

*Proceedings of the Madras Government, Public Works Department,
16th November 1875.*

No 402 Read the following letter from Lieutenant-Colonel J H M SHAW-STEWART, R E, Consulting Engineer for Railways, to Major-General G W WALKER, R E, Secretary to Government, Public Works Department, dated Madras, 9th November 1875, No 605 —

In continuation of my letter, dated the 2nd instant, No 593, I have the honor to submit the Review of the Revenue Account of the Madras Railway for the second-half of 1874

2 The following points in the preparation of this review call for remark —

Table E I S — The sum of the train mileages hauled by the different classes of engines does not correspond with the total, as the latter includes miscellaneous mileage, whereas the details for classes show the traffic train mileage only.

Note to Table D I — The average numbers of vehicles in trains work out as follow —

Passenger trains	7 878 Vehicles
Goods „	19 876 „
Mixed „	14 661 „

A considerable number of the passenger trains are private specials hence the small average number of vehicles The Examiner points out that to divide the mileage of mixed trains according to the method laid down in the standard form would throw an undue proportion of the expenses on the passenger traffic The trains have, therefore, been considered as goods and mixed only, and, as it has been found impossible to arrive at any satisfactory conclusion as to the number of vehicles which should be held to constitute a passenger train, the mileage of mixed trains has been divided in the proportion of the average numbers of coaching and goods vehicles composing those trains The result gives a fair distribution of the charges, and is considered to be the best division that can, under the circumstances, be adopted I am of opinion that this method gives results more in accordance with those obtained for a line (such as the South Indian) where mixed trains only are run If, in cases where goods and mixed trains are run, it is considered necessary to assume an average load for passenger trains, it would appear proper, for the purposes of a fair comparison, to assume average loads for both passenger and goods trains where the mileage is entirely that of mixed trains Such a procedure would, however, at once appear to unduly favor goods traffic, as in nearly all cases passenger trains have fewer vehicles, and those of a lighter description, than goods trains The present method of dividing expenses on the South Indian, with mixed trains only, and on the Madras Railway where goods and mixed have to be dealt with, is more favorable to passenger traffic on the South Indian than on the Madras line In a mixed train the haulage of a ton gross of passenger* traffic is, if anything, less than that of goods, as a considerable amount of shunting takes place with goods wagon, whereas passenger carriages run straight through the journey. I would beg to suggest that in all cases the mileage of mixed trains should be divided in the proportion of the average numbers of vehicles of coaching and goods composing these trains, or, if greater accuracy is desired, the division might be made in the proportion of the vehicle mileage $\times$ average weight of vehicle and load (derived from M I), that is to say, in the proportion of the estimated ton mileages of coaching and goods in mixed trains. Either of these methods would have the advantage of doing away with the present fictitious train mileage, the correct total mileage being accounted for at once in all calculations.

*Proceedings of the Madras Government, Public Works Department,
16th November 1875*

No 403 ORDER THEREON, 16th November 1875, No 3,287

RAILWAY, No 50

ORDERED that these papers be forwarded to the Government of India.

(Here enter No 3,288, dated 16th November 1875)

(True Extract)

Major-General, R E,
Secretary to Government

PUBLIC WORKS DEPARTMENT,
FORT ST GEORGE, 16th November 1875

No 404.

No 3,288

FROM

MAJOR-GENERAL G. W WALKER, R E,
*Secretary to the Government of Madras,
Public Works Department,*

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department

RAILWAY, No 51.

SIR,—In forwarding the Review of the Revenue Account of the Madras Railway for the second-half of 1874, I am to invite attention to the suggestions made by the Consulting Engineer in his covering letter for obtaining more correct results in respect to train mileage. The subject is intimately connected with the inquiry which the Secretary of State has, in his Despatch, No. 6R,* dated 23rd September 1875, directed to be instituted into the excessive train mileage, both passenger and goods, run on the South Indian Railway. The apportionment of the results in the manner proposed by the Consulting Engineer will probably enable a more correct idea to be formed of the accommodation necessary for each description of traffic.

* *Vide* also Government of India letter, No 2,664 R, dated 25th October 1875

I have the honor to be,

Sir,

Your most obedient servant,

Major-General, R E,
Secretary to Government.

Exd E C Shunker

Spare Copies

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE

Madras, 9th November 1875.

No 605

From

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

Consulting Engineer for Railways,

To

MAJOR-GENERAL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

In continuation of my letter dated the 2nd instant No 593, I have the honour to submit the Review of the Revenue Account of the Madras Railway for the second half of 1874.

2. The following points in the preparation of this Review call for remark:-

Table E.I.S. The sum of the train mileages hauled by the different classes of engines does not

Result to be sent to the Govt. 12/11

not correspond with the total,
as the latter includes miscel-
-laneous mileage, whereas the
details for classes show the
traffic train mileage only.

Note to Table D.I. The
average numbers of vehicles in
trains work out as follow:

Passenger trains	7.878 vehicles
Goods	19.876
Mixed	14.661

A considerable number of the
passenger trains are private
specials: hence the small average
number of vehicles. The Ex-
-aminer points out that to di-
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2
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-sidered as goods and mixed
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found impossible to arrive at
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should be held to constitute a
passenger train, the mileage
of mixed trains has been di-
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the average numbers of coach
and goods vehicles composing the
trains. The result gives a fair
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I have the honour to be
Sir

Your most obedient servant
Maurice Lieut. Col. R.
Genl. Engineer for Railways

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P. W. 1895-1896.

RAILWAY DEPARTMENT.

From

The Consulting Engineer for Railways,

To

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

Dated

Recd

9 November 1895

No. 605.

E. I. S.

Submitted by the

Secretary of the Revenue

Account of the Indian

Railways for the period

half of 1894

2016 November 1895

103287

103287

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tion of the estimated ton
mileages of coaching and
goods in mixed trains. Either
of

[illegible][illegible][illegible][illegible]

10/11/20

Condition.

Description.		Passenger on line of Route Carried.		Carriage.		Percentage of Profit	
		Number.	Percent of total number and total mileage.	Amount.	Percent of total earnings on earnings furnished by carrying and each draught from goods of passage.		
Carriage	Passenger	1st Class	6,000	100	6,000	5.11	40.69
		2nd	25,216	100	57,401	5.09	
		3rd	1,048,417	76.89	2,571,664	71.44	
		4th	492,029	20.81	1,183,790	9.90	
		5th	nil	nil	1,000,809	8.73	
General Merchandise	1st Class	9,049	45.40	5,621,697	34.43	55.62	
		2nd	67,003	33.93	5,265,300		32.08
		3rd	21,063	10.66	2,266,240		13.85
		4th	10,534	5.33	1,444,247		8.91
		5th	3,776	1.91	76,007		4.68
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		2nd	67,003				

V. Working Experience.

[illegible]

Ed

VI. - *Stauders and holding.*

1. *Knowledge (moderate of nature and)*
Knowledge of nature
 2. *Knowledge of the world and*
Knowledge of the world

*effort. At each foot at various times - say
- say*

*inward or outward
at various heights*

04/11/03 1.024,766 4,934,262 9,347,062 44,408,324 325,189 14,639,673 63,128,746 111,902,871 168,001,684 249,663,669 713,722,003

VII. Average confessions and weight of sinners.

Conductors	Wright
Conductor	Wright

[illegible][illegible]

VIII. *Private Lords of Abbeys.*

[illegible]

Details

[illegible]

State B.

14

Statement showing in comparison the Receipts & Disbursements of the Department of the Treasury for the year 1894

Disbursements to the Department of the Treasury

Disbursements to the Department of the Treasury

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Table C.

Table C.
Statement showing in comparison the Cords Traffic of the Staffs of the 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211st, 212nd, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311st, 312nd, 313th, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411st, 412nd, 413th, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st, 462nd, 463rd, 464th, 465th, 466th, 467th, 468th, 469th, 470th, 471st, 472nd, 473rd, 474th, 475th, 476th, 477th, 478th, 479th, 480th, 481st, 482nd, 483rd, 484th, 485th, 486th, 487th, 488th, 489th, 490th, 491st, 492nd, 493rd, 494th, 495th, 496th, 497th, 498th, 499th, 500th, 501st, 502nd, 503rd, 504th, 505th, 506th, 507th, 508th, 509th, 510th, 511st, 512nd, 513th, 514th, 515th, 516th, 517th, 518th, 519th, 520th, 521st, 522nd, 523rd, 524th, 525th, 526th, 527th, 528th, 529th, 530th, 531st, 532nd, 533rd, 534th, 535th, 536th, 537th, 538th, 539th, 540th, 541st, 542nd, 543rd, 544th, 545th, 546th, 547th, 548th, 549th, 550th, 551st, 552nd, 553rd, 554th, 555th, 556th, 557th, 558th, 559th, 560th, 561st, 562nd, 563rd, 564th, 565th, 566th, 567th, 568th, 569th, 570th, 571st, 572nd, 573rd, 574th, 575th, 576th, 577th, 578th, 579th, 580th, 581st, 582nd, 583rd, 584th, 585th, 586th, 587th, 588th, 589th, 590th, 591st, 592nd, 593rd, 594th, 595th, 596th, 597th, 598th, 599th, 600th, 601st, 602nd, 603rd, 604th, 605th, 606th, 607th, 608th, 609th, 610th, 611st, 612nd, 613th, 614th, 615th, 616th, 617th, 618th, 619th, 620th, 621st, 622nd, 623rd, 624th, 625th, 626th, 627th, 628th, 629th, 630th, 631st, 632nd, 633rd, 634th, 635th, 636th, 637th, 638th, 639th, 640th, 641st, 642nd, 643rd, 644th, 645th, 646th, 647th, 648th, 649th, 650th, 651st, 652nd, 653rd, 654th, 655th, 656th, 657th, 658th, 659th, 660th, 661st, 662nd, 663rd, 664th, 665th, 666th, 667th, 668th, 669th, 670th, 671st, 672nd, 673rd, 674th, 675th, 676th, 677th, 678th, 679th, 680th, 681st, 682nd, 683rd, 684th, 685th, 686th, 687th, 688th, 689th, 690th, 691st, 692nd, 693rd, 694th, 695th, 696th, 697th,

Reference to Revenue Act	Table and Main Head	Details	2nd Half 1893	3rd Half 1893	4th Half 1893	5th Half 1893	6th Half 1893	7th Half 1893	8th Half 1893	9th Half 1893	10th Half 1893	Total	Average rate per ton	Estimated total for 1894			
Merchandise, General -																	
1. (1) 1.	{	Special	9000 845 480000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000	2000 000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000	2000 000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000	2000 000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000	2000 000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000	2000 000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000	2000 000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000	2000 000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000	2000 000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000	2000 000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000	2000 000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000				
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		2d - do	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000
		3d - do	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000	100 00 20000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000 40000
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Total 1400000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000 1000000																	
2.		Military Stores	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000				
3.		Railway Materials for	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000				
4.	{	1. for the Public	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000 100000	10					

Total ————— *177,403 163726*
Report to Landings unrecoverable ————— . . .
Net Total ————— *177,403 163726*

622

Importation statement showing the receipt and clearing of the Provisional Communitarian
 during the half year ending 31 December 1913 and 31 December 1914.

Quantity		Receipts		Quantity		Quantity		Quantity		Quantity	
1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914
lbs	lbs	Rs	Rs	lbs	lbs	Rs	Rs	lbs	lbs	Rs	Rs

Baggage (Military)	70	35	1,005	1,312		35					
Animal and other	2,210	1,861	7,037	4,914		1,814					
Bamboo	2,298	1,901	10,000	8,474		312					
Bear	335	293	5,161	5,070		42					
Birds - mts	4,602	3,118	39,700	33,522		334					
Bismarck Copper	441	524	5,600	6,662	83						
Black, Red and Coal	478	160	1,002	1,656		318					
China	1,269	1,076	11,357	12,749	327						
China and China	507	477	1,072	1,046		100					
Cattle and Rice Goods	2,000	3,003	67,760	53,077	63						
Cement	1,023	1,267	11,244	7,072		256					
Coffee	901	894	12,002	11,032		97					
Commercial Silver	1,641	1,195	24,775	27,329		446					
Cotton, line	1,937	1,701	31,119	14,000		208					
- do - A, powder											
- do - B, do	130		3,739			108					
- do - C, do	2	53	21	997	57						
- do - D, do	3,090	3,776	37,002	47,020	601						
- do - E, do	748	748	122,111	105,203	339						
Dye or Red wood	715	1,029	4,077	7,089	814						
Flintwood	3,075	5,496	12,896	14,460	1,621						
Food and vegetable	3,292	2,905	19,472	26,447	693						
Granite	566	47	3,228	2,492		59					
Ghee	188	502	12,469	2,679		104					
Grain	4,073	10,417	15,379	82,603	13,411						
Ground nut	4,742	6,197	43,403	39,066	7,005						
Gummi	573	747	3,267	3,167	161						
Hay	3,202	3,205	24,977	23,777		47					
Indigo	11	8	76	97		3					
Iron of all kinds	442	516	6,703	7,447	74						
Ironing	3,777	3,739	31,227	25,700	540						
Leopards	5,265	4,697	40,773	34,442	518						
Oil of all kinds	498	403	9,089	9,081	50						
Oil of all kinds	8133	2,747	24,770	25,279	108						
Ordinary Stone	534	741	10,005	19,100	207						
Paddy	1,935	3,710	5,309	11,779	805						
Refined and asphalt	103	11	1,075	885		42					
Refined	1,909	1,202	26,012	4,007		42					
Rocks and ammunition (Kandahar)	47	50	2,962	3,307	3						
Ruby	4,680	4,023	39,015	63,601		237					
Sea	4,327	4,062	30,104	28,609		265					
Salt	23,101	23,675	104,436	142,160		426					
Salt-pick	1,063	1,773	7,127	14,729	710						
Salt-pick	354	477	3,350	7,192	223						
Salt-pick (Kandahar)	5,102	9,889	24,441	24,441	439						
Other	3,016	3,350	57,971	42,002		116					
Super of all kinds	2,210	2,637	17,055	22,719	427						
Tea	1,391	1,276	17,673	14,165		656					
Tanned	3,442	2,792	18,432	13,953		670					
Tin	881	5,390	5,002	32,773		3,916					
Waxes	2,364	3,264	14,655	16,727		3,903					
Waxes and gummi (Kandahar)	2,237	3,264	42,225	33,672	702						

Total 1913 1914 1913 1914 1913 1914 1913 1914 1913 1914 1913 1914
 1,325 " " " " " " " " " " " "

End
 11/11

Table F.I. of Maintenance of Way Rails.

	Details	Double headed				Bridge		Contractor	Total
		weighing 45 lbs	weighing 75 lbs	weighing 84 lbs	Skel 75 lbs	weighing 75 lbs	weighing 35 lbs		
1	Miles of Rail in way including Bedding	M.C. & N.C. &	M.C. &	M.C. &	M.C. &	M.C. &	M.C. &	M.C. &	
2	Average age of rails in way at the mid- dle of the half year.	13 1/2	7 3/4	18	4 1/2	"	"	7	10 1/4
3	Rails inserted { Number Miles	594	371	328					1293
4	Proportion inserted per mile of (1) Rail	2.25	1.41	1.24					490
5	Rails renewed { Number Miles	.003	.001	.008					.0025
6	Proportion renewed per mile of (1) Rail	190	99	220	39				548
7	Average number of tons hauled over each kind of rail in the half year	.72	.37	.83	.15				207
8	Thousands of tons hauled on average over each kind of rail during the average age of rails in way (2)	.001	.003	.005	.003				.00108
		241283	152026	396938	169083	399296			202000
		6164	2369	14002	1451	8648			4552

Table F.II. Maintenance of Way Sleepers.

	Details	Oak				Wood		Contractor	Total
		weighing 14 lbs	weighing 14 lbs	weighing 14 lbs	weighing 14 lbs	weighing 14 lbs	weighing 14 lbs		
1	Number of Sleepers in way including Bedding	1123	834	14881	2125	937	1978	22792	2358
2	Average age of Sleepers in way at the middle of the half year	6 3/4	7	6 1/4	6 1/2	6 1/2	2 1/2	4 1/2	8 1/2
4	Costs per Cub yd (1)	0.89	2.24	1.37	1.24	2.09	0.24	"	2.21

8

22
Total

but not available
 11 other samples
 10/10/65 12:35 874 6:13-35
 time time
 29/10/65 140 " 1
 time

12

88

88

1,024,768

11645

89-

62.08

130.33

130.33



1

End

Table C. Carriage and Wagon Expenses.

12

Expense to
General Fund

2nd half
1893 1st half 1894

Wells and Sub
M. & S. Co.

Wells and Sub
M. & S. Co.

XIV. 1 Travel mileage (B-1.3, page 7) — 974.815 907.623 14,222

Travel mileage { Carriage (M. & S. Co. 18) 506.968 493.262 122,706

Travel mileage { Carriage (M. & S. Co. 18) 913.045 936.062 232,907

Total — 14,980.43 14,503.324 110,281

Notes
2nd half 1893 2nd half of 1894
Carriage 1893
Carriage 1894
Carriage 1895

Total Total Carriage Expenses

1893 1894 1895

General Superintendence—

1893 1894 1895

1893 1894 1895

1893 1894 1895

Repairs and Renewals of Vehicles and Machinery

1893 1894 1895

Cleaning and Oiling

1893 1894 1895

Unclassified Expenditures

1893 1894 1895

Def

1893 1894 1895

Carriage

Date 14.-ii. 14

Distribution of vehicle mileage according to the office account.

Description of vehicle	Mileage run	Remarks
Coaching —		
Hud.-car	539,379	
Coach	702,276	
Wheeler	2,305,826	
Truck	493,609	
Camion truck	83,873	
Three wheel	853,168	
Buggies vans	276,683	
Self office vehicle	224,448	
Total (including vehicle mileage)		
Passenger vehicle vans	291,039	
Total, including broken		
Grants —		
Grants vehicle	9,262,288	
Cattle vans	104,774	
General trucks		
Total (including vehicle mileage)		
Broken broken vans	524,576	
Total, including broken		
Miscellaneous —		
(Excess and materials carried for on same account)		
The Department of Agriculture (contracted)	106,442	972,090
— Engineering	209,603	514,640
— Other carried for extraordinary office	10,244	2,516
Broken vans		
Total, including broken		
Grand total		
15,407,428		

the mileage of motor and material carried

Table II. 15

Office Expenses.

Income to
Government
and
Head Office

2nd of 1893 2nd of 1894

36

Item	1893	1894	Balance
Stationery (D.R. 2, page 7) —	774.85	997.13	1722
Coaching (M.R. 2, page 18) —	504.96	499.25	2256
Blackboards (M.R. 1, page 18) —	916.95	916.95	222.97
Total	1192.76	1413.33	11221

Detroit

Item	1893	1894	Cost	Per	Per
Stationery (D.R. 2, page 7) —	774.85	997.13	1722	1000	1000
Coaching (M.R. 2, page 18) —	504.96	499.25	2256	1000	1000
Blackboards (M.R. 1, page 18) —	916.95	916.95	222.97	1000	1000
Total	1192.76	1413.33	11221	1000	1000

Danvers, Mass., &c.

Item	1893	1894	Cost	Per	Per
General expenses, including teaching	24.68	29.05	47	1000	1000
Office establishment and printing	24.08	24.08	300	1000	1000
Stationery	122.06	130.08	602	1000	1000
Shoes	31.06	35.01	2.05	1000	1000

Item	1893	1894	Cost	Per	Per
Stationery	4.16	9.05	4.91	1000	1000

Item	1893	1894	Cost	Per	Per
Printing, Stationery and tickets	25.35	7.30	8.05	1000	1000

Item	1893	1894	Cost	Per	Per
Charges for delivery and collection of funds	25.35	7.30	8.05	1000	1000

Item	1893	1894	Cost	Per	Per
Blackboard expenses	25.35	7.30	8.05	1000	1000

Item	1893	1894	Cost	Per	Per
Requisites to other lines	25.35	7.30	8.05	1000	1000

Item	1893	1894	Cost	Per	Per
Shoes of vehicles	25.35	7.30	8.05	1000	1000
Charges of foreign stock	4.908	8.920	3.962	1000	1000
Expenses at joint stations	4.908	8.920	3.962	1000	1000
Unrecovered expenditures	4.908	8.920	3.962	1000	1000

Total — 290.894 300.395 20.506 8.005 20.505

Net — 290.894 300.395 12.501 20.505

Table J. General Charges

16

11

Spencer & Co.

2nd half of 1894

Detail

No.	Description	Total		Amount		Paid for train miles.
		Rs.	P.	Rs.	P.	
XIV. 1	Train Mileage (D.S.S. page 7) —	974,845	95,622	17,222		Rs.
XV. (E) 1	Same Expenditure —	35,324	53,947	13,047		588
Indian Management —						
1	Agents' Office, including travelling allowances and contingencies —	27,380	21,003	6,337		352
2	Inspector's Office — ditto —	30,223	27,396	2,827		458
3	Accounts' Office — ditto —	8,936	8,900	36		146
4	Superintendent's Office — ditto —	19,229	19,137	908		320
5	Store Department — ditto —	12,036	12,327	193		223
6	Medical Department — ditto —	11,819	12,270	451		225
7	Rents —	4,572	298	4,274		500
8	all Miscellaneous expenses including fuel, wages and stationery and other charges —	6,679	8,610	1,931		294
3	Police —	11,781	12,502	721		209
4	Advertising —	1,306	439	867		100
Electro Telegraph —						
1	Salaries &c. —	29,135	24,574	4,561		40
5	Maintenance (bells and other) —	49,009	11,336	28,673		190
6	Government Telegraph Department for Rent Maintenance and Inspection.					
6	Clearing Accounts with other Lines.					
7	Unclassified Expenditure —	221	221			204
Total						
Total		2,07,619	1,91,037	3,494		3,192
Less						
Net Total		2,07,619	1,91,037			3,192

5.

My dear friend, I am glad to hear that you are well and hope that you will find the same in the future.

	Art. One	Art. Two
Bedding		Bedding (mats)
at day's journey		at home
with few baggage	4/5 or 5/5	at day
at 30000 do do	1/5 or 2/5	at 20000
at 10000 do do	1/5 or 2/5	at 10000
at 5000 do do	1/5 or 2/5	at 5000
at 2000 do do	1/5 or 2/5	at 2000
at 1000 do do	1/5 or 2/5	at 1000
at 500 do do	1/5 or 2/5	at 500
at 200 do do	1/5 or 2/5	at 200
at 100 do do	1/5 or 2/5	at 100
at 50 do do	1/5 or 2/5	at 50
at 20 do do	1/5 or 2/5	at 20
at 10 do do	1/5 or 2/5	at 10
at 5 do do	1/5 or 2/5	at 5
at 2 do do	1/5 or 2/5	at 2
at 1 do do	1/5 or 2/5	at 1
at 0 do do	1/5 or 2/5	at 0



Superior Springs
Ore. 10/20/02

1

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100

100

100

Table No. 17 Steam-Boat Service.

✓

✓

Reference to Revenue Account	Details	21st half 1898.		22nd half of 1898.	
		Total	Total	Revenue	Revenue
1	Working Fund—				
1	Salaries and allowances of officers and crew—				
2	Boarding and unloading—				
3	Storage fees—				
4	Contingencies—				
5	Repairs—				
6	Wages—				
7	Material—				
8	Fuel—				
9	Shelling establishment and shelling vessels—				
10	Coal—				
11	Oil—				
12	Portland fuel—				
13	Wood—				
14	Miscellaneous stores—				
15	Steam traffic agencies—				
16	Miscellaneous expenditures—				
17	Contribution to St. Louis Reserve Fund—				
	Total—				
	Revenue—				
	Net Total.				

Quantity Amount	Quantity Amount	Revenue	Revenue
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

Table No. 18

Special and Miscellaneous Expenditures.

Reference to Revenue Account	Details	21st half 1898.		22nd half of 1898.	
		Total	Total	Revenue	Revenue
1	Law Charges—				
2	Compensation—				
3	For goods lost or damaged—				
4	For personal injury—				
5	For other claims—				
6	Rates and Taxes—				
7	Interest on Revenue Balances—				
8	Contribution to Special Funds—				
9	For insurance fund—				
10	Permanent Way Renewal Fund—				
11	Locality Fund—				
	Total				
	Revenue from Insurance Fund				

M II.Division between Carriage and Goods of the Expenditure of Department.

Maintenance Expenses	Rs 600,566
Reduced by— Amount credited for sale of Steam Locomotives Rs 17,826	
Rent of dwelling houses	21,039 48,865
	<u>Net amount Rs 81,501</u>
	66,179
Locomotive Expenses	
Reduced by— amount credited for sale of Steam Locomotives Rs 1,164	
Hire of Locomotives	948 202
	<u>Net amount Rs 202</u>
Carriage and Wagon Expenses	181,298 200,290
Traffic Expenses	
Reduced by— mileage of trailers over foreign lines Rs 9,900	
Use of station jointly occupied	17,998
Cost of 1/2 office Department stores	208 30,487
	<u>Net amount Rs 27,998</u>
	191,007

General Charge Rs 1,069

Reduced by— amount of telegraph receipt

from India Government

1,009

Net amount Rs 1,069

Special and Miscellaneous Expenditure Rs 26,090

Reduced by— cost of purchased and damaged goods

Net amount Rs 26,090Division of Expenses.

Maintenance Locomotives	Carriage and Wagon	General	Special	Net amount
(a)	(b)	(c)	(d)	(e)
Rs	Rs	Rs	Rs	Rs
5,81,501	4,62,064	1,01,598	2,72,908	13,18,071
Expenses as reduced above				13,18,071
Due to carriage	1,89,860	2,49,502	94,208	6,38,570
Due to goods	3,91,605	42,158	1,78,692	6,12,455

End

Distributed and of comparing the velocities of each class including profits.

Up Grade

1	First class	
2	Second class	
3	Third class	
4	Fourth class	
5	Carrage trucks	
6	Home Boxes	
7	Luggage vans	
8	Post Office vehicles	
9	Total	
10	Goods vehicles	
11	Cattle vans	
12	Miscellaneous trucks	
13	Total	

~~Journal of the Madras~~

Grady

Grady

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dyer
green
blue
black

Maths - V.

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[illegible]

Chlorophyll and the surrounding proteins

in the 18th

23.773	25.092	8.181	20.944	7.096	2.498	8.845	24
44.403	21.516	7.163	17.747	26.092			

W. G. McDonald
Esq. Chicago
Chicago Railway Account, No. 22

Mr 9219/95

No 3287 Public Works Dept

Proceedings of the Madras Government

Under date the 16 Novr 1875

Read the following

From

The Chief Engrs for
Railways

(H.C. No 605 of 9th Nov 1875)

Ordered that
these papers be forward-
ed to the Govt of India.

(H.C. No 3288 of 15 Nov 75)

No 3288

The Secy to the Govt of India
Public Works Dept

Sir

In forwarding the
Review of the Revenue
Account of the Madras
Railways

Govt of India
Chief Engrs for Ry X 21

Railway for the second half of 1874, I am to invite attention to the suggestions made by the Consulting Engineer in his covering letter for obtaining more correct results in respect to train mileage.

The subject is intimately connected with the enquiry which the Secretary of State has in his Despatch No. C.R. dated 23rd Sept^r 1875, directed to be instituted into the excessive train mileage, both passenger and goods, run on the South Indian Railway.

The apportionment of the results in the manner suggested by the Consulting

* vide also Govt of India letter No. 2664 R of 15th Oct^r 1875.

50 6
Engineer will probably enable a more correct idea to be formed of the accommodation necessary for each description of traffic.

L.M.W.

6 sc of the Review
6 sc of the Letter &
6 sc of the previous no

Drp^d - 11 - 12 - 75

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Gobt. of 1875 Madras.
PUBLIC WORKS.

To Govt. of India
Court. Sup. for
Rys.

Dated

Issued

Recd

Encl

G. O. *[Signature]* 1875, No. 3287
3288

Nos. 402-403

404

Revenue Account; Madras
By - Review of the
the second half of 1874,
should be forwarded to
Govt. of India.