs. 0 0 2 / „ 0 0 0 | | Total. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | Rs. A. P. | | Rs. A. P. | | Rs. A. P. | | Rs. A. P. | | Rs. A. P. |
| **1st.—Passengers—** | | | | | | | | | | |
| Single journeys ... | 3,342 | 37,150 0 0 | 20,099 | 38,662 2 0 | 964,275 | 7,36,942 9 7 | 292,029 | 1,18,789 11 0 | 1,279,745 | 9,31,844 6 7 |
| Excess fares ... | *Nil.* | 402 5 0 | *Nil* | 435 10 0 | *Nil* | 5,100 9 10 | *Nil.* | ... | *Nil.* | 5,938 8 10 |
| Return journeys ... | 3,452 | 21,576 12 0 | 4,580 | 14,504 1 0 | 103,404 | 89,612 1 2 | ... | ... | 111,436 | 1,25,692 14 2 |
| Troops and Police ... | 51 | 938 9 0 | 335 | 2,232 15 0 | 11,021 | 25,717 14 0 | ... | ... | 11,407 | 28,889 6 0 |
| Total... | 6,845 | 60,367 10 0 | 25,014 | 55,834 12 0 | 1,078,700 | 8,57,373 2 7 | ... | ... | 1,402,588 | 10,92,365 3 7 |
| Season Tickets... | 31 | 815 8 0 | 65 | 699 7 0 | ... | ... | 292,029 | 1,18,789 11 0 | 96 | 1,514 15 0 |
| | | | | | | | ... | ... | | |
| **2nd.—Passengers' Luggage** ... ... ... ... ... ... ... ... ... ... ... | | | | | | | | ... Ton miles. | 61,059 | 18,496 13 0 |
| **3rd.—Military Baggage** ... ... ... ... ... ... ... ... ... ... ... | | | | | | | | ... „ | 16,490 | 2,761 8 0 |
| **4th.—Carriages, Horses, Dogs, &c.—** | | | | | | | | | | |
| (1.)—Carriages ... ... ... ... ... ... ... ... ... ... ... | | | | | | | | ... No. | 369 | 9,038 2 0 |
| (2.)—Horses ... ... ... ... ... ... ... ... ... ... ... | | | | | | | | ... „ | 1,342 | 20,935 7 0 |
| (3.)—Dogs, &c. ... ... ... ... ... ... ... ... ... ... ... | | | | | | | | ... „ | 1,648 | 2,159 11 0 |
| **5th.—Military Carriages, Horses, &c.—** | | | | | | | | | | |
| (1.)—Carriages ... ... ... ... ... ... ... ... ... ... ... | | | | | | | | ... „ | 2 | 127 4 0 |
| (2.)—Horses ... ... ... ... ... ... ... ... ... ... ... | | | | | | | | ... „ | 51 | 1,136 11 0 |
| (3.)—Dogs, &c. ... ... ... ... ... ... ... ... ... ... ... | | | | | | | | ... „ | 47 | 23 1 0 |
| **6th.—Parcels** ... ... ... ... ... ... ... ... ... ... ... | | | | | | | | ... Ton miles. | 140,979 | 44,587 12 11 |
| **7th.—Special Trains** ... ... ... ... ... ... ... ... ... ... ... | | | | | | | | ... Train-miles. | 1,040 | 5,457 11 0 |
| **8th.—Miscellaneous** ... ... ... ... ... ... ... ... ... ... ... | | | | | | | | ... ... | ... | 124 8 0 |
| **9th.—Post Office—** | | | | | | | | | | |
| (1.)—Haulage and hire of Post Office Vehicles.. ... ... ... ... ... | | | | | | | | ... { Number of Vehicles— / Mileage of „ — | ... | ... |
| | | | | | | | | | ... | ... |
| (2.)—Special trains... ... ... ... ... ... ... ... ... ... ... | | | | | | | | | ... | ... |
| (3.)—Parcels ... ... ... ... ... ... ... ... ... ... ... | | | | | | | | ...Train-miles. | ... | 1,050 0 0 |
| | | | | | | | | ... Ton miles. | ... | |
| | | | | | | | | Total... | ... | 11,99,778 11 6 |
| Less outstandings irrecoverable ... ... ... ... ... | | | | | | | | ... | ... | ... |
| | | | | | | | | Total.. | ... | 11,99,778 11 6 |







# ABSTRACT I.

## Goods' Traffic.

| | Number of tons lifted. | Rate per ton per mile. | Ton Miles. | Amount. |
|---|---|---|---|---|
| | | Pies. | | Rs. A. P. |
| **1st.—Merchandise, General—** | | | | |
| Special ... ... ... ... | 90,294 | 7·73 | 14,110,405 | 5,68,696 8 4 |
| 1st Class ... ... ... ... | 67,043 | 10·63 | 9,492,047 | 5,25,350 7 8 |
| 2nd Class ... ... ... ... | 21,063 | 13·61 | 3,199,618 | 2,26,842 13 2 |
| 3rd Class ... ... ... ... | 10,537 | 16·92 | 1,636,881 | 1,44,246 8 1 |
| 4th Class ... ... ... ... | 3,776 | 21·52 | 682,956 | 76,556 10 6 |
| 5th Class ... ... ... ... | 1,888 | 32·64 | 208,706 | 35,488 4 7 |
| Total.. | 194,601 | ... | 29,321,213 | 15,77,175 4 4 |
| **2nd.—Military Stores** ... ... ... ... | 1,970 | 15·48 | 525,172 | 42,350 6 9 |
| ***3rd.—Railway materials for Construction*** ... | 1,011 | 6·39 | 181,129 | 6,029 12 0 |
| **4th.—Minerals—** | | | | |
| (1.)—For the Public ... ... ... | | ... | ... | ... |
| (2.)—For the Company (Construction only) | | ... | ... | ... |
| Total minerals ... | | ... | ... | ... |
| Total Goods... ... | | | | |
| **5th.—Stores carried free for Revenue**... ... ... | | Nil. | ... | Nil. |
| **6th.—Live Stock—** | | Rate per animal per mile. | No. | |
| (1.)—Horses ... ... ... ... | | 18 pies. | 126 | 1,007 7 0 |
| (2.)—Cattle ... ... ... ... | | 18 „ | 499 | 1,402 0 0 |
| (3.)—Sheep ... ... ... ... | | 1·9 „ | 3,376 | 957 15 0 |
| Total... | | | 4,001 | 3,367 6 0 |
| ***7th.—Military Live Stock—*** | | | | |
| (1.)—Horses ... ... ... ... | | ... | *343* | *4,248 7 0* |
| (2.)—Cattle ... ... ... ... | | ... | *102* | *352 10 0* |
| (3.)—Sheep ... ... ... ... | | ... | *65* | *40 12 0* |
| Total... | | ... | *510* | *4,641 13 0* |
| **8th.—Rents and Demurrage, Wharfage, Storage, &c.** ... | | ... | ... | *3,412 15 0* |
| **9th.—Interest on outstanding bills** ... ... ... | | ... | ... | *285 4 7* |
| **10th.—Miscellaneous** ... ... ... ... | | ... | ... | *16,37,262 13 8* |
| Total ... | | ... | ... | ... |
| Less outstandings irrecoverable ... | | ... | ... | 16,37,262 13 8 |
| Total... | | | | |

**No. 10.**—*(Continued.)*

## ABSTRACT K.

### Sundries.

| | Amount. RS. | A. | P. |
|---|---|---|---|
| Interest on Revenue balances deposited with Government... ... .. | 9,238 | 4 | 8 |
| Hire of Locomotives .. ... ... ... ... ... .. | 948 | 5 | 4 |
| Hire of Vehicles... ... ... ... ... ... .. | ... | | |
| Mileage of Vehicles over Foreign Lines... ... ... .. | 9,952 | 13 | 5 |
| Use of Stations jointly occupied .. ... .. ... ... | 17,998 | 10 | 6 |
| Clearing accounts with other Lines ... ... ... ... | ... | | |
| Tolls on Bridges .. ... ... ... ... ... .. | ... | | |
| Rents of Dwelling-houses... ... ... ... ... .. | 31,039 | 8 | 2 |
| Rents of Refreshment Rooms .. ... ... ... ... ... | 7,721 | 7 | 0 |
| Fees on Share Transfers, &c. ... ... ... ... .. | 1,808 | 8 | 9 |
| Sale of unclaimed and damaged Goods ... ... ... ... | 77 | 3 | 4 |
| Sale of Revenue Stores | | | |
| 1.—Maintenance ... ... ... ... 17,825 15 3 | | | |
| 2.—Locomotive ... ... ... ... 1,163 12 5 | | | |
| 3.—Carriage and Wagon ... ... ... ... | | | |
| 4.—Traffic ... ... ... ... ... 2,538 1 2 | | | |
| 5.—General ... ... ... ... 305 13 1 | 21,833 | 9 | 11 |
| TOTAL.. | 1,00,118 | 7 | 1 |
| Less outstandings irrecoverable... ... ... ... | ... | | |
| TOTAL... | 1,00,118 | 7 | 1. |

**No. 11.** FIRE INSURANCE FUND.

| | RS. | A. | P. | | RS. | A. | P. |
|---|---|---|---|---|---|---|---|
| To amount paid for loss by fire as per Revenue Account, Abstract G. as under ... ... ... ... ... ... | 2,695 | 0 | 6 | By Balance in hand at 30th June 1874. | 4,47,217 | 4 | 0 |
| Amount paid on account of repairing Wagons, &c. 1,239 8 6 | | | | Interest on Government Paper less debits for commission, &c. .. ... | 9,136 | 8 | 2 |
| Do. on account of Indigo burnt. 1,455 8 0 | | | | Contribution for the half-year as per Abstract G. .. ... .. | 20,727 | 4 | 4 |
| To Balance in hand on the 31st Dec. 1874. | 4,74,386 | 0 | 0 | | | | |
| Government Paper for Rs. 4,22,100. 4,48,507 13 11 | | | | | | | |
| Cash ... ... ... ... ... 25,878 2 1 | | | | | | | |
| Total... | 4,77,081 | 0 | 6 | Total... | 4,77,081 | 0 | 6 |



**No. 12.** STATEMENT OF ROLLING-STOCK.

| | DESCRIPTION | 1 Total stock authorised. | 2 Total stock contracted against authorisation up to the last day of the previous half year. | 3 Additions to stock during the half-year. | 4 Reduction of stock. | 5 Total stock on the list at end of the half year. | 6 Actual stock in running order on the last day of the half year. | 7 Repairs and Renewals. Number of Vehicles repaired during the half-year | 8 Number of Vehicles renewed during the half-year. | 9 Number of Vehicles under going or awaiting repairs on the last day of the half year. | 10 Number of Vehicles under going or awaiting renewals on the last day of the half year. | 11 Average number undergoing repairs and renewals at any one time. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Engines | Tank | 20 | 20 | .. | ... | 20 | 94 | 36 | 3 | 20 | 12 | 38 |
| | Passenger | 2 | 2 | ... | ... | 2 | | | | | | |
| | Goods | A106 | 104 | ... | .. | 104 | | | | | | |
| | Total | 128 | 126 | ... | .. | 126 | 94 | 36 | 3 | 20 | 12 | ... |
| Coaching Vehicles | Sleeping Carriages | 4 | 4 | ... | .. | 4 | 24 | 38 | .. | 1 | .. | |
| | Saloon „ | 2 | .. | 2 | ... | 2 | | | | | | |
| | 1st Class „ | 15 | 15 | .. | ... | 15 | | | | | | |
| | Double Saloon 1st Class Night Carriages | 4 | 4 | ... | ... | 4 | 64 | 53 | .. | ... | ... | |
| | 2nd Class Carriages | 64 | 55 | 9 | ... | 64 | 178 | 170 | ... | 3 | ... | |
| | 3rd „ „ | 181 | 181 | .. | ... | 181 | | | | | | |
| | 3rd „ „ with Brakes | 30 | 30 | .. | ... | 30 | 29 | 31 | ... | 1 | ... | |
| | 3rd „ Upper Stowed | 2 | 2 | ... | ... | 2 | 2 | 1 | ... | .. | ... | |
| | Composite Carriages | B25 | *26 | ... | ... | 25 | 36 | 33 | ... | 1 | .. | |
| | Night Composite Carriages | 12 | 12 | ... | ... | 12 | | | | | | |
| | Covered Carriages or Cooly Class | 40 | 40 | .. | . | 40 | 39 | 27 | | 1 | ... | |
| | Engineer's Inspection Carriage | 1 | 1 | ... | ... | 1 | .. | ... | ... | .. | 1 | |
| | Inspection Carriage for Consulting Engineer. | 1 | .. | ... | .. | *1 | 1 | ... | ... | .. | ... | |
| | Invalid Carriages | 2 | 2 | .. | ... | 2 | 2 | .. | .. | ... | .. | |
| | Carriage Trucks | 30 | 30 | ... | ... | 30 | 30 | 5 | ... | . | .. | |
| | Passengers' Luggage Vans | 25 | 25 | ... | ... | 25 | 25 | 22 | ... | .. | .. | |
| | Horse Boxes | 50 | 50 | ... | ... | 50 | 46 | 54 | ... | 4 | . | |
| | Total | 468 | 477 | 11 | ... | 488 | 476 | 439 | ... | 11 | 1 | 258 |
| Goods Vehicles. | Open Goods Wagons | 332 | 332 | ... | .. | 332 | 332 | 5 | ... | 7 | ... | |
| | Open Sided Goods Wagons | 1857 | 1857 | ... | 34 | 1823 | 1661 | 830 | ... | 162 | ... | |
| | High Sided Open Good, Wagons | 5 | 5 | ... | ... | 5 | 5 | 5 | ... | ... | .. | |
| | High Open Goods Wagons | 244 | 244 | ... | 33 | 211 | 211 | ... | 1 | .. | ... | |
| | Ballast Wagons | 388 | 388 | ... | ... | 388 | 332 | 145 | 8 | 36 | 20 | |
| | Coke „ | 35 | 35 | ... | ... | 35 | 35 | 17 | ... | ... | ... | |
| | Cattle „ | 7 | 7 | ... | ... | 7 | 7 | 1 | ... | ... | .. | |
| | Road „ | 22 | 22 | ... | ... | 22 | 19 | 24 | ... | 3 | ... | |
| | Road Brake Wagons | 70 | 48 | ... | ... | 48 | 40 | 34 | 1 | 2 | ... | |
| | Covered Goods „ | | 144 | ... | ... | 144 | 158 | 41 | 59 | 6 | . | |
| | Timber Trucks | 150 | 6 | ... | ... | 6 | 6 | .. | ... | .. | ... | |
| | Platform „ | 4 | 4 | ... | ... | 4 | 4 | .. | .. | ... | ... | |
| | Water „ | 60 | 60 | ... | ... | 60 | 59 | 51 | ... | .. | .. | |
| | Goods Brake Vans | 3 | 3 | ... | ... | 3 | 3 | .. | ... | .. | .. | |
| | Gun Powder „ | 3 | 3 | .. | ... | 3 | 3 | 4 | ... | ... | ... | |
| | Oil Store „ | 4 | 4 | ... | ... | 4 | 4 | .. | .. | ... | ... | |
| | Travelling Crane on Trucks | | | | | | | | | | | |
| | Total | 3,162 | 3,162 | ... | 67 | 3,095 | 2,865 | 1,157 | 69 | 210 | 20 | |

* Two Engines purchased from the Calcutta and South Eastern State Railway.

With reference to Compartments the usual proportion allotted to each Class of seats may be taken as :—

| | First Class. | Second Class. | 2nd Class. | 3rd Class. |
|---|---|---|---|---|
| 6 | 1 | 2 | .. | |
| 8 Vehicles | 2 | 4 | .. | |
| 4 „ | 3 | 6 | 8 | 30 |
| 2 „ | 1 | 3 | 4 | 12 |

The following Carriages have been fitted up for the accommodation of the Post Office.

1 Second Class Carriage, fitted up as an "Overland Sorting Carriage" 20 feet long.
6 „ Carriages with a Sorting Compartment 13 feet long.
5 „ with a Compartment fitted with Bunkers 10 feet long.
3 „ with a Compartment without Bunkers 8 feet long.
12 Third Class Carriages with a Compartment.

* One converted into Inspection Carriage.

**No. 13.**

## MILEAGE STATEMENT.

| | Double Line | Single Line. | Total. | Sidings. |
|---|---|---|---|---|
| | Miles. | Miles. | Miles. | Miles |
| Lines owned by Company, sanctioned, not commenced | ... | ... | .. | .. |
| Do. do. under construction .. ... .. | ... | ... | .. | .. |
| Do. do. constructed and not worked ... ... | ... | ... | .. | .. |
| Do. do. do. and worked by Company. | ... | ... | .. | .. |
| Do. do. do. do. by others ... | 2⅜ | 853⅜ | 855¾ | 89½ |
| | .. | ... | .. | .. |
| TOTAL . | 3⅜ | 853⅜ | 856¾ | 89½ |
| **Lines worked by Company.** | | | | |
| Its own ... .. ... ... .. ... ... ... | 3⅜ | 853⅜ | 856¾ | 89½ |
| Foreign .. ... ... ... .. .. ... .. | ... | ... | .. | .. |
| TOTAL | 3⅜ | 853⅜ | 856¾ | 89½ |
| Foreign Lines worked over by Company .. ... ... .. | ... | ... | ... | ... |

**No. 14.**

## STATEMENT OF TRAIN MILEAGE.

| | No. | Estimated Locomotive Expenses. |
|---|---|---|
| | Miles. | Rs |
| (1). Train miles run for Traffic Department | 957,623 | 5,00,618 |
| (2). Do. for Locomotive do. ... ... ... ... | 13,574 | 7,096 |
| (3). Do. for Maintenance ... ... ... .... .. | 53,569 | 28,005 |
| Total... | 1,024.766 | 5,35,719 |
| | Hours. | Rs. |
| (4). Hours of Assisting Engines .. ... ... ... .. | 18 | 71 |
| (5). Do. of Shunting, Piloting, &c. ... ... ... ... | 25,104 | 1,21,998 |
| (6). Do of Miscellaneous Services ... ... ... ... | 1,[illegible] | 6,390 |
| Total .. | 27,118 | 1,28,459 |
| Total cost... | | 6,64,178 |

**No. 15.** DISTRIBUTION STATEMENT OF AUDITED SALARIES.

| Department. | Capital. | | | Revenue. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|
| | RS. | A. | P. | RS. | A. | P. | RS. | A. | P. |
| Home Expenditure.. ... ... ... | 390 | 6 | 0 | 33,976 | 8 | 7 | 34,366 | 14 | 7 |
| Engineering... ... ... ... | 14,725 | 9 | 1 | 1,19,302 | 6 | 5 | 1,34,027 | 15 | 6 |
| Locomotive... ... ... ... ... | 2,125 | 2 | 4 | 76,807 | 13 | 5 | 78,932 | 15 | 9 |
| Carriage and Wagon ... ... ... | | | | | | | | | |
| Traffic ... ... ... ... ... | ... | | | 55,442 | 2 | 8 | 55,442 | 2 | 8 |
| Agency... .. ... ... ... ... .. | 954 | 8 | 1 | 21,042 | 10 | 6 | 21,997 | 2 | 7 |
| Audit... ... ... ... ... ... ... | 1,128 | 11 | 9 | 27,395 | 13 | 9 | 28,524 | 9 | 6 |
| Account... ... ... ... ... ... ... | 409 | 11 | 6 | 8,900 | 0 | 6 | 9,309 | 12 | 0 |
| Paymaster's (Cashier's) ... ... ... ... | 821 | 8 | 2 | 19,136 | 9 | 2 | 19,958 | 1 | 4 |
| Stores ... ... ... ... ... ... ... | 567 | 10 | 3 | 13,329 | 7 | 11 | 13,897 | 2 | 2 |
| Medical... ... ... .. .. ... ... | 547 | 11 | 0 | 12,270 | 6 | 10 | 12,818 | 1 | 10 |
| Police ... ... ... ... ... ... | ... | | | 1,560 | 0 | 0 | 1,560 | 0 | 0 |
| Electric Telegraph... ... ... ... .. | 3 | 12 | 1 | 6,919 | 14 | 3 | 6,923 | 10 | 4 |
| Total... | 21,674 | 10 | 3 | 3,96,083 | 14 | 0 | 4,17,758 | 8 | 3 |



**No. 16.**

## PROFIT STATEMENT FOR HALF-YEAR ENDING 31ST DECEMBER 1874.

| | On account of the half-year to 31st Dec. 1874. | | | On account of previous half-years. | | | TOTAL. | | |
|---|---|---|---|---|---|---|---|---|---|
| | RS. | A. | P. | RS. | A. | P. | RS. | A. | P. |
| Traffic Earnings of the Half-year paid into Government Treasury during that period ... | 25,70,239 | 0 | 5 | 1,876 | 7 | 11 | 25,72,115 | 8 | 4 |
| Do. during month of January 1875. .. | 3,23,345 | 5 | 8 | ... | | | 3,23,345 | 5 | 8 |
| Do. do. February ,, ... | 20,245 | 0 | 1 | ... | | | 20,245 | 0 | 1 |
| | 29,13,829 | 6 | 2 | *1,876 | 7 | 11 | 29,15,705 | 14 | 1 |
| Add amount applicable to this half-year paid in advance in previous periods ... .. | | | | | | | 77 | 5 | 2 |
| | | | | | | | 29,15,783 | 3 | 3 |
| Less working expenses of half-year, as per Revenue Account ... ... ... .. | | | | | | | 19,77,273 | 2 | 8 |
| Balance, Net Profits ... ... ... ... ... ... ... ... Rupees..... | | | | | | | 9,38,510 | 0 | 7 |

| Balance outstanding at date of submission of Account (1st March 1875.) viz.— | RS. | A. | P. |
|---|---|---|---|
| Due from Construction Account ... ... ... .. | | | |
| ,, Government ... ... ... ... | †8,945 | 10 | 0 |
| ,, Public Companies and Traders... ... ... | 17,557 | 7 | 3 |
| ,, Foreign Railways ... ... ... ... | 4,994 | 15 | 2 |
| ,, Traffic Department ... ... ... ... | 14,286 | 10 | 6 |
| ,, Sundries ... ... ... ... ... ... | 183 | 12 | 5 |
| Rupees. | 45,968 | 7 | 4 |

* Half year ending December 1873 Rs. 963 5 11
Do June 1874 ,, 913 2 0
1,876 7 11

† Commissariat Rs. 4,483-2-0; Re-mount Agent Rs. 4,097-4-0; Post Office, Rs. 215; Police, &c., Rs 195-4-0.

ROBERT B. ELWIN,
*Agent and Manager.*

J. CRAMP,
*Chief Accountant.*

Examined and found correct,
R. G. MACDONALD,
*Govt. Examiner of Railway Accounts.*

F. CHURCH,
*Chief Auditor.*

Approved and passed,

J. H. M. SHAW-STEWART, LT.-COL. R. E.,
*Consulting Engineer to Government.*

**No. 17.**

DR. NET REVENUE ACCOUNT. CR.

| | £ | s. | d. | | £ | s. | d. |
|---|---|---|---|---|---|---|---|
| To Guaranteed Interest (Gross) received from the Secretary of State, for the half-year ending 31st Decr. 1874, as under :— | | | | By Net profits of the half-year as per Form No. 16. | | | |
| **On Subscribed Capital.** | | | | Rs. 9,38,510 0 7 at 1/10 Exchange... ... .. | 86,030 | 1 | 9 |
| £ 8,043,380 at 5 per cent. ... | 201,082 | 17 | 5 | | | | |
| £ 999,970 at 4¼ per cent. ... | 23,749 | 5 | 9 | | | | |
| £ 500,000 at 4½ per cent. ... | 11,250 | 0 | 0 | | | | |
| | 236,082 | 3 | 2 | „ Balance ... ... .. | 164,132 | 1 | 5 |
| **On Debentures.** | | | | | | | |
| £ 113,200 at 5 per cent. ... | 2,830 | 0 | 0 | | | | |
| £ 500,000 at 4½ per cent. ... | 11,250 | 0 | 0 | | | | |
| | 14,080 | 0 | 0 | | | | |
| Total £... | 250,162 | 3 | 2 | Total £... | 250,162 | 3 | 2 |

**No. 18.**

DR. CAPITAL BALANCE SHEET. CR.

| | Rs. | A. | P. | | Rs. | A. | P. |
|---|---|---|---|---|---|---|---|
| To Govt. of India Capital Account | 6,00,65,800 | 11 | 3 | **Construction Accounts.** | | | |
| „ „ „ Advance Account. | 1,24,902 | 3 | 3 | By Line open for Traffic... ... | 9,10,27,736 | 8 | 6 |
| „ London Office Home Payments Account ... .. | 9,33,955 | 2 | 3 | „ Rolling Stock ... ... | 1,12,73,030 | 4 | 10 |
| „ „ Store Account ... | 4,76,95,290 | 10 | 0 | „ Raichoor Station ... ... | 4,33,820 | 4 | 3 |
| **Suspense Accounts.** | | | | „ Establishment ... ... | 8,59,344 | 8 | 6 |
| To Unpaid Salaries and Wages... | 9,743 | 9 | 6 | „ Contingencies ... .. | 1,20,643 | 11 | 2 |
| „ Profit and Loss Account .. | 5,638 | 2 | 5 | „ Plant ... ... ... | 11,89,195 | 1 | 11 |
| „ Refunds to Government ... | 6,564 | 0 | 8 | „ Miscellaneous Surveys Account .. ... .. | 35,757 | 1 | 11 |
| „ Hopkins Gilkes and Co. ... | 19,713 | 7 | 9 | **Store Accounts.** | | | |
| | | | | By General Store Account ... | 8,48,883 | 14 | 4 |
| | | | | „ Loco. Store, and Workshop Account ... | 18,25,878 | 11 | 8 |
| | | | | „ Engineering Store & Workshop Account .. ... | 8,02,844 | 12 | 4 |
| | | | | „ Traffic Store Account ... | 1,312 | 3 | 10 |
| | | | | „ Stores in Transitu ... | 2,63,371 | 9 | 5 |
| | | | | „ Materials Lost Account .. | 23,984 | 0 | 6 |
| | | | | **Suspense Accounts.** | | | |
| | | | | By General Storekeeper .. | 55 | 13 | 5 |
| | | | | „ Cashier ... | 11,837 | 14 | 8 |
| | | | | „ Loco. Supt's Advance Account | 5,073 | 7 | 1 |
| | | | | „ Chief Engineer's Advance Account .. ... | 11,538 | 5 | 7 |
| | | | | „ Suspense Account for General Averages... ... .. | 1,651 | 6 | 6 |
| | | | | „ Home Payments Suspense Account .. ... | 3,957 | 2 | 1 |
| | | | | **Cash on hand.** | | | |
| | | | | By Bank of Madras General Account ... ... | 1,16,641 | 0 | 7 |
| Rupees... | 10,88,61,607 | 15 | 1 | Rupees... | 10,88,61,607 | 15 | 1 |



**No. 18.**—*(Continued.)*

DR REVENUE BALANCE SHEET. CR.

| | Rs. | A. | P. | | Rs. | A. | P. |
|---|---|---|---|---|---|---|---|
| To Govt. of India Revenue Account .. .. | 1,92,852 | 0 | 5 | By Traffic Cash Account. ... | 2,48,827 | 3 | 1 |
| „ „ Advance Account. | 28,149 | 0 | 1 | **Investments.** | | | |
| **Fire Insurance Funds.** | | | | By Govt. Securities. ... .. | 4,18,567 | 13 | 11 |
| To Buildings Plant and Stores Fire Insurance Fund. .. . | 4,21,744 | 11 | 7 | **Suspense Accounts.** | | | |
| „ Goods Traffic Fire Insurance Fund. ... ... .. | 52,641 | 4 | 5 | By General Suspense Account . | 27,713 | 13 | 9 |
| **Suspense Account.** | | | | „ Refreshment Rooms Account. | 1,983 | 15 | 8 |
| To Revenue Establishment .. | 1,68,913 | 11 | 3 | „ Traffic Manager's Advance Account .. ... .. | 15,531 | 1 | 8 |
| | | | | „ Law Charges in Suspense Account .. ... .. ... | 4,166 | 1 | 7 |
| | | | | **Cash on hand.** | | | |
| | | | | By Bank of Madras General Account .. .. ... ... | 66,996 | 0 | 6 |
| | | | | „ „ Fire Insurance Funds . | 25,701 | 12 | 1 |
| | | | | „ „ Bellary ... | 82,917 | 13 | 6 |
| Rs... | 9,21,800 | 11 | 9 | Rs... | 9,21,800 | 11 | 9 |

## CERTIFICATES.

### CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, Telegraph, Fencing, &c., have during the past half-year been maintained in good working condition and repair.

T. H. GOING,

*30th January* 1875. *Ag. Chief Engineer.*

### CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools have during the past half-year been maintained in good working order and repair.

EDWARD C. BOODLE,

*6th February* 1875. *Ag. Locomotive Superintendent.*

I hereby certify that the Certificates given above by the Railway Officials are correct.

J. H. M. SHAW-STEWART, LT.-COL. R. E.,

*Consulting Engineer to the Government of Madras.*

MADRAS,
*6th April* 1875.

Printed at the Athenæum and Daily News Office, by the Madras Advertising and Printing Company—(*Limited*)

Traffic Department Abstract D

Working Expenses 2nd half of 1874 compared with 2nd half of 1873.

| | |
|---|---|
| Traffic Manager and Assistants | Increase of Deputy Traffic Manager's Salary. |
| Office Establishments | Additional Staff of Clerks & Salaries of Travelling Ticket Collectors for which no specific sanction existed |
| Station Masters | Increased pay to Station Masters and Pointsmen & new appointments Promotion to a higher grade and additional Staff |
| Guards | |
| Fire, Lights | 16 months Bills of the Locomotive Department, amounting to Rs 7725. under dispute for renewing Centre Chains, adjusting Weighing Machines and Minor Repairs, charged in the half year. |
| Wagon Covers | Decrease due to short stock of Canvass |
| Office Fittings | Renewal of Commode stands and other station Fittings. |
| Clothing | Chargeable to previous half year but paid during the present half year |
| Printing and Stationery | Decrease due in part to more favorable contract prices for printing and in part to issues of Books in previous half year in excess of requirement. |
| Mileage & Foreign Stock. | Increased Foreign Traffic received. |

Sd/ H. E. Church
Traffic Manager

Working Expenses. 2nd Half of 1874. Compared with 1st Half 1874.

27

| | | |
|---|---|---|
| Traffic Managers and Assistants Office Establishment | | Increase of Deputy Traffic Manager's Salary. |
| Station Staff | | New appointments and small increments to Old Servants. |
| Guards | | New appointments & increments to Station Masters and Pointsmen |
| Fire, Lights &c. | | Promotions to higher grade and New appointments. |
| | | Bills of Locomotive Department chargeable to previous periods brought to Account this half year. |
| Wagon Covers. Clothing | | Renewals of Tarpaulins Chargeable to previous Half years, but paid in this year. |
| Printing and Stationery | } | Decrease is due to a more favorable contract for printing and to issues of Books in previous half year in excess of requirements |
| Mileage of Foreign Stock | | Foreign stock used over shorter distances on the North West Line. |

Sd/ A. E. Church
Traffic Manager.

MADRAS RAILWAY.

*From*

The Agent and Manager.

*To*

The Consulting Engineer

for Railways.

*Dated* 29 April 1875

*Recd.* 30. No. 443

Replying to Genl. Supts letter 1039 regarding the Revenue Account for second half of 1874

W. 5256/73

G 63 June/75

Audited 30

P. W. 1875 Dept.

RAILWAY DEPARTMENT.

No: 3256

From

The Consulting Engineer,
for Railways,

To

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

Dated 14 Nov 1875.

Recd. 15 Nov 1875.

No. 299

Submitting
Receipts and Charges
of the Railway Dept
for the half year
ending 31 December
1874.

G.O. No. 1564-1565-336-75

Ditto Ditto.

G.O. No. 1564 of 22 January 75

Returned to the Consulting Engineer for Railways with the Accounts noted in the margin

Blue Book Wood Dr. 1875 Statement 8.d 2 sets

× Copy of the above forwarded to the Calcutta Office

× 12 copies of the Accounts & Calcutta Office & Circular 6 SC. 6 Circular for Public-

1 Wood Dr. 1875 Statement 8.d 2 sets

12 copies of the Accounts with 6 Circular 6 SC. 4 Public-

No 8872 dated 15-5-75

Received 15-5-75

3256

Govt. of {1875} Madras.

PUBLIC WORKS.

To

The Secy to Govt

3-4
22/5/75

Dated

Issued

Recd. Encl.

G. O., Dated No. 1574

1575

Nos. 68-89

90

Forwarding the Revenue Accounts of the Madras Railway for the half-year ending 31st December 1874 together with the Consulting Engineer's Note on the same

Madras Railway.—The Revenue Account for the half-year ending 31st December 1874 together with the Consulting Engineer Note on the same to be forwarded to the Government of India.