

(1) Number of pages_____

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MADRAS RECORD OFFICE

Government of Madras

Publications

DEPARTMENT

G.O. No.	277	Press
B.P. No.		Mis.
Dated	2-2	1875
		195

Not to be folded or roughly handled

Railway Department

CONSULTING ENGINEER'S OFFICE.

No.

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,

In continuation of this
office letter No 384 dated 2nd July
1874 I have the honour to forward
copies of the reports from the un-
dermentioned heads of departments
of the Madras Railway Company
for the half year ended the 30th
June 1874:—

Chief Engineer's report ✓
Telegraph do — do ✓
Locomotive Dept do ✓
Traffic Managers do ✓
Chief Accountants do ✓
Genl. Physician do ✓

Chap

No of Encl
No 2330
d 17 Sept 74

The total quantity of Cotton carried over the whole Line was 8,749 Tons, yielding a Receipt of Rs. 129,17 as against a Tariffage of 8,010 yielding a Receipt of Rs. 136,303. In other words 739 Tons more were carried for Rs. 7,100 less money; and this was due to the larger quantity pressed in the interior and brought to the Port of Shipment at lower rates of carriage.

23. The condition in which the Cotton was carried will be found in the following Table.

Condition	June 1873		June 1874	
	Tons	Receipt	Tons	Receipt
Loose	2072.75	24,307	1318.12	11,486
Half-pressed	733.26	22,810	20.35	413
Full pressed	5204.28	89,186	7410.67	1,17,295
Total	8010.29	136,303	8749.14	1,29,194

24. The average Receipt per Ton carried in each period was as follows:-

Condition	June 1873		June 1874	
	Pieces	Pieces	Pieces	Pieces
Loose	12	9		
Half-pressed	31	21		
Full pressed	7	16		

The total quantity of Cotton brought into Madras and the total exported was -

District	Half-year ending June 1873		Half-year ending June 1874	
	Imported	Exported	Imported	Exported
Arcoot and Villers	493	17		
Bangalore Branch	16			
Bombay and Salem	874	926		
North. West Line	5426	5886		
Total	6779	6829	5676	6730

Dec 24

Ch. No. 279. 2-2-95

From September
to March 1874
for the best
quality and best
price

Dec 17/74

Recd 28 December 1874

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

From
The Consulting Engineer
for Railways,
No. 8059.

J. M. 1874
Ch. No. 279. 2-2-95

A much larger Tonnage might have been carried during the Half-year, but for the interruption to Traffic by the flooding of the Kuggeri River, which necessitated the transshipment of cotton by boat from one Bank of the River to the other, and the process was so slow as practically to put a stop to the goods Traffic.

27. The quantity of Cotton in Leno despatched from Bellary and Adoni to Madras and Bombay was as follows -

	Madras	Bombay	Total
Bellary	2,949	195	3,144
Adoni	1,818	618	2,436

The average cost of Transport of a Bale of Cotton from Bellary to Madras, and to Bombay was Rs. 2.8.7 and Rs. 6.2.0 respectively, and the cost per Bale from Adoni to Madras, and Bombay was Rs. 2.8.8 and Rs. 5.5.7 respectively, so that the question of rate could scarcely have influenced the Traffic to Bombay.

28. The falling off in Cotton is due to inefficient crops. The Tonnage and Receipt from Cotton during the Half year ending June 1870, 1872, 1873 and 1874 will be found in the following Table -

Half-years ending	Over the whole Line		From Bangalore		Alfora Army &c.	Other Merchants
	Tons	Amount	Total			
June 1870	3,549	29,266.9	1086	867	719	
1871	5,198	40,875.2	2,173	917	1,256	
1872	3,540	25,418.7	1,257	937	320	
1873	4,269	31,970.12	2,140	1,081	1,059	
1874	3,239	24,141.4	583	182	401	

29. The quantity of Food-grains carried over the Railway during the Half-year ending June 1872, 1873 and 1874 and the Revenue derived therefrom was as follows -

Period	Quantity	Revenue
June 1872	1,207,37	18,04
June 1873	1,207,37	18,04
June 1874	1,207,37	18,04

Period	Tons	Receipts Rupees	Receipts Rupees	Receipts Rupees
June 1872	6,037	4,60,096	7.60	1000000
June 1873	6,037	4,64,202	7.65	1000000
June 1874	2,59,046	4,16,307	7.05	1000000

30. The Salt Traffic shows a falling off from the West, as well as in the East Coast. The Tonnage and Receipt for both periods stand as follows -

	1873	1874
Tons	20,737	18,011
Rupees	1,47,211	1,25,359
East Coast	2,974	14,985
West Coast	23,711	162,196
Total	26,685	177,181
Decrease in 1874		3336

31. The Tonnage of salt carried out of Madras to the various Districts during the two periods was as follows -

	1873	1874
Between Madras, Arcotum and Kanchipuram	1,286	1,008
Between Madras and Cuddalore	735	417
Other Stations on North-West Line	2,952	3,687
Between Arcot and Villur	5,018	4,727
Between Jerrattam and Vanimbaddi	1,163	1,028
Between Bangalore and Bangalore	1,927	1,724
Other Stations on Bangalore Branch	557	2,484
Salim	1,210	1,333
Other Stations in Salem District	2,057	3,267
Between Erode, Sivinsahy and Coimbatore	3,832	2,626
Total	120,737	18,04

The falling off on the North West line is due to the consumption of 'Salt salt' and at stations between Erode and Coimbatore to competition from 'Vadavaniem' (Nepapattam) on the South Indian Railway. The following table exhibits the Salt Traffic out of all stations in each year for the 5 years ending June 1874.

Stations	1870	1871	1872	1873	1874
Between Arcotum and Conjevaram	3,448	2,395	2,156	2,389	2,200
Gudalapak	2,522	1,699	1,345	1,411	907
Other stations on North West line	6,519	4,223	6,439	5,783	5,012
Arcot and Vellur	10,951	9,521	9,721	10,600	10,327
Gerialthum & Vanimbadoy	2,657	2,411	2,282	2,005	1,966
Bangalore	4,482	4,067	2,399	2,380	4,109
Other Stations on Bangalore Branch	1,193	1,459	1,420	1,133	1,057
Salem	1,699	1,739	1,777	1,921	3,112
Other Stations in Salem District	5380	5,153	3,298	3,616	4,079
Erode, Arcotum & Coimbatore	7,159	7,113	6,354	6,922	5,760
Totals	46,010	41,780	39,091	39,931	37,929

33. The Receipt from each class of goods moved Northward and Southward will be found in the following table.

Class	June 1873	June 1874
Special and First class	6,37,982	5,28,370
Second	1,96,673	1,01,267
Third	75,702	95,408
Fourth	98,710	74,890
Fifth	56,806	33,256
Totals	9,69,273	7,33,281

The falling off is chiefly in the Special and First class, and is due to a decrease in Food grains and Salt, the decrease in Rice and Paddy amounting to Rs. 2,08,202 while the increase in Gram, Paddy, and other

Grains

Grains figures for Rs. 83,058. There was also an increase in Iron, Jaggery, Seeds, Timber, Sugar, and Tobacco. The increase in the 2nd and 3rd classes was due to Coffee, Luggage, Oil, Sweet, Wines and spirits. The decrease in the 4th and 5th classes will be found in Sundries, Commissariat and Ordnance Stores. Details of the increase and decrease in the several commodities will be found in the following Tables.

Increase in Commodities moved Westward.

Some	Commodities	Amount
313.9	Bamboo	1,113 9
64.8	Betel Nuts	1,522 10
293.70	Coconuts	2,239 7 2
475.86	Coffee	4,652 8
625.99	Cotton & pressed	2,762 2
247.12	Fruit and Vegetables	1,042 12 9
4772.20	Grains	68,840 10
276.40	Grains	7,802 7 2
14.36	Ground Nuts	
875.81	Iron of all kinds	10,600 10
1,335.78	Jaggery	10,864 12
71.64	Luggage	2,029 3
379.77	Oils of all kinds	4,798 13 6
34.64	Ordnance Stores	
670.27	Paddy	6,416 11
147.17	Salt fish	1,454 13 9
405.92	Seeds of all kinds	7,522 15 11
351.15	Sugar of all kinds	3,399 8
583.27	Timber	6,372 12
350.6	Tobacco	1,918 11
349.73	Sweet	2,104 1 11
215.30	Wines and Spirituous Liquors	4,933 11 10
654.33	all other items less than 1000 Rs.	5,131 7 11
13,509.64		1,57,023 12 11

Decrease in Commodities moved Westward.

Tons	Commodities	Amount
22.52	Beer	
238.81	Whillies	
549.95	Commissariat Stores	1105 9 9
214.2	Bottom Lard	11531 9
	Ordnance Stores	
473.15	Paddy	2153 9 1
1.42	Fish, Tar and Asphalt	7.02 12
105.3	Potatoes	
17,762.59	Rice	1236
2726.16	Salt	2,01,166 11 6
88.47	Skins	21,852 8 2
3202.71	Sundries	2,085 7
248.10	Miner Items less than 1000 Rs.	32,951 5 6
		2,135 8 2
25,632.93		

34. The Receipt from Goods moved Backward and Southward was as follows.

Class	June 1873 Rupees	June 1874 Rupees
Special & First Class		
Second	10,37,505	11,51,009
Third	1,77,733	1,71,207
Fourth	1,13,009	72,051
Fifth	35,317	16,083
	27,4574	13,7014
	13,90,418	7,24,054

The falling off in the First class was due to State Railway Materials, Firewood, Gummies, Potatoes, Salt and Salt-fish, Seeds, Skins, Samarinol and Tobacco, with an increase in Paddy, Rice, Grains, Sugar and Timber. In the Second class the falling off will be found in Bebel Nut and Salt fish. In the third class there was a falling off in Coffee, Cotton pressed to 15 lbs

Ghee,

Ghee, Oil and Twist. The falling off in the 4th class was due to Indigo, Cotton pressed to 10 lbs, and Ordnance Stores. In the Fifth class the falling off was due to "Loose" Cotton. The details of the Increase and decrease in the several commodities will be found in the following Tables.

Increase in Commodities moved Backward.

Tons	Commodities	Amount
913.54	Ballast Stones	2976.5
181.54	Cotton D pressed	2335 5
1,403.19	do B do	23,034 9
564.36	Gram	
1958.68	Grains	18,813 14 4
6849.3	Paddy	56,498 5 6
	Sugar of all kinds	2252 9
813.90	Timber	8,636 2 6
2.35	Twist	
506.81	Miner Items less than 1000 Rs.	2,995 12
1,518.14	Rice	3734 13 11
14,711.54		
	Totals	1,19,277 12 3

Decrease in Commodities moved Backward.

Tons	Commodities	Amount
712.6	Bamboo	1,989 7 10
124.47	Bebel Nuts	2763 14 7
11.49	Whillies	2751 8
11.97	Clothes and Piece Goods	1,448 7
29.54	Cocoanuts	2,000 13 8
804.86	Coffee	32,582
146.91	Commissariat Stores	4,377
540.51	Bottom Lard	18,165 9 0
152.63	do A Pressed	6,212 14 0
506.28	do B do	15,199 13 0
2,394.95	Firewood	9,058 4 10
30.86	Ghee	1,517 4 1
322.45	Gummies	4,628 8 2

Indigo

Tono	Commodities	Amount
391.8	Indigo	
442.91	Oil of all kinds	7,815 3 4
31.45	Ordinance stores	4,893 4 "
361.69	Potatoes	1,379 10 "
610.38	Salt	7,858 15 "
578.56	do fish	3,522 14 2
104.41	Salt petre	7,822 14 9
1,871.16	Seeds of all kinds	2,107 "
1,548.12	Skins	18,354 "
66.45	Sugar of all kinds	25,126 14 "
24,986.13	Dundries / including State Railway Materials	595,960 3 "
1,019.8	Tamarind	3,020 15 "
100.53	Tobacco	3,133 5 4
	Tea	1,940 7 1
570.93	Drum skins less than 1000 Rs	5,004 2 1
38,411.85		7,85,611 6 2

35. The per centage of Tonnage, inward month by month during the half-year in each direction based upon the Ton mileage was as follows:-

Months	Eastward	Westward
January		
February	48	52
March	50	50
April	47	53
May	37	63
June	40	60
	45	57
Average	45	55

36. Materials carried on Revenue account. The tonnage of materials carried on Revenue account "free of charge" will be found in the following table.

Department

Department	Tons	average mileage
Engineering	4275	99
Telegraph	75	142
Locomotives	2805	195
	7155	137

37. Working Expenses. The Departmental Working Expenses show an increase over the corresponding half of 1893 of Rs 15,090, and is explained as follows.

Head of Charge	Increase	Decrease	Explanation
1. Traf. Mang. & Assistants		1894 5 7	Transfer to Office Establishment
2. Office Establishment	3121 4 "		from 211 & increased do
3. Travelling allowances	711 4 6		
4. Contingencies	950 12 8		
5. Station Master &c.	3,023 10 "		Opening Reelphing Branch and accelerated Mail Service.
6. Guards		527 15 5	Reduction of Material Trains
7. Salaries		2182 5 8	Smaller issues
8. Fire, lights &c.	9623 12 4		Renewals of Screw Couplings &c.
			Increased consumption of fuel for accelerated Mail Service.
9. Wagon Covers		8822 9 4	Want of Canvas
10. Office & Station fittings	1686 14 "		Renewals
11. Printing Stationery &c.	3336 14 7		Opening of New Stations
12. Mileage of Foreign Staff	6,164 4 "		Increased Traffic received from Foreign lines
	28,577 13 "	13,427 4 "	
	Net increase	15,090 9 "	

Phane V. G.
1201 H B Church
Traffic Manager

/ True Copy /

M. M. M. M.

Consulting Engineer for Railways

Report
to
the
Board

Madras Railway Company

Chief Engineer's Office

Madras 25th August 1874

To The Chairman and Directors
Madras Railway Company
London.

Gentlemen,

I have the honour to submit
my report for the half-year ending
30th June 1874.

2nd The way and works are in
good condition throughout.

3rd The occurrence of two disas-
ters towards the close of the half-year
has unfortunately to be recorded. The
first of them was caused by the
cyclone of 6th May which affected
the western portion of North Arcot
District very severely and destroyed
two of our minor Bridges one of 4-15

feet

Mr 7912/74
Paid with
C. No. 8039-

St. No. 296 2-2-75

feet across on the 106th mile and one of 5-15 feet girder openings on the 124th mile. Through Traffic was interrupted for 8 days while temporary diversions were being put in to serve during the permanent reconstruction of the Bridges. The damage on 106th mile was caused by an irrigation channel from the Palaw river, which not being provided with a head sluice came down with unchecked force when the river rose in extraordinary flood during the Cyclone. That on the 124th mile was caused by the bursting of tanks in a valley which has its origin in the base of the Gailagherry hills. The second disaster occurred on 16th June and was caused by the Inspection Train of the Acting Deputy Chief Engineer leaving the Rails while crossing

crossing Poupulmi Bridge of which it overturned a complete set of girders (140 feet) and ruined one Pier, becoming itself a complete wreck. The Permanent Way Inspector and two Firemen were, unhappily, killed and the other occupants of the train escaped with severe bruises. The evidence taken by the Magistrate of Buddapah in this case is not yet disposed of by Government. The gap in the Bridge is repaired in a temporary but substantial manner and I hope to reconstruct the damaged girders and restore the Bridge to its original condition as soon as the season permits.

Bheyair Bridge

The sinking of the Pier by-linders has made steady progress. In order to obtain an accurate section of the River bed, one

cylinder

Cylinders in each Pier has been
sunk to a stratum below which
it cannot be made to penetrate
with our present appliances and
which consists of clay and Boulders.
This stratum appears to be from
one to three feet thick and to underlie
rock as is proved by securing a
bearing rock within each Cylinder
after it has been excavated
and sunk as far as it will go.
We have just completed the sinking
of the line of Western Cylinders
in this manner right throughout
and the result is that those in
the deep portion of the bed (26th to
41st pier, inclusive) have penetrated
to depths varying from 70 to 93
feet below the surface of River bed.
I am thus enabled to make out
an approximate indent for the ad-
ditional lengths of Cast Iron
segments

10
segments still required to complete
the Pier. The exact length will
not be known till operations with
the Pneumatic apparatus have
been concluded.

Sluggery Bridge

5. Satisfactory progress
has been made with the sinking of
the Pier cylinders. All of them
have been sunk through the upper
bed of sand into a firm substratum,
of which the top is clay and this
is succeeded by Marmorles (de-
composed granite) and soft trap.
There is as yet no indication of
solid rock and it appears proba-
ble that good foundations at
moderate depths will be reached
without the aid of the Pneumatic
apparatus and that there will
be

be no necessity; as in the case of
the Chegar, to sink below the
depths indicated by beacons.

Protective Works

b. This work designed to
protect the foundations of Bridges
near the Palace and Garra the
rivers made good progress till 6th
May when the Cyclone brought
down heavy floods and much
has been, in consequence, much
retarded since then.

Land required for Brick-
making at the Paine Bridge
has not even yet been placed in
possession of the Company so that
comparatively little has been
possible towards carrying out
the work here. In fact this
delay has lost us one entire
working

working season.

Land for Naggery Bridge
protective works was handed over
to us only on 25th May last and
this work has been progressing
steadily since then.

Flooring and curtain walls
were built to protect the foundations
of 42 minor Bridges during the
half-year, thus leaving a balance of
only 28 to be still done in completion
of the protective works to minor
Bridges throughout the entire line.

The dam, Divertment and
grayses ordered by Government
on the recommendation of the
Bridge Committee to guard against
damage which it was supposed
might result from an inunda-
tion of the Naggery river at Patta-
wada, 3 miles above the site of
the

the Bridge, are nearly completed. The company was placed in possession of land, required for these works, on 25th May last. When sending forward the Deputy Chief Engineer's report for quarter ending September 1893, I commented on his remarks with reference to inundations in the Western Division. Since then (in June last) I made, in company with the Resident Engineer, a careful inspection of the locality affected.

During the July rains of last year the back waters of the Ponany and Thotha rivers rose in several places between the 372nd and 377th miles nearly to the top of the embankment and in two instances, viz:

on

on the 372nd and 377th miles, the Piles were submerged to the depth of six to eight inches. The increase of risk was attested with precisely similar effects and the Orders of Madras Government Nos. 2347 and 2348 of 30th August of that year record the results of an inspection by the Consulting Engineer, Agent and Manager and the Chief Auditor. The conclusions then arrived at were that it would probably be found advisable to raise several portions of the embankment but that as the inundation was not accompanied by any severe and violent but little damage it would not be necessary to incur the heavy outlay of increasing the headway of the Bridges. My recent consideration of the subject leads me to the same conclusions and I am about bringing forward

13
forward an estimate for raising
the embankment by 2 to 3 feet at
the two localities where the rails
were submerged in 1867 and 1873. The
total cost will be about \$150,000.
Maintenance

8. The cost of maintaining
the line for the half-year has been
\$75-10-8 per mile. It would
have been considerably less were
it not for the heavy charges incurred
in protective works and renewal
with iron sleepers on the Wes-
tern Division.

Electric Telegraph.

9. The working of the telegraph
has been very satisfactory as will
be seen by the accompanying
Report of the Telegraph Engineer -
the only exceptional instance being
the

the apparent defect in Siemens' insu-
lators which have a tendency to
cut the wire. This was officially
brought to notice in my letter to the
Agent and Manager dated 3 Feb.
ult, no. N: 433.

10. The usual Quarterly Report
from the Deputy Chief Engineer
is not furnished herewith owing
to Mr. Robinson's absence and
lack of certificate but I submit
a statement showing the state of
works in progress at the end of
quarter ending June 30th 1874
and the cost of maintenance for
that period. It will be seen
from this that were it not for the
heavy outlay on renewals with iron
sleepers, on protective works and
similar such extraordinary
charges, the cost of maintaining
the S W. Line during the past quarter
would have been at the rate of
only

only P. 90-6-4 5 per mile per month -
 - some and of the other A. line P. 80-5-7 1/2
 The usual Quarterly (Maintenance)
 sheets accompanying this report

I have been

John H. Goring

Chief Engineer

Superintendent

Agent and Manager

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

P. W 8039/74

See ending 30th June 1894.

Unclassified Expenditure

Plantations	Seeds and Plants	Boards Stores &c.	Total	Disposal
134- 3- 11			22,669-14-5	1st 131
594- 2- 5			10,062- 6- 7	2nd 133
68- 2- 8			13,766- 4- 0	3rd 127
145- 7- 11			15,953- 8-10	4th 130
91-12- 3			16,254-13- 0	1st 131
184- 4- 5			9,590- 8-11	2nd 133
214-13- 7			9,969- 5-11	3rd 121
377- 6- 3			16,013- 2- 1	4th 130
85-13-11			19,135- 3- 5	1st 131
347-14-10			9,426- 1- 3	2nd 133
8-14- 9			9,656- 9- 6	3rd 121
378- 9- 8			16,806-11- 5	4th 131

1,69,303-11-9

100/1 S.H.
 Ending

Madras Railway
South-West Line 51 1/4 miles

Abstract of Maintaining Permanent Way and Works during the year ending 30th June 1874.

Months	Salaries, Office expenses and General Superintendence				Maintenance and Renewal of Permanent Way				Repairs of Bridges, &c. Wages and Materials		Repairs of Stations and Buildings Wages and Materials		Unclassified Expenditure			Total	Division
	Engineers	Inspectors	Office Expenses	Preparation of Maps & Engineer's Establishment	Ballast	Water	Materials	Ballasting	Bridges	Miscellaneous including Earth-work, roads, & fencing &c.	Repairs of Buildings, Signals, &c.	Bengaluru of all descriptions	Plantations	Sheds and Plants	Boards & Stores &c.		
1874																	
April	1422-11-7	670-0-0	236-5-9	1027-12-6	3878-10-9	1009-11-10	6297-8-1	970-9-6	3404-13-5	4652-6-7	405-1-8	59-13-10	134-3-11			22,669-14-5	1 st
"	2 1123-2-2	610-0-0	184-14-6	1041-7-5	2298-8-8	1202-1-3	1021-1-2	0-0-0	52-9-6	979-1-5	680-5-11	291-8-8	574-2-5			10,062-6-7	2 nd
"	3 938-10-2	520-0-0	159-15-2	949-10-0	3212-1-11	724-11-6	5916-13-3	220-10-6	308-2-5	301-15-1	313-9-8	136-14-8	68-2-8			13,766-4-0	3 rd
"	4 847-11-8	650-0-0	158-3-0	816-12-1	3325-14-7	485-15-2	6013-9-2	806-7-0	676-4-0	1069-7-7	573-15-9	382-10-11	145-9-11			15,953-8-10	4 th
May	1422-11-7	676-0-0	235-1-7	1150-13-10	3034-9-2	986-0-0	2009-10-10	983-13-1	4131-5-10	1154-5-2	340-1-7	18-8-1	91-12-3			16,254-13-0	1 st
"	2 1145-2-2	610-0-0	193-2-9	1166-2-11	2170-11-0	1173-1-2	644-12-8	0-0-0	61-4-4	1044-0-4	432-2-11	765-5-3	184-4-5			9,590-8-11	2 nd
"	3 938-10-2	520-0-0	180-14-9	1063-5-6	2603-3-6	727-5-6	833-10-8	672-4-7	886-15-1	143-4-2	782-8-1	404-5-9	214-13-7			9,969-5-11	3 rd
"	4 847-11-8	528-11-14	259-7-5	914-9-1	2761-13-0	483-5-5	7533-11-10	180-0-0	363-6-14	1024-5-6	333-0-11	385-6-11	377-6-3			16,013-2-1	4 th
June	1422-11-7	679-0-0	201-2-8	1124-6-14	2979-5-0	1009-11-10	2453-1-10	2095-9-8	3828-15-7	2682-10-14	520-12-8	31-13-0	85-13-11			19,135-3-5	1 st
"	2 1143-10-2	610-0-0	236-14-3	1139-5-8	2666-1-7	1201-1-3	79-1-6	78-10-0	693-11-6	388-8-5	223-7-2	616-12-11	347-14-10			9,426-0-3	2 nd
"	3 938-10-2	526-0-0	161-13-8	1038-14-2	2820-9-0	757-11-2	415-2-7	643-8-0	1424-10-6	249-6-0	748-0-7	230-5-11	8-14-9			9,656-9-6	3 rd
"	4 847-11-8	602-6-11	163-0-0	893-8-6	3053-6-14	483-1-2	6857-2-8	1282-8-0	588-7-10	1107-1-1	434-10-9	220-5-10	378-9-8			16,806-11-5	4 th
																1,69,303-0-9	Paper

The full value of Permanent Way Materials is entered in this Form and not the proportionate value chargeable to Revenue.

$$169303-0-9 \times 4 = \frac{677212-3-0}{516\frac{1}{2}} = 1311-12-8.$$

25th August 1874.

(True Copy)
 per/ Robert B. Blum
 Agent and Manager

per/ J. H. G.
 Acting C.

25/8/74

Am

of the Quarter ending 30th June 1874

unclassified expenditure

use of Plantations Tools & Plant Expenses etc. Total Balance Remarks

4-0		10650-9-10	1 st	119 1/2	elites
	66-10-8	12989-2-6	2 nd	11	.
5-6	791-11-7	11449-10-9	3 rd	108	.
-0		1569-5-11	1 st	119 1/2	.
2-0	41-41-0	10983-2-11	2 nd	111	.
2-11	602-2-7	9966-1-5	3 rd	108	.
0-6		30-5-3	1 st	119 1/2	.
0-1		13589-10-6	2 nd	111	.
14-0	895-4-9	12633-12-7	3 rd	108	.

978039 1/4
2

104881-9-11

Refus 103-4-5 1/2 Per mile
hermann

Ref. 1239-5-11 Per mile
hermann

Lucie
Manager

100/100 Gains
Acting Chief Engineer

16
 Madras Railway
 Traffic Manager's Office
 Madras 9th October 1874.

To The Agent and Manager
 Madras

Sir,

I have the honour to submit my
 Report upon the Traffic for the Half-year
 ending June 1874.

2. Open Mileage. The average mileage
 worked over was 858 as against 835 for the
 corresponding Half-year of 1873.

3. Rates and Fares. No change in the or-
 dinary rates and Fares has been made,
 but since the date of my last report the
 following Special Rates for Goods have
 been introduced.

PW 8039/7
 3

Article	Reduction per Ton per mile		In Wagon loads	Conditions
	From	To		
Chests (Trichinopoly) in cases	18	14		Over the Madras and Railways north of Rai- chere
Crockery	Special Rate of 4 annas per Wagon per mile at owner's risk between Madras and G. & S. Ry			
	do 8 annas per Wagon per mile at com- pany's risk between Madras and G. & S. Railway			
Salt	14	12		Between Madras & G. & S.
Firewood	10	7	95 Maunds	Raichere to Adone

Articles	Reduction per ton per mile		In Wagon loads	Conditions
	From Pies	To Pies		
Goods (1 st class)	12	8		From stations West of Salem on M. Ry to stations on G. S. Ry
Goods (2 nd , 3 rd , 4 th and 5 th class)	14, 18, 24 & 36	12		From stations west of Salem on M. Ry to stations on G. S. Ry
G ^o (1 st & 2 nd class)	12 and 14	10		Rajalekheras & Sadputri to Bellary
Rupras	14	10	6 Tons	Goenolacul to Bellary
Piece Goods, Twist (Press Packes)	24	18		From and to all stations on the Malabar Railway.
G ^o (Country packes)	36	24		
Potatoes.	12	8	8 Tons	For distances of 200 miles and less than 300
do	12	6 1/2	8 Tons	For distances of 300 miles and upwards.
Wheat	12	8	8 Tons	For distances of 200 miles and less than 300 miles
G ^o	12	6 1/2	8 Tons	For distances of 300 miles and upwards

4. Train Mileage. The Train Mileage for the last and corresponding half of 1873 was as follows.

Description of Train	1873	1874
Mail Trains	320,094	326,087
Passenger and Mixed	342,990	347,284
Goods	129,228	202,909
Extra Passenger (& Extra Troop Trains)	8,927	13,726
do Goods	231,922	73,567
Specials	870	522
Ballast Trains on Construction		3755
Total	1040,031	967,850

The increase in the "Ordinary" Goods Train Mileage is due to the accelerated Mail Service and reduction of Loads of the Mail Trains. The large "Extra" Goods Train Mileage in 1873 was due to the Special Train Service for the conveyance of Railway Materials for the Mysore State Railway, so that, as a matter of fact, the Train Mileage incurred in conducting the Ordinary Traffic in 1874 was 86174 miles in excess of 1873, and this was entirely due to the accelerated Mail Service.

5. Gross and Net Earnings. Compared with the corresponding period of 1873, the Earnings from all sources were Rs. 29,57,671 against Rs. 37,65,308, and the Net Earnings were Rs. 11,15,412 against Rs. 19,57,143. In other words it cost the Company Rs. 28,094 more in 1874 to earn 21 per cent less Revenue.

6. The falling off in the Revenue will be found in the following items viz. Rs.

Decrease in Passengers	55,619	
do Goods	2,25,714	
State Rail Material	5,64,622	
Special Trains	4,162	8,50,117
Increase in Soldiers	921	
Extra Troop Trains	15,386	
Packets & Luggage	1796	
Railway Battle & dogs	10,171	
Electric Telegraph	1,586	
Sundries	12,620	42,480

Net Decrease Rs. 8,07,637

7. The increase in the working Expenses will be found in the following items viz.

Increase in Maintenance of way (exclusive of Cheyarr Bridge Restoration) ..	32,988.
Locomotive Expenses ..	9,156
Carriage & Wagon Expenses ..	1,442
Traffic Expenses ..	15,091
General Charges ..	12,918 .. 79,595.

Decrease in Special Expenditure ..	2,391.
Cheyarr Bridge Restoration ..	49,110 .. 51,501.
Net Increase ..	28,094.

The Passenger Traffic shows a falling off under the heads of both 'Ordinary' and 'Festival' and can only be attributed to the sympathy which exists between the Goods and Passenger Traffic. When Trade is dull merchants have not occasion to move about so frequently on business, and have not the money to spend on pleasure. The falling off in the Goods Traffic may be summarised as follows: - a decrease in Coffee, Skins, Seeds, Potatoes, Chillies and Sambarinds due to indifferent crops and bad markets; a falling off in Commisariat and Ordnance stores due to fortuitous circumstances; a falling off in Salt, Saltpetre and Salt-fish; a falling off in Cotton due to the larger quantity pressed and carried at lower rates; and a falling off in Food Grains probably due to a scarcity of grain or want of demand. In no instance does the falling off give cause for apprehension, and with an improved state of the Markets the Traffic may be fairly expected to recover. It is also necessary to bear in mind that during the half year there were two 'breaks' on the Line which caused an interruption to Traffic for 15 days, and the loss of Traffic during that period was considerable.

Traffic does not accumulate, as might be supposed, but stagnates on the occurrence of a break on the main line of communication. The most serious question for consideration, in my opinion, is the cost of working, which is actually Rs. 28,000 higher than the corresponding half-year, although the Train Mileage is 72,181 less. There can be no doubt that this state of things is entirely due to the accelerated Mail Service which the Company has been required to introduce, and it may well be asked whether the maintenance of such a Service at so great a cost is attended with any advantage to the people of the Country for whom Railways were introduced. In the case of the Madras Railway the continuance of such a costly service shuts out all chance of paying the guarantee, for the Line, laid out in the first instance for strategic purposes only, has been carried so far away from all the important towns, that it can scarcely be expected to yield more than a light traffic, and the only possible way of making it self-supporting was to guard most jealously against any measure which would be attended with expense, beyond that actually necessary to meet the wants of the people and the circumstances of the Country. I have no hesitation in saying that, in the interests of the people of the Country, the Madras Railway should not be allowed more than a Day Service of Trains, and that the speed of such Trains should not exceed 15 miles per hour. It is almost hopeless to expect the Traffic will expand sufficiently to keep pace with the heavy charges which have now been thrown on the Line, in consequence of the introduction

introduction of the accelerated Mail Service, which after all can only be a convenience to the few Europeans residing in the country. With a day Service of Trains, and a limit of 15 miles an hour in the speed of all Trains, an enormous saving in cost of working would be effected, and there would still remain all the conveniences which the circumstances of the people and country require.

10. Passenger Traffic. The Receipts from Passenger Traffic (exclusive of Soldiers) were Rs. 10,28,673 against Rs. 10,84,293, or a decrease of Rs. 55,620. The Receipt from each class will be found in the following table, -

Period	1st class Rs.	2nd class Rs.	3rd class Rs.	coolies Rs.	Total Rs.
June 1874	65,538	61,542	789,316	113,227	10,28,673
do 1873	63,321	72,570	854,761	93,641	10,84,293
Increase 1874	2,217	-	-	19,586	-
Decrease 1874	-	12,028	65,975	-	55,620
Increase per cent	3.50	-	-	20.91	-
Decrease do	-	16.57	7.65	-	5.12

11. The Number of Passengers carried was as follows:-

Period	1st class	2nd class	3rd class	Coolies	Total
June 1874	7922	27,574	1044,213	2,77,777	13,57,426
do 1873	4734	52,246	1088,041	2,34,755	13,79,766
Increase 1874	3198	-	-	43,022	-
Decrease 1874	-	24,732	43,828	-	22,340
Increase per cent	40.36	-	-	18.32	-
Decrease per cent	-	47.33	4.02	-	1.61

12. The percentage of numbers and average mileage in each class were as follows.

Period	Percentage of Numbers				Average Mileage			
	First	Second	Third	Cooly	First	Second	Third	Cooly
1874	0.58	2.03	76.93	20.46	125	76	47	38
1873	0.35	3.78	70.85	17.03	153	50	57	37

13. The average fare paid by each class of Passengers was

Period	1st class Rs.	2nd class Rs.	3rd class Rs.	Cooly Rs.
1874	11.8	2.8	3.12	6.6
1873	13.6	4.4	3.6	6.2

14. The Return Fare and Festival Traffic shows a considerable falling off in the 3rd class, as will be seen from the following figures:-

Period	1st class N ^o . Rs.	2nd class N ^o . Rs.	3rd class N ^o . Rs.	Total N ^o . Rs.
1874	27,255 17,828 4,409 13,721	12,120 5,028 13,300	16,107 3,164 8,420 123,038	62,336 4,891 18,729
1873	19,779 16,107 3,164 8,420	12,120 5,028 13,300	16,107 3,164 8,420 123,038	62,336 4,891 18,729
Increase 1874	19,779	3,009	6,373	6,631
Decrease in do	-	-	-	14,800

15. The Result of the Passenger Traffic, compared with the corresponding Half-year of 1873, was a decrease in money of 5.12 per cent and in numbers of 1.61 per cent. In the First class there was an increase both

in numbers and Receipt the latter irrespective of the Camp of Exercise Traffic being due to Return Tickets. In the Second class there was a considerable falling off both in numbers and Receipt and it will be found in the Section of the Line between Pothanore and Poypore, for the reasons explained in para 16 of my report dated 10th April 1874. It is satisfactory, however, to find an improvement in Return Tickets. The reduction in the First and Second class Tares on the 31st August 1873 has unquestionably been attended with advantage though we can scarcely ever look for any large Receipt from these two classes. In the 3rd class there was a falling off in money of Rs. 65,395; and in numbers of 42,825, and on reference to para 14 it will be seen that, omitting the Camp of Exercise Traffic, which was altogether exceptional, the falling off in the Festival Traffic was Rs. 30,802 in money and 32,714 in numbers; the best evidence, perhaps, we could have that the people had not so much money to spend in pleasure. As already stated the Ordinary Traffic was due to the decline of Trade. The increase in the early season is in very satisfactory. The increase in the early season is in the Goods Traffic. Compared with the corresponding period of 1873 the Receipt from Goods (exclusive of material for construction) was Rs. 15,57,225 against Rs. 23,58,819 and the falling off was Rs. 7,93,995 against Rs. 20,818, as a falling off in money of Rs. 7,98,594 and in Tonnage of 1,15,823 tons as follows:-

of the

Increase			Decrease		
Article	Tons	Rupies	Article	Tons	Rupies
Cotton	738		Coffee	329	27,929
Gram	5336	67,999	Commissariat Stores	696	15,907
Grains	2,235	26,616	Cotton	-	7,109
Chrom	977	11,119	Firewood	2,447	9,340
Jaggery	1136	9976	Indigo	433	8,505
Paddy	7,519	61,915	Ordnance Stores	-	9,533
Sugar	284	5,652	Padol	437	6,994
Timber	1,397	15,008	Potatoes	466	9,094
Wines &c.	200	4,846	Rice	16,244	1,97,431
Articles under 5000 lbs	2,910	10,356	Salt	3,336	25,395
			Salt-fish	429	6,368
			Seeds	1,465	10,831
			Skins	1,636	27,212
			Sundries	6,880	64,279
			State Ry. material	21,308	5,44,622
			Articles under 5000 lbs	2,449	21,532
			Total	58,555	10,12,081
			Net Decrease		
			35,823		
			7,98,594		

17. The following Table exhibits the Receipts from each class of Goods for the two periods:-

Class	1873	1874
Special & 1st class (including State Ry. material)	16,75,487	9,79,379
2nd class	2,73,806	2,72,474
3rd do	1,88,160	1,67,459
4th do	1,34,826	90,973
5th do	84,340	46,941
Total	23,58,819	15,57,225

The Tonnage of goods in each class for the same periods was -

Class	1873	1874
Special and First class	1,664,401	1,344,282
Second	23,494	22,668
Third	12,170	11,260
Fourth	5,319	3,906
Fifth	2,404	1,929
Total	2,098,188	1,793,995

19. The Average Receipt per Ton carried in each class was -

Class	1873	1874
Special and First class	10.06	7.29
Second	11.65	12.02
Third	15.46	14.87
Fourth	25.19	23.29
Fifth	35.08	24.33
Average	11.22	8.95

20. The average Receipt per Ton per mile in each class was -

Class	1873	1874
Special and First class	9.49	9.04
Second	13.68	12.93
Third	8.01	16.85
Fourth	23.00	22.59
Fifth	36.13	29.77
Average	10.91	10.78

21. The Increase and Decrease in the various commodities will be found in the following statements:

Commodities	Amount
Baggage Military	1,385 10
Ballast and Stones	335 30
Cloth and Piece Goods	12,144
Cotton Dressed	2,311 10
do, B. & Co. do	257 96
Grain	67,999 10 6
Grains	26,614 5 6
Ground Nuts	9,051
Iron of all kinds	11,719 12
Luggage	9,976 10 6
Ordnance Stores	2,655 15 6
Paddy	61,914 10 6
Sugar of all kinds	5,652 12 11
Timber	15,008 12 11
Tobacco	1,501 12 10
Wines and Spirituous liquors	4,746 12 10
Other items less than 1000	4,746 12 10
Total	242,098 86

Decrease

Decrease in Commodities.

Sons	Commodities	Amount
60.39	Betel nuts	1741 4 7
250.30	Chillies	3856 10 5
	Cloth and Piece Goods	1104 7 6
329.02	Coffee	27,929 8
696.86	Commissariat Stores	15,907 9
757.53	Cotton lace	
152.63	do A. processed	12821. 1.0
506.87	do B. " do	6212. 14.0
	do C. " do	15214. 13.0
	do D. " do	969. 3.0
2477.90	Firewood	
62.59	Ghee	9340 8 10
257.63	Gummies	1762 8 1
433.47	Indigo	4487 8 9
	Ordnance Stores	8805 5 6
437.40	Paddy	9533 3 1
466.72	Potatoes	6994 15 1
16,244.45	Rice	9094 15 8
3336.54	Salt	1,97,431 13 7
429.39	do fish	25,395 6 4
75.74	Salt petre	6268 1 0
1465.24	Seeds of all kinds	2016 4 0
1636.57	Skins	10,831 1 0
28,188.84	Sundries	27,212 0 0
	State Railway Material	64,279 5 9
986.81	Samarind	564,622 0 0
	Tobacco	2,629 7 11
789.57	Minor items less than 1000 Rs	1314 10 3
		2719 14 8
60,033.46		
	Total	10,40,196 13 3

Appendix A.

Gross Traffic Receipts in each month for the Half-year ending June 1874.

Month	Coaching	Passengers	Freight and Parcel	Stores Car. - all handies	Special Rates	Materials	Total Receipts
January	189,667 52	33,104 11	14,217 13	8,330 5	277,318 46	1,275 8	51-912 3 8
February	153,791 41	46,368 0	11,578 2	8,278 1	247,749 105	570 5	268,703 14 6
March	1,19,052 157	23,310 10	14,579 8	11,731 14	256,910 7	1,053 1	476,638 2
April	169,741 34	45,76 0	12,450 3	13,813 6	242,282 10	3,720 7	446,583 10 7
May	180,476 63	36,59 14	11,748 42	6,381 15	239,629 105	2,356 15	444,253 11
June	174,944 66	33,38 11	12,435 69	6,711 5	301,028 149	1,007 10	499,466 5
Total	10,28,673 81	1,14,725 11	77,009 22	55,246 14	156,4919 28	9,983 13	285,538 2 9

Comparison of the Gross Traffic for the half-years ending June and December 1873 and June 1874

Half year	Coaching	Passengers	Freight and Parcel	Stores Car. - all handies	Special Rates	Materials	Total Receipts
June 1873	102,392 139	98,418 13	75,213 8	49,237 3	226,150 18	3663 7	367,232 14 5
December 1873	146,277 14	51,959 12	63,528 79	40,474 8	17,65,085 44	3,774 13	30,03,007 5
June 1874	10,28,673 81	1,14,725 11	77,009 22	55,246 14	156,4919 28	9,983 13	285,538 2 9

Average Receipt per mile open and per mile run for the same period.

Period	Per mile open Rs.	Per mile run Rs.
Half-year ending June 1873		
do do December 1873	4397.99	3.47
do do June 1874	3526.79	3.18
	3322.32	2.74

Table of expenditure for the Half-year ending June and December 1873 and June 1874

Period	Permanent Way	Locomotive	Repairs to Carriages & Wagons	Traffic	General Charges	Special & Miscellaneous	Total
Half ending June 1873	510874	621224	101475	272431	186736	120425	1814165
do do Decr 1873	599250	602420	712937	290894	237619	262093	2105213
do do June 1874	592822	630380	102918	288522	200654	26963	1842259

Percentage of Working Expenses for the same period

Period	Permanent Way	Locomotive	Repairs to Carriages & Wagons	Traffic	General Charges	Special & Miscellaneous	Total
Half ending June 1873	28.21	34.25	5.52				
do do Decr 1873	28.27	28.61					
do do June 1874	32.18	31.22					
				10.30	1.64		
				11.15	11.39	12.45	
				15.66	10.59	1.26	

Percentage of Revenue for the same period

Period	Permanent Way	Locomotive	Repairs to Carriages and Wagons	Traffic	General Charges	Special & Miscellaneous	Profits	Total
June 1873	13.57	16.50	2.69	7.26	4.96	3.20	57.82	100.00
December 1873	19.22	19.32	3.62	9.33	7.62	8.41	32.48	100.00
June 1874	20.01	21.31	3.48	9.75	6.79	0.91	37.71	100.00

Passenger Traffic in each month for the Half-year exclusive of Return Forces and Soldiers

Month	First class No. Amount	Second class No. Amount	Third class No. Amount	Fourth class No. Amount	Total No. Amount
Jan 1874	1067 5306 4	3723 7096 10	163687 132441 15	47126 19555 7	215603 164430 4
Feb	453 5933 12	2312 5856 2	139197 115003 15	39719 16235 8	101601 143029 5
March	624 9175 2	2775 7665 10	167370 124803 24	41573 16785 11	212352 158429 9
April	1014 9056 9	3310 8570 1	167572 122279 52	11505 12571 7	195549 158473
May	574 7852 12	3009 8050 5	162575 132681 2	59138 24122 9	216236 160706 12
June	623 9168 3	2948 8230	156634 128996 62	52168 21904 3	214373 168378 12
Total	3965 46522 10	18077 45172	935975 756206 12	277777 113226 15	1235794 961446 12

	Miles	1st Class	2nd Class	3rd Class	Only	Total
Average Receipt per mile open	858	54 3 7	53 0 3	801 5 9	131 15 5	1120 9
Average Percentage of Numbers		32	146	7573	22 49	100 00
Average Mileage of Passengers		158	82	49	38	
Average Percentage of Receipts		4 84	4 73	78 45	11 78	100 00

Passenger Traffic in each month inclusive of Return Traffic but exclusive of

Months	First class	Second class	Third class	Fourth class	Total
Jan	2906	2502	10070	14532	27510
Feb	992	2732	2030	2730	10484
Mar	900	1270	3365	2090	10485
Apr	1092	1270	4210	14532	13104
May	1069	1264	4601	14532	13466
June	962	1267	3772	14532	12533
Total	2922	6530	27510	6532	10484

Average Receipt per mile open	250	76	62	70	0	4	920	0	2	13,85
Average Percentage of Numbers										
Average Mileage of Passengers										
Average Percentage of Receipts										

Return Fare Traffic for the Half-year ending June 1874

Months	1st class	2nd class	1st class	2nd class	Total
Jan	582	17	1024	12	1020
Feb	7	125	3	10	105
Mar	10	318	15	8	210
Apr	7	232	2	11	241
May	2	98	14	114	210
June	2	18	70	7	80
Total	29	1250	40	70	1329

Comparison of the Return Fare Traffic for the Half-years ending June and December 1873 and June 1874

Period	First class	Second class	Third class	Total
ending June 1873	1916	15959	1630	19105
ending June 1874	2892	21611	3405	27908
ending June 1874	3867	18948	8685	31300

Soldiers Traffic for the three Half-years ending June and December 1873 and June 1874

Period	First class	Second class	Third class	Total
ending June 1873	64	1096	9	1169
do December 1873	31	796	10	836
do June 1874	59	1189	460	1708

Parcels, Treasure and Passengers Luggage Traffic for the Half-years ending June and December 1873 and June 1874

Period	Parcels	Treasure	Luggage	Total
ending June 1873	35903	15350	23960	75213
do December 1873	36886	153	20578	57477
do June 1874	33810	22	15841	49653

Increase
- since -

Goods Traffic

Months	First class	Second class	Third class	Total
January	11	21	21	53
February	24	57	57	138
March	15	247	247	489
April	9	107	107	216
May	26	298	298	614
June	26	298	298	614
Total	110	786	786	1682

Comparison of the Passenger Traffic inclusive of Return Fare but exclusive of Soldiers for the Half-year ending June and December 1874 and June 1875

Period	First class	Second class	Third class	Fourth class	Total
June 1875	6322	1226	7469	10001	25958
December 1875	5794	1442	2207	2207	11650
June 1874	7922	1538	2704	10420	22584

Comparison of the Passenger Traffic exclusive of Return fares and Soldiers for the Half-year ending June and December 1875 and June 1874

Period	First class	Second class	Third class	Fourth class	Total
June 1875	2745	4732	4732	10420	22584
December 1875	2921	4277	1700	10420	21318
June 1874	3915	4424	1107	10420	20866

Goods Traffic

Gross Earnings and Tonnage of Goods exclusive of Railway Material for the half-year ending June 1874.

Months	Weight Tons	Receipts Amount
January	31,623	276,444.15
February	27,999	246,683.12
March	28,730	255,741.14
April	26,075	240,813.11
May	26,841	238,244.10
June	32,727	299,346.15
Total	173,995	1,537,225.15

The direction in which the Goods have been moved

Months	Eastward Tons	Eastward Amount	Westward Tons	Westward Amount
January	17,288	135,188.92	14,135	141,256.64
February	15,442	126,718.29	12,157	119,915.92
March	16,256	119,275.41	13,474	136,466.107
April	11,957	98,212.41	14,118	142,601.108
May	12,343	101,983.79	14,498	136,261.28
June	15,865	142,676.10	16,862	156,670.11
Total	86,951	724,054.51	85,244	853,171.99

Salt Traffic in each month for the Half-year ending June 1874.

Months	Wights	Receipts
	Tons	Amount
January	3992	27996 1/2
February	2678	18014 5/8
March	2925	21449 1/2
April	3063	22079 1/2
May	3052	19096 3/4
June	4644	31465 1/2
	29376	136801 1/2

Comparison of the Goods Traffic exclusive of Railway Material for three Half-years ending June & December 1873 & June 1874.

Period

Wights Receipts
Tons Amount

Half-year ending June 1873	209,818	23,638 1/2
do do December 1873	195,245	17,679 7/10
do do June 1874	173,775	15,679 2/25

26
Tonnage and Receipt from Salt Traffic from the opening of the Line

Years Half-years ending Tons Amount

1856	December	136	330 6 1/2
1857	June	1429	4,011 5/8
	December	3085	9,212 1/2
1858	June	5187	15,447 6/8
	December	4577	14,152 5/8
1859	June	5966	19,003 12/16
	December	6759	21,189 5/8
1860	June	8937	32,169 5/8
	December	10,696	41,073 15/16
1861	June	11,653	57,493 13/16
	December	13,031	67,879 9/16
1862	June	14,174	77,383 8/16
	December	17,923	1,04,873 1/16
1863	June	19,760	1,13,876 15/16
	December	20,672	1,17,017 2/16
1864	June	26,723	2,01,015 7/16
	December	27,397	1,95,687 10/16
1865	June	22,312	1,66,870 8/16
	December	23,041	1,81,163 10/16
1866	June	23,220	2,07,628 9/16
	December	26,309	2,41,179 9/16
1867	June	24,696	2,20,261 5/16
	December	23,845	2,14,411 8/16
1868	June	25,061	2,03,738 14/16
	December	28,293	2,20,670 11/16
1869	June	24,883	1,86,297 5/16
	December	26,032	1,94,082 3/16
1870	June	25,331	1,85,666 13/16
	December	24,603	1,84,124 11/16
1871	June	22,279	1,64,720 9/16
	December	22,099	1,59,427 10/16
1872	June	21,695	1,57,367 11/16
	December	21,588	1,43,531 13/16
1873	June	23,712	1,62,197 11/16
	December	23,101	1,52,435 14/16
1874	June	24,376	1,56,801 10/16

Comparative Statement of the Traffic Expenses for the three fiscal years ending June and December 1875 and June 1876

Serial

Traffic Manager
 Secretaries &c.
 Office Establishment
 Travelling
 Allowances
 Contingencies
 Station Master,
 Clerk, Porter &c.
 Guards and
 Asst. Guards
 Overtime
 Allowances
 Gas, Light, Water,
 Fuel, &c. &c.
 Wagon Cares
 and Repairs
 Office & Station
 Furniture & Fittings
 Clothing of Guards
 and Porters
 Printing Stationery
 and Tickets
 Miscellaneous
 Allowance of Train
 Pulling &c.

Total

June	1875	2207 101	1906 60	2947 51	1875	44 2220 00	24300 61	20 66	2154 97	16701 71	576 11	4492 11	22628 70	...	4805	1	370 431
December	1875	2257 06	1549 01	2975 01	1875	44 2220 00	24300 61	20 66	2154 97	16701 71	576 11	4492 11	22628 70	...	4805	1	370 431
June	1876	2342 76	1675 00	3002 96	1876	44 2220 00	24300 61	20 66	2154 97	16701 71	576 11	4492 11	22628 70	...	4805	1	370 431

Statement showing the quantity and amount of Revenue derived from the several commodities comprising the collection.

idea traffic for the 88-year ending June 1873 and 1874

[illegible]

1041 368 Edward
Buffinallmont

一

P.W. 8039/74
4

Madras Railway
No. 50. Locomotive Superintendent's Office
Perambalur Works
26th September 1874.

From,
The Acting Locomotive Superintendent
To, The Agent and Manager
Madras Railway.

Sir,

I have the honour to
submit my report for the half-
year ending the 30th June 1874.

2. Three statements accom-
pany the Report, numbered res-
pectively 1, 2 and 3.

3. No. 1 is an Abstract
exhibiting the expenditure in-
-curred in each month, under
various heads, in working and
upholding

upholding Locomotive Engines and
Tenders and Rolling Stock, during
the 16 months.

4. N:2 is an Abstract,
furnishing similar information
for the last three half-years,
for the purpose of comparison.

5. N:3 is a statement
showing the classes and numbers
of Locomotive Engines and
Vehicles on the Line, exhibiting
also the numbers 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. The Locomotive Engines
and Tenders throughout the Line

are

29 16
are generally in good working condition.

7. The repairs of Engines, as
will be seen from the Expenditure
Abstracts, have been heavy during
the past half-year, though slightly
less than during the preceding twelve
months. The expenditure under this
head will, I anticipate, continue
heavy for some time to come, as the
greater part of the Locomotive
Stock requires extensive repair, which,
in the case of several of the Engines
already taken into the Shops, has
been found to amount to thorough
renewal of all the principal parts.

8. During the past half-year
two engines have been thoroughly
renewed, and on the 30th June last
eight Engines were under partial
renewal, while on the same date the
number under repair was twenty-two.

9. The

uph. 9. The total mileage run during
 Jan. the past half-year exceeds that during
 the previous period from July to Dec-
 21. ember 1873, but is less than that run
 in the corresponding period in 1875.
 Jan. The figures are shown as 12,621,024;
 for the largest monthly proportion of this
 for mileage being run during the month
 5. of January.

Carriage and Wagon Stock.

10. The Carriage and Wagon
 stock generally is in good working
 order.

Working Expenses.

Working and Repairs of Locomotives
 a. Engines and Tenders.

11. In Abstract No. 1, showing the monthly expenditures under the various heads, it will be observed that the total cost

per mile of running and repairs of
 Engines and Tenders, varying very little
 during the past six months, the
 figures being shown in January
 at 7-10.56, while in June they
 stand at 7-9.88.

12. The cost per mile of Engine-
 men and Firemen's wages, as well as
 that of the wages of Cleaners, Coker-
 men and Watermen is so uniform
 throughout the whole of the period
 as to call for no comment. The
 average cost per mile of all de-
 scriptions of fuel varies only very
 slightly, being 3-9.45 in January
 and 3-8.51 in the succeeding June.
 The total cost of working in the
 lowest month, May stands at 5-2.78
 per mile, that of the highest month,
 March, being 5-5.43 per mile.
 The greatest variation in the
 monthly

monthly expenditure in working
during the half-year being only
2.65 per mile.

13. The results, as exhibited
in Abstract No. 2, show the
total expenditure in the half-year
under review at 7-11.68 per mile,
as compared with 7-8.29 and
7-5.10 per mile for the preceding
and corresponding half-years
respectively. This excess in the
total cost per mile is due chiefly
to the increased expenditure under
the head of fuel, and partly to the
item of Superintendence being
heavier than in the two preceding
periods.

14. The amount of Engine-
men and Firemen's wages con-
-tracts favourably with the two
previous half-years, being £89,142
against

against £92,770 and £90,344.
The cost per mile under this head
is however slightly in excess of
that in the corresponding half-years.
The amount of wages paid to cleaners,
Caterers and Watermen is shown
as 3.90 per mile, and varies very
slightly from the previous cost
per mile under this head.

15. The quantity of coke,
coal and Patent fuel consumed
per mile stands at 26.08 against
a previous consumption of 25.64
and 24.69 per mile respectively.
The increased quantity consumed
per mile may be explained by the
fact that the quantity of coal
used in the half-year under
review is greater in proportion
to the other descriptions of fuel
than in the preceding twelve months.
The increased cost of coke, coal
and

and Patent fuel consumed per mile is chiefly caused by the enhanced rate which, when re-adjusting the price of fuel in December last, it was found necessary to fix upon future issues of coal, the previous price charged having been fixed very low in consequence of the favourable state of the Coal account. The consumption of Wood per mile is less than in the preceding half-year, but slightly in excess of the corresponding period. The total average cost of all descriptions of fuel per mile is high, owing to the cause which I have already explained.

16. The cost per mile of Oil, Tallow, Waxes, &c. is slightly in excess of the two previous half-years. This is principally attributable to readjustment in prices.

17. The total cost of materials

18. -rials used in the repair of Engines is heavy, a large expenditure having been incurred in extensive stores, such as Whub tyres, Brass tubes, Copper plates, and other highly priced material. The cost of labour is also high, but comparing the total expenditure on repairs of Engines with the previous outlay on this account in 1873, a comparatively slight decrease will be observed. This decrease cannot however be taken as any criterion that a corresponding decrease may be looked for in succeeding half-years.

18. I would mention that in the expenditure shown under the head of repairs to Engines is included a sum of Rs. 4,475, the cost of fitting additional brake-gear to Engines. The total expenditure which it is estimated

and Patent fuel consumed per mile is chiefly caused by the enhanced rate which, when readjusting the price of fuel in December last, it was found necessary to fix upon future issues of Coal, the previous price charged having been fixed very low in consequence of the favourable state of the Coal account. The consumption of Wood per mile is less than in the preceding half-year, but slightly in excess of the corresponding period. The total average cost of all descriptions of fuel per mile is high, owing to the cause which I have already explained.

16. The cost per mile of Oil, Tallow, Waste, &c. is slightly in excess of the two previous half-years. This is principally attributable to readjustment in prices.

17. The total cost of materials

used in the repair of Engines is heavy, a large expenditure having been incurred in extensive stores, such as Wheel tyres, Brass tubes, Copper plates, and other highly priced material. The cost of labour is also high, but comparing the total expenditure on repairs of Engines with the previous outlay on this account in 1873, a comparatively slight decrease will be observed. This decrease cannot however be taken as any criterion that a corresponding decrease may be looked for in succeeding half-years.

18. I would mention that in the expenditure shown under the head of repairs to Engines is included a sum of Rs. 4,475, the cost of fitting additional brake-gear to Engines. The total expenditure which it is

estimated

estimated it will be necessary to incur on this account is R. 15,743, and under instructions from Government this outlay has to form a charge against Revenue.

19. The item of Superintendence contrasts unfavourably with the charges on this account, in the two preceding periods, being shown as R. 54,832 against R. 44,461 and R. 51,709; the mileage cost during the three half-years being £. 33, £. 83 and £. 46 respectively. The apparent increased expenditure is due chiefly to the revised mode of allocating the Superintendence. This revision, as arranged in the Stores Committee of the 16th January last, has been in force from the 1st of that month, and in consequence a smaller proportion of the charge for Superintendence has fallen upon Capital, while an increased proportion has necessarily

33 20
necessarily had to be borne by Revenue. A difference also occurs between the Superintendence charges for the three half-years, in consequence of the salary of the Procurement Superintendent not having been borne by this Department, and therefore not having been included in the working expenses, during the time that officer temporarily held the office of Agent and Manager.

Carriages and Wagons.

20. In Abstract 1 the expenditure in running vehicles is exhibited as R. 6,054 in January, with an average of 15.78 vehicles hauled per mile, and in the following June as R. 6,288, with an average haulage per mile of 16.77 vehicles. The expenditure in May and June upon repairs is far heavier than that in the other months of the half-year, but

but this item of outlay is so obviously
liable to considerable fluctuation
that a monthly regularity in the ex-
penditure can scarcely be expected.

Summary.

21. The total expenditures in
all branches of this Department
as exhibited in the Summary is
\$7,327.77 for the six months
ending June last, the cost per
mile being \$9.31 against \$9.15
and \$9.65 in the preceding and
corresponding half-years, while
the average number of vehicles
hailed is 16.20 against 16.27 and
16.95 per mile.

Staff.

22. The conduct of the Staff
has been satisfactory, and the
health of the employees generally
has been good.

23. I regret to have to record
the death of covenanted Foreman
John Armstrong, which occurred on
the 7th January last. The deceased
was an old and faithful servant
of the Company, his term of service
extending over nearly thirteen years.

24. Another old and valued
servant of this Department, coven-
anted Foreman J. P. Clark,
resigned his appointment on the
31st March last, in consequence
of infirmity, after a service of
nearly fourteen years.

25. The only other casualty
is the dismissal for misconduct,
on the 19th March last, of co-
venanted Smith J. Wood.

26. It is with regret that I
have to record the occurrence, on the

16th June last, of the unfortunate
catastrophe at the Paupugnee
Paridge, by which one man lost his life. The Driver,
who was severely injured in this
accident, having since recovered and has resumed
duty. The injury to the stock was
of a most serious nature, the Engine
being damaged to so great an ex-
tent that it is considered uneco-
nomical to repair her, and the damage
to the Vehicles being such as to ne-
cessitate the entire renewal of
the woodwork, as well as very heavy
repair, and, in some parts, renewal,
in the case of the ironwork.

I have &c.

100/ E. C. Bradley

Ag. Secy Superintendent
True Copy

Warrant

Shantell, C.

Canalting Eng. & Co., &c.

Copy

Pr. 8039/7"

Locomotive Department

Engines

Remond

Tender Engines 2 May 1862 _____
 Sanki do 2 9 to 16 _____

2 10

Goods Descriptions
 Goods, Engines & Machinery to 126
 Bank — 26 — 4-56 & 17 to 204. —

1044	•	1044
10	•	10

Thielas

~~connected~~ ~~connected~~. ~~dated~~ ~~At the house~~
~~upto 31st~~ ~~during the day~~ ~~of connection~~
~~connected~~ ~~quitting~~ ~~on the 29th~~
~~30th June 1874~~ ~~connected~~ ~~June 1874~~

Demers Co

Sleeping Carriage
Salmon & the Galleries & the Government

at least 1000

net class - 26

1st class _____
2nd class _____
3rd class _____
with baggage _____

Edgar Allan Poe's
Imagery

Night Comrade's Barriers _____

Beaverd Carriages or Cabs class _____

Drusid Carinus

Inform the Indian Carrier with the Box
then Good Bye

Chen school Grade 2 Class

Male District, Olancho & Lagoons

High School Grade & Name _____

Walter Wilson
Walter Wilson

David Rogers

Barthe Wilson

East Orange, N. J.

Account of the
Darius of the
Darius of the

St. Louis, Mo.
 1892

Black Horned Shrike

Walter Duesch with Dan N

Carriage & baggage —

Good where I am
Just Good where I am

It's all over now

Travelling Home on Trucks

There were

3635

4

3639

21.18.01

1047 B. S. Goodale
Chap. Secy. & Superintendent
25-9-74

P N 8039/7

Madras Railway

Abstract of the Maintenance of Electric Telegraph during the 12 years ending 30th June 1873 & 1874. —

Maintenance of Line										Maintenance of Stations										Miles open	Expenditure per mile	No. of stations open	Expenditure per station
Year	Superintendence					General					Superintendence					General							
	Engineer	Asst. Engineer	Asst. Engineer	Asst. Engineer	Asst. Engineer	Engineer	Asst. Engineer	Asst. Engineer	Asst. Engineer	Asst. Engineer	Engineer	Asst. Engineer	Asst. Engineer	Asst. Engineer	Engineer	Asst. Engineer	Asst. Engineer	Asst. Engineer	Asst. Engineer				
1862-63	396-9-1	197-0-1				7713-6-8	2504-9-1	3717-3-11	898-0-6		2326-13-5	2460-4-9				1966-15-8				856 1/4	9-3-9	82	117-1-11
1863-64	742-5-10	697-9-10	1-0-0			8752-15-3	2905-14-6	3644-8-3	161-9-0		3744-8-3	4001-9-11	1-0-0			15059-1-11				858 3/4	10-3-1	85	177-2-7

To The Acting Chief Engineer
Madras Railway

/ True Copy/
/sd/ Robert B. Elwin
Agent and Manager

/sd/ J. B. Winder
Telegraph Engineer

- held by the bank of Madras,
P. B. Corporation, Messrs
Arthur & Co. and Chartered
Mercantile Bank of India,
London and China and of
Fixed Deposit Receipts held
by Messrs R. B. Chinn and
J. Church for safe custody.
35. Statement of Capital Receipts and Expen-
diture to 30 June 1874 as per
Secretary's letter dated 21st Oct 73.
36. Six Printed Copies of the Government
Series of accounts.

(Signed) J. Cramp
Chief Accountant.

1168039/7

No 301

39
Madras Railway Company
Chief Accountants Office
Madras 26 September 1874

Dear Sir, I beg to send you here-
with the usual Statements of the
Company's Accounts for the half year
ending 30th June 1874.
The balance sheet shows
that the addition to the capital expen-
diture during the half year amounts to
Rs 4,38,074.11.8 which is made up
of cash and stores in the following
proportions.

	Rs	a	p	Rs	a	p
Cash outlay	9,263	7		1,290	7	81
In England	9,263	7		2,751	6	37
In India	153,644	7	6	4,38,074	11	8
Store issues				Total		

3 The details of this expen-
diture as given in Statement No 5,
show an outlay of Rs 2,39,300.7.9, as
under the head of Construction of line,
in which is included the expenditure
against the Huggly Bridge amounting
to Rs 2,10,727.11.2. Another im-
portant work which has been added to the
Capital expenditure of the half-year
is the Doubling the line between
Vyasarampady

Vejasarapandy Junction and Perambore on which the sum of Rs 35,151.5.2 charged under the head of Ballast and Permanent Way was expended. The sum of Rs 8,391.15.4 which appears against the Chegar Bridge, represents one-sixth of the total outlay on that work during the half year which has been transferred to Capital letter No. 512 dated 20 June 1873. It will be seen from the following summary of the receipts and issues of stores that a considerable reduction in the store balances was effected during the half year.

Balance of stores on hand on the 1 January 1874	Rs	a. p.
Receipts	40,31,445	14.2
From England	Rs	a. p.
From purchases India	3,50,646	12.9
	37,1,476	2.5
Issues	47,53,568	13.4
Capital Account	275,167	3.7
Revenue Account	6,81,984	8.5
Sales	30,278	
Balance 30 June 1874	9,87,429	12.1
	37,66,139	1.4

The stores on which the expenditure in India amounting to Rs 37,1,476.2.5 has chiefly been incurred

incurred are shown below

General Store Account	Rs	a. p.
Firewood	45,655	5.10
Oils	41,061	8.
Misc. stores	84,502	1.2
Landing Charges	21,495	7.2
	2,92,714	6.2

Engg. Store & Workshop Ac.	Rs	a. p.
Lubricants	43,779	
Timber	6,885	3.2
Misc. stores	5,249	3.2
	55,913	6.4
	34,862	7.12.6

Depts. Store & Workshop Ac.	Rs	a. p.
For labour employed in the manufacture of stores	22,627	13.6
Traffic Store Account	230	8.5
	37,1,476	2.5

I would bring to your notice the following credit balance which appears in the balance sheet of the Bangalore at Raichore. By Col Mr. Bangalore at Raichore. Construction of Quarters for Post office clerks at Raichore. Rs 2,541.10.1

These amounts represent the unexpended balances of cash received from the Consulting Engineer for the construction of those works, and which, as the work is finished, should now be refunded to the Government. With your permission I will enter a requisition in your favour for the above amount to

to enable you to make the refunds and thus close the accounts - The particulars of the sums received and the amounts expended are as follows:-

By Post Mrs Pungalow at Raichore		Rs.	at Rs.
Cash received from the Cons. Engineer for his letter No 141 dated 1st March 1872		3433	..
Expenditure charged by Engineer		3091	136
Balanced Super-Quarters for Post office Clerk at Raichore		341	26
Cash received per Cons Engineer's letter No 369 dated 21st April 1873		5562	..
Cash refunded per Cons. Engineer's letter No 731 dated 13 Aug 1873		2852	..
Expenditure charged by Chief Engineer		2710	..
Balance Rupees		2455	511
		254	101

There is a very material alteration this half year in the mode of preparing the Government Form of Net Profit State the Net Profits as shown in this statement have agreed in the aggregate with the Computation of the unrealized earnings entered at the foot of the Government Form. But in the present occasion we have been directed

directed to omit the earnings of the half year ending 31st December 1873, realized and paid to Government during the months of March, April, and May of the current year as there sum was included in the final Net Profit Statement for the half year ending 31st December 1873 sent to you with my letter of 1st Sept dated 19th June last. The Government Committee is of opinion that this mode of preparing the Form is in accordance with G.O. No 1790 dated 14 July 1871. The sums omitted are the following:-

March	Rs 26892-8-5
April	7481-4-4
May	2786-5-3
Total	37160-2-0

In consequence of the alteration, Form No 16, as entered in the half yearly series of accounts, will be always incomplete as a portion of each half year's earnings though realized and paid over to the Government Treasury will be regularly omitted. So the Net Profit given in Form 16 are carried forward into Statement No 7 Revenue Account. This Statement in the future will not correctly show the earnings paid to Government against

Expenses for	Rs.	at Rs.
1870	1410	
1871	227	
1872	1450	
1873	5	
1874	5	
1875	9	
1876	5.3	
1877	13.0	
1878	2	
1879	11	
1880	2	
1881	10	
1882	10	
1883	10	
1884	10	
1885	10	
1886	10	
1887	10	
1888	10	
1889	10	
1890	10	
1891	10	
1892	10	
1893	10	
1894	10	
1895	10	
1896	10	
1897	10	
1898	10	
1899	10	
1900	10	

extraordinary expenditure on account of the Cheyair Restoration against Rs 9,070-3-8. in the latter, thus giving an increase in the ordinary expenditure of the June half of 1874 of Rupees 77,203-13-6 or $4\frac{1}{2}$ per cent over the corresponding half of 1873 after throwing out of consideration in both cases the extraordinary expenditure.

The net Revenue was Rs 11,15,412-15-11 as compared with Rs 19,51,143-3-1 in the corresponding half year. It gives at $\frac{1}{10}$ Exchange £102,246-3-10 sterling Equivalent to a dividend at the rate of £2-0-4 per cent per annum on the Capital bearing interest raised at 30 June 1874.

The following table of the results of our Traffic operations in the way of Dividends on Capital raised is repeated from my last report.

Miles open.	Capital raised at 31 December	Net Revenue	Equal to per cent per annum.
1868	656	9,748,339	331,217
1869	690	9,763,765	286,012
1870	711	9,939,075	233,518
1871	826	10,161,854	267,608
1872	832	10,155,344	271,945
1873	851	10,154,432	271,697

Para 7

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

	Half year ending June 1874.	Half year ending June 1873.	Increase	Decrease
Coaching Traffic	12,69,700 6 1	12,92,243 3 9	22,538 13 8	
Goods	13,81,034 12 8	23,73,338 10 8	9,92,303 14 "	
Electric Telegraph	10,977 14 7	9,391 14 4	1,586 3	
Sundries	95,954 7 4	83,334 8 6	12,619 14 10	
	29,57,671 8 8	37,65,318 5 3	14,205 15 1	8,21,842 11 8

The following are the items of our Goods Traffic from which increased Revenue above Rs 5,000 has been derived.

	Tons	Rs	5,000
Cotton & pressed	2029	25,797	
Grain	5336	68,000	
Grain	2236	26,616	
Grain	978	11,119	
Iron & all kinds	1137	10,865	
Saggree	7519	61,915	
Saggree	284	5,652	
Sugar & all kinds	1397	15,009	
Timber			

Railway materials continue to represent a very small percentage of the gross receipts.

The following are the items in our Goods traffic which show a falling off in Revenue above Rupees 5000.-

	Tons	Rupies
Coffee	329	27,930
Commissariat stores.	697	15,908
Cotton Loose	755	12,821
do A. pressed	153	6,213
do B. do	507	15,215
Firewood	2,479	9,841
Indigo	433	8,505
Ordnance stores		9,533
Paddy	438	6,996
Potatoes	466	9,095
Rice	16,245	197,431
Salt	3,336	25,395
Saltfish	430	6,368
Seeds of all kinds	1,465	10,831
Skins	1,636	27,212
Sundries	281	89
		628,902

The following table is designed to show, as far as circumstances will allow, the general results of trade in the two half years, by a classification of all goods carried under a smaller number of heads. Particular heads

heads are given only of such articles as have a distinctive character, or in which a sufficiently large business is done, to make it important to show them separately. It is probable that such comparison when extended over several half years will show very marked and interesting results.

	Half year ending June 1874	Half year ending June 1873
	Weight. Mos. S.	Amount. Ru a. p.
Country Trade.		
Food grains	17,60,902 18 1/2	4,66,758 2 8
Articles for domestic consumption	5,98,231 13 1/4	1,84,015 15 5
Salt & saltpetre	5,59,109 30 1/2	1,38,625 6 7
Firewood & Fuel	11,58,774 9 1/2	13,741 12 10
Materials used in building construction and manufacture.	4,33,154 15 1/2	1,22,640 5 3
Sundries	8,75,545 5 1/4	1,74,920 11 1/2
Exports of Colonial Produce	6,97,409 38	2,77,778 6 1
Imports of Colonial Produce	1,26,028 15	94,499 9 8
Stores for Government India	32,901 23	23,923 11 9
Stores for Government Railways	61,153 7	51,803 8 6
Total	45,711 17	4,519 15 8
	47,36,524 36 1/2	15,71,225 15 8

The following are the Chief Commodities

Commodities interchanged with the Great Indian Peninsula Railway

To and from G. I. P. Railway				Half year ending June 1894				Half year ending June 1893			
		Weight		Amount		Weight		Amount		Weight	
		Tons		Rs. a. p.		Tons		Rs. a. p.		Tons	
Baggage Military		29	1284	14		40	1625	2			
Blank & Copper		32	586	6		47	1015	11			
Cloth & Piece Goods		126	2187			68	1419	8			
Cocoanuts		347	2638	7		10	161	9			
Commissariat stores		812	2121	14		940	2497	5			
Cotton Loose		160	1300	4		11	195				
Cotton & pressed		671	2723	15		59	400	1			
Furniture		13	615	10		10	396	14			
Gram & Pulses		9614	9769	15		1439	6989	3			
Gumies		130	2074	5		15	126	12			
Indigo		55	970	4		58	1088	12			
Iron of all kinds		63	565	10		59	637	12			
Luggage		51	2015	10		44	1550				
Oil of all kinds		126	1586	14		9	137	11			
Ordnance stores		181	7458	8		417	1702	13			
Seeds of all kinds		154	1956	8		24	321	14			
Shrub		468	10656	5		1092	25467	10			
Sugar of all kinds		209	3722	13		26	222	2			
Shindries		63	2325	6		96	2486	12			
Timber		308	4909	4		41	871	6			
Twist		36	703	9		20	267	13			
Cigars		37	1462	4		20	911	7			
Gurmeric		166	1630	10		5	44	4			
Sawaree		1790	14564	14		126	1030	9			
Wheat		567	7879	11		277	2816	3			
Scantling		130	1516	2							
Bagging		130	663	10							
Eye Post		79	540	14		160	1087	9			
Other stores		572	7936	11		97	446	10			
Total		17119	205119	1		27405	66843	7			

13 The interchange of passenger traffic is given in the accompanying Table and shows a very marked increase in numbers booking through as well as in amount of Revenue.

To and from G. I. P. Ry.				Half year ending June 1894				Half year ending June 1893			
		Weight		Amount		Weight		Amount		Weight	
		Tons		Rs. a. p.		Tons		Rs. a. p.		Tons	
1st Class		174	478	2		121	477	12		134	348
2nd		210	229	8		216	397	14		156	224
3rd		1710	516	7		207	1483	13		1632	593
4th Class		112	476	10		112	476	10		112	476
5th		130	1010	1		130	1010	1		130	1010
6th		237	476	8		237	476	8		237	476
7th		24	24	4		24	24	4		24	24
Total		2131	1406	6		2131	1406	6		2131	1406

14. The notes against each head of expenditure in the following table shows generally in a comparative form the work done in each department for each half year. - Expenditure.

Expenditure.

Half year ending June 1874 Half year ending June 1873

Miles maintained	Cost	Re. at	Miles maintained	Cost	Re. at
914 1/2	59,282 14	1 20 04	905 1/2	510,894 64	10 10

Abstract B. Gross mileage of engines 1,119,089

Hours in steam	Cost	Re. at	Hours in steam	Cost	Re. at
35,820	65,380 3	1 21 51	34,131	62,123 13	16 0

Abstract C. Carriage and Wagon Expenses

No. of vehicles under repair at any one time	Cost	Re. at	No. of vehicles under repair at any one time	Cost	Re. at
10,291 7	8 11 5 48	at any one time	10,147 5	6 3 6	

Abstract D. Traffic Expenses

Profitable	Cost	Re. at	Profitable	Cost	Re. at
288,621 10	5 9 76	1040 0 31	273,431	6 7 28	

Abstract E. General charges

Mile. open	Cost	Re. at	Mile. open	Cost	Re. at
200,653 12	7 6 79	186,736	1 4 96		

Abstract F. Special & Miscellaneous Expenses

Cost	Re. at	Cost	Re. at
26,963 8	8 91	29,354 11	10 78

The usual statistics are attached
Yours faithfully
Levi J. Church
Chief Auditor

General Results

For the Half Year ending June 1874

Prof.	Mile. open	Earnings per mile open	Spam. mileage	Earnings per train mile	Expenses per train mile
37,452 05	5 2 1 14 16	2 2 19 04 45	2 1 28 18	51 82 835	4509 57

Abstract 2. Earnings under Coaching and Goods Traffic

For the Half Year ending June 1874	Coaching	Goods	Total
1874	12,99,243 3 9	3 5 38 2 37 3	3,672,581 14 5

Abstract 3. Earnings per mile open

For the Half Year ending June 1874	Coaching	Amount
1874	1555 15 8	2842 5 2

Abstract 4. Passenger Traffic including Return Fares and Soldiers

For the Half Year ending June 1874	First class	Second class	Third class	Amount	No.	Amount	No.
1874	4501 6527 11	5261 7573 7	6 1099 585	892 910 9	9 2347 58 93 640 13		

No. 5 Percentage of lumber and percentage of receipts in each class

For the half year ending

	Percent of lumber	Percent of Receipts
June 1873	35	3.80
December 1873	7896	16.89
June 1874	5.84	6.69

No. 6 Miscellaneous (Coaching)

For the half year ending

	Parcels	Passenger	Horse Car	Special	Extra
June 1873	50,293	239,643	34,259	7,058	21,781
December 1873	1,050	41,900	2,057	5,610	4,897
June 1874	49,652	26,307	46,399	3,826	6,951

No. 7 Goods Traffic (Merchandise)

For the half year ending

	Weight	Amount
June 1873	5,711,720	2,355,819
December 1873	5,315,016	1,759,703
June 1874	4,736,624	1,557,225

No. 8 The weight carried and amount earned per mile of track

For the half year ending

	Weight	Amount
June 1873	6840	102,824
December 1873	6246	102,824
June 1874	5520	102,824

No. 9 Material

For the half year ending

	Weight	Amount	Percent of Receipts
June 1873	24,952	3663	1.10
December 1873	20,644	3774	1.12
June 1874	33,450	9983	3.84

No. 10 Miscellaneous (Goods Traffic)

For the half year ending

	Cattle	Amount	Percent of Receipts
June 1873	10,475	3,379	1.13
December 1873	11,748	2,614	1.10
June 1874	10,672	3,152	1.14

No. 11 Abstract of Expenditure

For the half year ending

	June 1873	December 1873	June 1874	Percent of Receipts
Maintenance of way, abutments and station	15.57	19.22	20.04	
Locomotive Power	16.50	19.22	21.31	
Repairs of carriages & wagons	2.69	3.62	3.48	
Traffic Expenses	9.38	9.76	9.76	
General Charges	7.62	6.79	9.76	
Special & Miscel. Expenses	.97	.97	.97	
Chugan Bridge Restoration	7.44	7.44	7.44	

The Statement which accompany the Reports are the following.

1. General Results
2. Earnings under Coaching & Goods Traffic
3. Earnings per mile of line
4. Passengers Traffic including Excess Return fares and Soldiers
5. Percentage of numbers and Percentage of Receipts in each class
6. Miscellaneous (Coaching & Goods)
7. Goods Traffic (Merchandise)
8. Weight carried and amount earned per mile of line
9. Material Traffic
10. Miscellaneous Goods Traffic
11. Abstract of Expenditure
12. Return showing the Outwards and Inwards Traffic at each station for the half year ending June 1874.
13. Comparative statement showing the quantity and amount of the Principal commodities of (Merchandise) Traffic for the half year ending June 1874 & 1873.
14. Statement of quantity of Merchandise Traffic (mentioning the Chief staples) forwarded from and received at the principal stations during the half year ending June 1874.
15. Statement of mileage of vehicles for the half year ending June 1874.

16. Statement showing 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 June 1874.

17. Statement showing the number and mileage of Passengers Horses Carriages and Dogs the weight (in Tons) and Ton mileage of Merchandise and Materials for the Half year ending June 1874.
18. Statement showing the weight carrying Capacity Number and mileage of Vehicles run during the Half year ending June 1874.
19. Comparative statement showing the weight and Earnings of the Principal Commodities during the Half year ending June 1874 & 1873.
20. Statement showing the Locomotive Power for the Half year ending June 1874.

Edy Russell Church
Chief Auditor
(True Copy)

Wm. H. Russell
Com. Eng. for Railways

Mudrao
21 Dec 1874
88 Bead
H. 10-01

Statement showing the
progress of work at the end
of the quarter ending 30 June '74.
South West line

Proyasivaram Station } Finished

Block-signal office } Nearly completed

New Drain } Nothing can be

New Central Station } done until pipes
watering arrangements } are received
from England.

Double line between
Central Station and
Salt Coast } Finished

Alterations and addi-
tions to Permanent Way } In progress.

Vellore Station

Proposed shed over
goods shed platform } Almost completed

Two 30 feet openings
at 105th mile 11th P. Post } Well being
sunk with a
view to finding
depth necessary
for foundations

Three 30 feet openings
at 123rd mile 23rd P. Post } Stone collected,
Coffer dam made
owing to floods
had to stop work
on 18th July.

27/8009/74
13

Salem Station
 Prior for Locomotive } Finished
 Bangalore
 Erode Station
 Dwelling for Ticket Collector } nearly completed
 Upper storey to station
 house } In progress
 Third class Waiting rooms } do
 Latrine near the
 Engine shed } Finished
 Watchmen's huts at 321
 323 and 325 miles } do
 Renewing the road with } Renewals
 iron pot sleepers between } between Ara.
 Pothanore and Palghat } nearly and
 finished on
 30 April -
 1361 pairs of
 Pot sleepers
 laid during
 the quarter
 between Potha
 nore & Palghat.

Karamady Station
 Lay bye
 Mettappallium Station } Finished on 31 July
 "Engine shed and siding" } Finished
 "Horse platform and
 carriage dock" } do

Bangalore Branch

50 56 67 6
 Bangalore Branch
 Sollarpett Station
 Converting swimming
 bath into an engine
 Driver's Bangalore } Finished
 Waiting room for 3 class
 passengers } do
 Additions to head Halcy
 man's quarters } do
 Goods platform } In progress
 but delayed
 on account of
 the late heavy
 rains the
 trucks having
 been destroyed
 in making
 do

Proposed water Purdal
 North West line

Arconum Station
 Alterations and additions
 to the station out office } Finished
 including the Post office
 Permanent Way Inspector's
 Bangalore } do
 Extension of Passenger
 platform and alterations
 and additional to Permanent
 do
 North passenger
 platform extension
 work of 100 ft. is
 now in progress and
 up to ground level
 and road from
 carriage shed
 to North West
 platform siding
 is being laid on. 31-1-16

In progress

Nearly completed

Kondipooram Station

Has been
Commenced.

Completed

Shooby Station at 217 9/11

Nearly
Completed.

Adom Station

staging put
together esca
tion full
water to
round lived...
ork stopped

Arrangement.
ling made
-start, work 6.

Auspree Station

do

Ranchore Station

Raichore Station.

Over Bridge

about 2' of foundations
up to rail level

Memorandum of Renewals and cost of Maintenance
South West line

Renewals 1 st Dr. Cobs renewed during quarter		No 934 or 2841 per mile per annum	
2 nd	87	or	2.61
3 rd	86	or	2.83
4 th	3749	or	143.84

4th " Wooden Sleepers 3749 1/4384
Cost of Maintenance
Referenced to the accompanying
abstract will show the cost of maintenance
to have averaged during the quarter Rs
109-5-0³/₄ per mile per mensem, or Rs
1311-12-8 per mile per annum. The expenditure
for the quarter ending March averaged
Rs 131-3-4¹/₆ per mile per mensem
or Rs 1574-8-2 per mile per annum.
The retro expenditure for the

The extra expenditure for the
 quarter ending June is as follows:
 Renewing with iron sleepers between
 Arncliffe and Palsgrave } R. 13/95-15-2
 Deduct estimated cost of renewing
 with wooden sleepers } 5,780-8-0
 R. 7,415-7-2

Protective works to Bridges and tem-
porary Bridges over the break at } 12,215-10-4
Vannimbad and Mailputty — }
Carried over to 19631-1-6

Brought forward Rs 19634-1-6

Pitching tanks and drains in

Cuttings on 1st Division Rs 614-6-1

Additional work charged to Rev. " 3,454-0-0

Rupees 39,299-7-7

equal to a charge of Rs 18-14-8 2/3 per mile per month, which deducted from the total cost Rs 109 5-0 2/3 would give Rs 90-6-4 1/3 as the ordinary cost of maintenance per mile per annum for the quarter

The detailed expenditure on the several Divisions has been as follows

	Quarter ending June
1 st Div. average per mile per annum	Rs 147-2-9 1/3
2 nd " " " "	" 72-11-10 2/3
3 rd " " " "	" 91-9-9 2/3
4 th " " " "	" 125-0-10 2/3

180 defective rails have been removed from the main line 436 rails worn out on the top table have been inverted during the quarter

North West Line

1 st Div. Poles renewed during Q ^r	Rs 1150-3-86
2 nd " " " "	" 920-3-31
3 rd " " " "	" 81-0-3

A reference to the accompanying abstract will show the cost of maintenance to have averaged during the quarter Rs 103-4-5 1/2 per mile per annum or Rs 1239-5-11 per mile per annum. The expenditure for the quarter ending

Divisional Expenditure
gr. ending March
145-2-1

Rails

Pensance

Cost of Maintenance

Divisional Expenditure

Rails

ending March averaged Rs 98-9-8 per mile per annum or Rupees 1183-3-10 per mile per annum

The extra expenditure for the quarter ending June is as follows.

Provisional works to Bridges and repairs to Lampy	Rs 6726-87
new Bridge	
Rebuilding and widening drains 3 rd Division	" 4251-2-0
Permanent Way materials used at the Paupugnee	" 2283-4-6
Breaks	
Additional Works chargeable to Revenue	" 10,023-13-4
Rupees	23284-12-5

equal to a charge of Rupees 22-14-10 2/3 per mile per month which deducted from the total cost Rs 103-4-5 1/2 would give Rs 80-5-7 1/2 as the ordinary cost of maintenance per mile per annum for the quarter.

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

	gr. ending June 9 th March
1 st Div. average per mile per annum	Rs 92-3-11
2 nd " " " "	" 112-12-9 1/3
3 rd " " " "	" 105-11-4

26 Defective rails have been removed from the main line - 157 Rails worn out on the top table have been inverted

inverted during the quarter

(Signed) J. H. Going
Asst Chief Engineer

(True Copy)

(Signed) R. B. Clavin
Agent and Manager

(True Copy)

Montuon H. C. E.

Cons Eng. for Railways

is to be

11/14/80 8039/7

Alaska Railway

Electric Telegraph Department

Report for the half-year ending 30th

June 1892

My dear Sir,

During the past half year

the only works that have been carried

out by the Department that require

special mention, are the introduction

of the Deland's batteries, the

gradual alteration of the insured

Needle Instruments, and the laying

of the wires on the Western and

Eastern Coasts. In addition to

which, arrangements for intercom-

munication in Trains were suc-

cessfully applied to a Train con-

sisting of Engine, 3 Goods wagons,

3 third class carriages, one composite,

a first class saloon and 2 Break

vans.

Of the accidental interruptions

of

I am sorry to say that two wires caused
by the iron shanks of the Siemens in-
-sulators wearing away the wire res-
-ting upon them; and upon exami-
-nation several other places were
found in which the wire was
partially cut through. Steps have
been taken to prevent the recurrence
of these mishaps. Two other cases
of the breakage of wires occurred
which are attributed to accidental
causes - 9 cases of interruption
were due to lightning, 11 were due
to contact and 5 to various minor
faults.

During the Cyclone of May
last no interruption occurred al-
-though two posts, one of iron and
the other of wood, were washed away
and have not since been found.
Large numbers of telegrams were
handled over to us by the Govern-
-ment Telegraph Department,

and

and the Duplex instruments proved
very serviceable for clearing off
the work.

I annex tabular state-
-ments of the interruptions and
cost of maintenance. There is
an increase of about \$4,000 as
compared with the corresponding
half of last year. This is to be
accounted for by the difference
between my pay and that of Mr.
Patten, the increase in the pay of one
of the Inspectors, the introduction
of the Leclanche batteries, and
the experiments made with reference
to intercommunication in Trains.

The following table will
show the working of the Electric
clocks.

clock
failures

	January	February	March	April	May	June	Mean of months
Caused by circumstances beyond the signaller's control	0.37	0.50	0.52	0.52	3.68	4.52	3.15
Caused through the negligence of signallers	0.92	0.53	1.84	0.71	2.76	3.59	1.92
Errors 2 minutes & over	0.0	0.53	0.46	0.47	0.23	0.47	0.36
Errors under 2 minutes but 1 minute and over	5.06	4.58	2.76	2.38	4.14	4.76	3.44
Errors stopped	0.0	0.0	0.0	0.23	0.23	1.19	0.27
Errors under 1 minute	89.65	75.41	94.94	91.69	88.96	85.49	91.06
	100.00	100.00	100.00	100.00	100.00	100.00	100.00

107 J. W. Winter
Telegraph Engineer

To The Chief Engineer
Madras Railway

Aracanum
22nd August 1874

1 True Copy/
100/ Robert B. Elwin
Agent and Manager
1 True Copy/

Manthiunt
Lieut Col. R. E.
General Engr. & Co. S.

89 Beut

Madras Railway - Telegraph Department.
Comparative Statement of the interruptions to
Communication during the half-year ending
30th June 1873 and 1874

	S. W. Line	N. W. Line	Total
Interruptions caused by the neglect and carelessness of the signallers	2	17	31
Interruptions caused by the neglect and carelessness of the signallers	2	18	33
1/2 year ending 30 th June 1873.			
1/2 year ending 30 th June 1874.			

107 J. W. Winter
Telegraph Engineer

1 True Copy/
100/ Robert B. Elwin
Agent and Manager
(True Copy/)

Manthiunt
H. Col. R. E.
Cons. Engr. for Railways

107 J. W. Winter

107 J. W. Winter

Madras Railway
Mileage of vehicles
For the half year ending—

1874.

Vehicles	No of vehicles		Mileage of vehicles		Total.
	Passenger	Goods	Passenger vehicles	Goods vehicles	
Saloon carriage	60	"	5806	"	5806
First class	2353	"	324,079	"	324,079
Composite	7,092	"	551,425	"	551,425
Second class carriage	2,167	"	349,783	"	349,783
Second class Post office carriage	1872	"	406,886	"	406,886
Third class carriage	21,420	"	1,929,193	"	1,929,193
Third class upper stried	537	"	45,301	"	45,301
Fourth class carriage	4,372	"	452,316	"	452,316
Invalid	7	"	1,090	"	1,090
Engineers inspection carriage	158	"	18,695	"	18,695
Horse box	3964	"	369,922	"	369,922
Carriage truck	1,223	"	105,322	"	105,322
Passengers' luggage van	5,488	"	521,604	"	521,604
Third class Brake van	3,240	"	322,055	"	322,055
Third class Post office Brake van	3,500	"	142,629	"	142,629
Travelling crane	"	"	"	"	"
Covered goods wagon	80	3118	14,410	344,621	359,031
Open do do	"	38	"	1,639	1,639
Open sided do	25	896	2,872	52,822	56,694
High open do	"	97	"	5,173	5,173
High sided do	116	110,661	5,276	6,572,873	6,578,149
Cattle do	25	1826	4,263	128,423	132,686
Coke do	39	11,326	3,210	687,557	690,767
Ballast do	"	143	"	8,650	8,650
Road do	"	427	"	38,121	38,121
Stone do	"	383	"	21,782	21,782
Platform truck do	"	"	"	"	"
Timber do do	"	4834	"	280,205	280,205
Water do do	"	4	"	192	192
Powder van	"	339	"	34,357	34,357
Goods Brake van	"	8,405	"	784,083	784,083
Road Brake van	"	3,333	"	258,862	258,862
Gross					57738 145837 5,576,437 9,220,360 14,796,797
Empty					4,701 31894 287,260 1,551,892 1,839,152
Per cent of empty on gross					8.14 21.87 5.15 16.83

Ed. F. Church
Chief Auditor.

Ed. J. W. Mellis
for the Agent & Manager.

18/11/74

Read the following

From
The Consulting Engineer
for Railways — (H.E. No 774 d/21 Decr. 74)

276
Ordered that these
papers be forwarded to
the Government of India.

Con Engr. for Rys ✓
Despatched 5/2/75.

H.E. No. d/

To The Secretary to the
Govt of India

Sir

277
I am directed by
His Excellency the Governor
in Council to forward
herewith a letter from
the Consulting Engineer
giving cover to reports
of operations for the
half year ending 30th
June 1874, by the heads
of Departments of the
Madras Railway
Company

11/5

Go. 277-2-2-75
P. 8039/1
17/1

Company.
C. 111

Signed & V. Copies & 30 Copies of No 276.
dupd 5/2/75