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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	3280-81(Ry)	Press
B.P. No.		Mis.
Dated	4.12.	1876.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
4th December 1876. No. 3,281*

No. 94. 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, 24th November 1876, No 579 —

I HAVE the honor to submit the Review of the Revenue Account of the South Indian Railway for the second-half of 1875, which has been a long time under preparation, owing to the statements first submitted by the Agent having been through a misapprehension defective in many particulars which necessitated their being recast.

2 This review is of comparatively small value, owing to the figures for the two gauges being thrown together, and to keep them separate would entail a great deal of labor. A notable feature in Table VIII is the better proportion which the paying bears to the dead load, being 61 5 per cent against 48 1 per cent. for the preceding half-year. Whether this is in any way due to the narrow gauge it is impossible to say. On this point I request that I may be favored with the instructions of the Government of India as to the proper percentage to be shown in column 90. The heading of this column states that the percentage of freight to *total* weight should be given, but the foot-note seems to imply that it is the proportion of *dead* weight only. It has been usual in this office to take the latter figure, but I observe in the reviews received from other Presidencies that the percentage of total weight is generally given.

No 95. ORDER THEREON, 4th December 1876, No. 3,280.

RAILWAY, No 5

ORDERED to be forwarded to the Government of India

2 Adverting to the question raised as to the proper percentage to be shown in column 90 of Table VIII, the form shows that the percentage of freight to *total* weight should be given, and this seems to be done in other Presidencies. The Consulting Engineer may, therefore, safely adopt the same course.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R E.,
Secretary to Government.

No. 96. (DOCKET No. 3,281, dated 4th December 1876.)
COPY of the above forwarded to the Government of India.
(True Extract.)

Major-General, R E.,
Secretary to Government.

Exd, E C Shunker
Spare Copies

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE,

Madras, *24 Nov* 1876.

No 579

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,

I have the honour to submit
the Review of the Revenue & Expenditure
of the South Indian Railway for
the second half of 1875, which has
been a long time under preparation,
owing to the statements first sub-
mitted by the agents having been
through a misapprehension defective
in many particulars which ne-
cessitated their being re-est.

2. This Review is of com-
paratively small value, owing

to the figures for the two gauges being
thrown together; and to keep them
separate would entail a great
deal of labour. A notable feature
in Table VIII is the better proportion
which the paying bears to the dead
load, being 61.8 per cent against
40.1 per cent for the preceding half
year. Whether this is in any way
due to the narrow gauge it is im-
possible to say. On this point I
agree that I may be furnished
with the instructions of the Government
of India as to the proper percentage
to be shown in column 90. The
heading of this column states
that the percentage of freight
to total weight should be given,
but the footnote seems to imply
that

that it is the proportion of dead
weight only. It has been usual
in this office to take the latter
figure, but I observe in the Review
received from other Presidencies
that the percentage of total
weight is generally given.

I have the honour to be
Sir,

Your most obedient
Mentworth L. Folger
for Secy to the Presidencies

Q019-5-76 h2 1261
27-5-76 1333
18-7-76 1813.

P.W.D.
PENOV76
No. 8574

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of India

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forwarded to the Govt of
India

AMM.

8.1

No. 94
Cin 29-11-76. 2-12-76.

Review of the Revenue
Account of the South
Indian Railway
for the year 1875-76.

Submitted to the

No. 579

Received

Dated

24th

November 1876.

For Saint George.

P. W. Department,

The Secretary to Government,

for Railways,

The Consulting Engineer

RAILWAY DEPARTMENT.

III.—Summary of General Results.

27	28	29	30	31	32	33	34	35	36	37
	COACHING			GOODS			TOTAL INCLUDING SUNDRIES, BUT EXCLUDING STEAMBOAT			Total including sundries and steamboat
	Total	Per Passenger train mile	Per mean mile open per week	Total	Per goods train mile	Per mean mile open per week	Total	Per total train mile	Per mean mile open per week	
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	
Earnings (from No VIII. of the Revenue Account) .	310361	3596	47041	258000	2429	38347	599097	3145	90804	599097
Expenses . . .	112786	1307	17095	140580	1319	21304	286652	1505	45447	286652
Profits . . .	197576	2289	29946	112440	1080	17043	312145	1610	47357	312145
Percentage of expenses to earnings .	36.340	Nil	Nil	55.557	Nil	Nil	47.847	Nil	Nil	47.847

* The section between Trichinopoly and Nellore was altered from broad gauge during the half year, but from Trichinopoly to Erode the conversion has not yet been undertaken.

1

OF THE

South Indian RAILWAY
OF THE .

For the half-year ended 31st December 1875-

TABLE A.

General Statement of working of half-year ending - 31st December 1875-

I.—Description of Railway worked.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Gauge of Railway	Length sanctioned	OPEN MILEAGE AT THE END OF THE HALF-YEAR				Mean mileage worked	Number of Stations open at the end of the half-year	Average distance between Stations	TOTAL LENGTH OF THE FOLLOWING GRADIENTS			STEEPEST GRADIENT WORKED BY			
		Single	Double	Total	Sidings				1% or less	1% to 2%	2% to 3%	Fixed power	Locomotives		
														Length	Inclination
Feet In	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
3 3/8	617	282-53	0	282-53	21-57	281	35	8	11-26	11-26	11-26	-	-	9-55	760

II.—Financial Results.

17	18	19	20	21	22	23	24	25	26
Total Capital authorized to be raised	Total Capital paid up to end of half-year	Total Capital withdrawn to end of half-year	Total Capital expended on open mileage, inclusive of rolling stock	Cost per mile open.	Earnings	Expenses	Profits.	Percentage of profits on paid up Capital.	Percentage of profits on Capital expended on open mileage, inclusive of rolling stock
£ 102,158	£ 369,505	£ 329,001	£ 197,475	£ 6,970	Rs 59,909	Rs 28,652	Rs 3,241	0.818	1.516

III.—Summary of General Results.

27	28	29	30	31	32	33	34	35	36	37										
											COACHING			GOODS			TOTAL INCLUDING SUNDRIES, BUT EXCLUDING STEAMBOAT			Total including sundries and steamboat
											Total	Per Passenger train mile	Per mean mile open per week	Total	Per goods train mile	Per mean mile open per week	Total	Per total train mile	Per mean mile open per week	
Earnings (from No. VIII. of the Revenue Account).	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs										
	310361	3596	47041	253000	2429	38347	599097	3145	90804	599097										
Expenses	112786	1307	17096	140560	1349	21304	286652	1505	43447	286652										
Profits	197575	2289	29946	112440	1080	17043	312445	1640	47357	312445										
Percentage of expenses to earnings.	36340	Nil	Nil	55.557	Nil	Nil	47847	Nil	Nil	47847										

4. The section between Trichinopoly and Hyapatnam was altered from broad to metre gauge during the half year, but from Trichinopoly to Erode the conversion has not yet been undertaken -

VI.—Haulage and Working.

54	55	56	57	58	59	60	61	62	63	64	65	66
TRAIN-MILEAGE			VEHICLE-MILEAGE (EXCLUSIVE OF BRAKE-VANS)				GROSS TON-MILEAGE (FREIGHT AND DEAD WEIGHT)					
Traffic	Miscellaneous	Total	Run for public traffic		Miscellaneous	Total, including Miscellaneous	For public traffic		Miscellaneous (for Revenue purposes)	Total, including Miscellaneous		
			Coaching	Goods			Coaching	Goods				
1901.61	7373	197834	1580052	1940987	3521041	709313591972	1661107029601799		833774	30436573		

VII.—Average composition and weight of Trains.

67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83
COMPOSITION																
Nature of Trains.	Coaching Vehicles					Goods Vehicles					Freight or live load		Dead load, exclusive of engines and tenders and brakes		Total.	
	1st class.	2nd class	3rd class	4th class	Carrriage trucks	Horse bogies	Lug-gage vans	Post Office Vehi-cles	Brake-vans	Goods vehi-cles	Cattle vans	Mineral trucks	Brake-vans	Tons	Tons	Tons
	No	No	No	No	No	No	No	No	No	No	No	No	No	Tons	Tons	Tons
Passenger	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Goods	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mixed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	0 621	0 824	6 070	0	0 046	0 180	0 446	0 159	0 477	10 132	0 039	0 034	35 234	84 746	119 938	

VIII.—Average loads of Vehicles.

84	85	86	87	88	89	90
Details	Average carrying capacity.		Average contents of each vehicle		AVERAGE WEIGHT	
	No	No	Of each vehicle	Of freight	Total	Proportion per cent of freight to dead weight
Coaching—						
1st class	18	826	1 158	5 753	0 101	5 854 1 761
2nd "	...	...	1 215	5 942	0 372	6 314 6 252
3rd "	...	...	22 737	4 814	1 121	6 265 29 337
4th "	...	...	...	...	...	...
Carrriage trucks	1 500	...	1 376	4 642	0 464	5 106 10 003
Horse boxes	2 527	...	1 553	5 793	0 679	6 472 11 728
Luggage vans	5 518	...	0 456	5 820	0 456	6 276 7 828
Post Office vehicles	...	...	0 450	5 200	0 450	5 650 8 654
Goods—						
Goods vehicles	...	...	5 913	4 149	2 553	6 702 61 533
Cattle vans	...	...	6 500	6 070	0 423	6 493 6 971
Mineral trucks	...	...	...	...	...	...

* Reversed.

TABLE C.

Statement showing in comparison the Goods Traffic of the half-years ending
31st December 1874, and 31st December 1875.

REFERENCE TO REVENUE ACCOUNT	DETAILS.	TON MILES				AVERAGE RATE PER TON PER MILE		RECEIPTS		AVERAGE MILEAGE	
		2 nd Half, 1874		2 nd Half, 1875		1874	1875	1874	1875	1874	1875
Table and Main- head	Sub- head	Up	Down	Up	Down						
X (1) 1	MERCHANDIZE, GENERAL—										
	Special	286695	952804	322822	988302	7.983	8.143	51537	58690	55.102	90.212
	1st Class	919551	1111547	1006531	1718622	12.056	11.390	131803	161660	58.977	70.113
	2nd "	146	725			17.409		79		18.146	
	3rd "	35	252			25.667		39		19.600	
	4th "	9535	20070	8187	478724	1.155	23.516	3725	6951	88.638	108.927
2	TOTAL	2990	1576	665	8994	45.214	52.680	1075	255	51.303	92.167
		1248952	1116980	1340893	2755793	10.840	10.534	187758	224758	52.696	75.477
3	MILITARY STORES	1263		52	3626	24.713	38.163	163	692	84.200	87.524
4	RAILWAY MATERIALS FOR CONSTRUCTION	523716	65394	14008	666226	6.270	6.270	19239	26984	89.476	121.247
5	MINERALS—										
	For the Public										
6	Company (Con- struction only)										
	TOTAL GOODS	1773931	2182374	1500961	3428646	10.052	9.838	207160	252432	61.939	81.223
7	STORES CARRIED FREE FOR	994767	2299689	246060	57083					43.147	9.584
8	LIVE STOCK—										
	Horses										
9	Cattle	53	208			30.382	17.014	144	352	910.000	3990.250
	Sheep, &c	1218	3577			47.519	41.445	63	168	254.550	778.390
10	MILITARY LIVE STOCK—										
	Horses										
11	Cattle										
	Sheep, &c										
12	RENTS AND DEMURRAGE, WHARFAGE, &c										
	INTEREST ON OUTSTANDING BILLS										
13	MISCELLANEOUS										
						TOTAL		Less outstandings irrecoverable			
						3080652.53		000			
						NET TOTAL		3080652.53		000	

* Sheep — 243 ton and
 Poultry — 536 — do —

TABLE D.

Statement of Mileage maintained by Revenue.

REFERENCE TO REVENUE ACCOUNT	DETAILS	1874 HALF OF 1874				2nd HALF OF 1875			
		Departmentally		By Contract		Departmentally		By Contract	
		Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
IX (A)	1 } Mean miles of (Single line main- 2 } tained by 3 } Revenue { Total	185.000	185.000	...	185.000	185.000	185.000	...	...
	4 Mean miles of sidings main- taired	15.375	15.375	...	15.375	15.375	15.375	...	...
	Total	200.375	200.375	...	200.375	200.375	200.375	...	...
	5 Mean miles of single track including sidings	200.375	200.375	...	200.375	200.375	200.375	...	...

TABLE D.—I.

Statement of Train Mileage.

DETAILS	TRAIN MILES RUN.				HOURS OF			
	Traffic Department.	Locomotive Department.	Maintenance Department.	Total	Assisting Locomotives	Shunting, Piloting, &c	Miscellaneous Services	
	XIV. 1	XIV. 2	XIV. 3		XIV 4	XIV 5	XIV 6	
1 2nd Half, 1874. { Passenger ... { Goods ... { Mixed ...	162.852	1762	2.505	167.119	H M	H M	H M	M
Total ...	162.852	1762	2.505	167.119	12	507.485	8	1667 - 15
2 2nd Half, 1875. { Passenger ... { Goods ... { Mixed ...	170.461	787	6.586	197.834	"	"	"	"
Total ...	170.461	787	6.586	197.834	9	2 1180 - 13	1798 - 50	1798 - 50
3 Increase in 1875 { Passenger ... { Goods ... { Mixed ...	27.609	"	4.081	30.715	"	"	"	"
Total ..	27.609	"	4.081	30.715	"	3695 - 6	131 - 35	131 - 35
4 Decrease in 1875 { Passenger ... { Goods ... { Mixed ...	"	975	"	"	"	"	"	"
Total ..	"	975	"	"	3 - 48	"	"	"

TABLE E.—I.

Maintenance of Way.

RAILS.

DETAILS	Double headed rails weighing lbs 68.0 per yard	Double headed rails weighing lbs 60.3 per yard	Flat footed rails weighing lbs 55.5 per yard	Flat footed rails weighing lbs per yard	Total
1 Miles of rail in way, including sidings	359.225	208.600	40.925		608.750
2 Average age of rails in way at the middle of the half-year	11.00	0.08	10.75		7.24
3 Rails inverted { Number Miles	1410	1	38		1449
4 Proportion inverted per mile of (1) rail	2.820	0.002	0.070		2.892
5 Rails renewed { Number Miles	0.00785	0.00001	0.00171		0.00656
6 Proportion renewed per mile of (1) rail	122	22	23		167
7 Average number of tons hauled over each kind of rail in the half-year	0.00068	0.00002	0.01002		0.00970
8 Thousands of tons hauled on an average over each kind of rail during the average age of rails in way (2)	142.710	64.934	24.381		NIL
	3.372	65	610		NIL

TABLE E.—II.

Maintenance of Way.

SLEEPERS

DETAILS	Magnesian to Proctor		Transversely to Magnesian to Proctor		Transversely to Magnesian to Proctor		Transversely to Magnesian to Proctor	
	No	No	No	No	No	No	No	No
1 Number of sleepers in way, including sidings	128,333	4014	107,667	20,953	1,816	38913	166	56
2 Average age of sleepers in way at the middle of the half-year	14.00	"	8.25	0.08	"	10.69	"	5.33
3 Number renewed	1085	"	11	2	"	224	"	"
4 Ditto per cent of (1)	0.84546	"	0.00586	0.00095	"	0.62373	"	"

TABLE G.

Carriage and Wagon Expenses.

REFERENCE TO REVENUE ACCOUNT			2 nd HALF OF 187 5			
Table and Main- head	Sub- head		Total	Total	Increase	Decrease
XIV-1		Train mileage (D-I-2, page 7)	163852	190461	27609	
		(Coaching (M-I-9 a, page 18)	190428	180900	27580	
		Vehicle mileage { Goods (M-I-16 a, page 18)	140219	94090	52070	
		Total	270470	352104	81636	
			2 nd HALF OF 187 5			
			Total	Total	Increase	Decrease
			Rs	Rs	Rs	Rs
			Details			

TABLE G.—I.

Repairs and Working of Vehicles.

DESCRIPTION OF VEHICLES	Average weight in tons	Average carrying capacity	Total number constructed to end of half-year	REPAIRED AND RENEWED			Average number constructed to end of half-year	Proportion per cent constructed to end of half-year	Number laid by as spare, or hired out, or lent to other lines	Average number in working order	Total vehicle mileage	AVERAGE MILEAGE RUN PER VEHICLE	
				Number repaired	Number renewed	Total						During half-year	Per day
a	b	c	d	e	f	g	h	i	j	k	l	m	n
Coaching stock													
Saloon	1.12	6.00	150	43	43	0.189	0.326			116,511	25,577	1,722	6
First class	5.32	8.00	50	2	2	0.043	0.086			49,957	37,333	6,522	4
Second class	4.92	6.00	50	3	3	0.065	0.130			49,957	37,333	6,522	4
Third class	4.74	6.00	41	4	4					4,000	9,259	2,315	13
Motor vans	4.92	6.00	50	3	3	0.065	0.130			49,957	37,333	6,522	4
Goods trucks	5.25	10.00	25	9	9	0.108	0.432			24,862	50,816	2,043	2
Goods trucks vans	5.25	6.00	41	4	4					4,000	9,259	2,315	13
Total			55	89	89	1.041	1.1305			53,959	68,929	12,975	69
Goods stock													
Covered goods wagons	6.12	6.00	150	43	43	0.189	0.326			116,511	25,577	1,722	6
High sided	5.32	8.00	50	2	2	0.043	0.086			49,957	37,333	6,522	4
Open goods	4.92	6.00	50	3	3	0.065	0.130			49,957	37,333	6,522	4
Motor vans	4.74	6.00	41	4	4					4,000	9,259	2,315	13
Goods trucks	4.92	6.00	50	3	3	0.065	0.130			49,957	37,333	6,522	4
Goods trucks vans	5.25	10.00	25	9	9	0.108	0.432			24,862	50,816	2,043	2
Total			55	89	89	1.041	1.1305			53,959	68,929	12,975	69
Coaching stock													
Saloon	5.22	16	3	9	9	0.220	1.833			11,780	64,548	6,479	20
First class	5.11	15	7	12	12					7,000	102,621	2,649	74
Second class	5.03	14	5	15	15	0.219	0.268			5,000	61,347	12,269	19
Third class	4.65	4.0	11	1	1	0.011	0.100			10,989	16,278	1,481	8
Motor vans	4.35	2	1	1	1					1,000			1
Post Office vans	5.20	4	1	1	1								1
Carriage trucks	5.20	4	1	1	1								1
Passenger brake vans	5.20	4	1	1	1								1
Total			35	31	31	0.496	2.609			33,969	120,550	21,091	12
Goods stock													
Covered goods wagons	5.57	5.00	273	100	100	0.150	0.275			272,250	608,694	3,253	18
High sided	3.18	6.00	110	35	35	0.053	0.321			109,647	271,806	2,479	11
Open goods - low sided	2.92	5.00	37	5	5	0.035	0.095			36,965	74,912	2,027	2
Motor trucks	5.15	4	2	4	4					2,000	788	394	2
Motor vans	2.40	5.00	21	6	6	0.033	0.157			20,967	32,111	1,646	8
Ballast wagons	2.83	6.00	98	9	9	0.075	0.077			97,925	19,236	196	1
Ball vans	3.62	6.00	10	2	2	0.010	0.100			9,990	28,597	2,862	9
Goods trucks vans	3.73	4	11	5	5	0.068	0.618			10,932	1,8501	4,437	24
Travelling cranes (5 tons)	2.5	6.00	1	4	4					1,000			4
Rail trucks	2.5	6.00	1	4	4					4,274			4
Total			563	162	162	1.324	1.643			661,676	1,309,412	21,774	13
Coaching stock													
Saloon	3.46	12	3	9	9								4
First class	2.77	8	4	1	1								4
Second class	3.03	16	6	1	1								4
Third class	2.88	25	20	3	3								4
Passenger brake vans	3.75	4	3	4	4								4
Total			36	5	5	0.003	0.045			35,997	52,031	1,445	8
Goods stock													
Covered goods wagons													4
High sided													4
Open sided													4
Motor vans													4
Goods trucks													4
Goods trucks vans													4
Total													4

TABLE II.

Traffic Expenses.

REFERENCE TO REVENUE ACCOUNT		Table and Main- head	Sub- head		2 nd HALF, 1874		2 nd HALF OF 1875			Cost per 1,000 train mile	Rs
Total	Increase				Decrease						
XIV. 1				Train mileage (D—L-2, page 7)	162,852	1,904,611	2,760,9				
				(Coaching (M—I 9 a, page 18)	130,148	1,580,054	2,758,68				
				Vehicle mileage (M—I 16 a, page 18)	140,021	1,910,987	540,768				
				(Total	220,470	3,821,011	816,335				
IX (D) 1			DETAILS		2 nd HALF, 1874	2 nd HALF OF 1875					
					Total	Total	Increase	Decrease			
				SALARIES, WAGES, &c —	Rs	Rs	Rs	Rs		As	Rs
				General Superintendence, including travelling allowances	4,851	62,114	13,63			0.522	1765
				Office Establishment and Contingencies	983	15,40	557			0.129	0437
				Station Staff	16,023	24,553	8530			2.063	6,974
				Train	3,508	44,173	965			0.376	1,270
				FUEL, LIGHTING, WATER AND GENERAL STORES	14,34	4,169	2,735			0.350	1,184
				CLOTHING	11	419	408			0.035	0.119
				PRINTING, STATIONERY, AND TICKETS	2,879	6,872	4,013			0.519	1,957
				CHARGES FOR DELIVERY AND COLLECTION OF GOODS, &c	246	358	112			0.030	0.102
				MISCELLANEOUS EXPENSES							
				PAYMENTS TO OTHER LINES—							
7				Hire of Vehicles	8395	6,933			1462	0.582	1,969
				Mileage of Foreign Stock	6763	6,473			290	0.544	1,838
				Expenses at Joint Stations							
				UNCLASSIFIED EXPENDITURE	45093	62,024	18,683			1752	5.210
8				Total					82	0.007	0.023
				Less							5.203
				Net Total	45093	61,942	16,819				

TABLE K.
Steam Boat Service.

REFERENCE TO REVENUE ACCOUNT		DETAILS	2 nd HALF, 1874		2 nd HALF OF 1875	
Table and Main-head	Sub-head		Total	Total	Increase	Decrease
IX (2)	1	WORKING VESSELS— Salaries and allowances of Officers and Crews	Nil	Nil	Nil	Nil.
		Loading and unloading vessels				
		Plotage fees				
		Contingencies				
	2	REPAIRS— Wages				
		Materials				
	3	FUEL— Fuelling Establishment and Fuelling vessels				
		Coal				
		Coke				
		Patent fuel				
		Wood				
	4	MISCELLANEOUS STORES				
5	1 & 2	STEAM TRAFFIC AGENCIES				
	1 to 4	MISCELLANEOUS EXPENDITURE				
6	1 to 4	CONTRIBUTION TO FLOTILLA RESERVE FUND				
7		Total				
		Less				
		Net Total				
3	2	Coal	570	570	570	570
	3	Coke				
	4	Patent fuel				
	5	Wood				
		Total				

TABLE L.
Special and Miscellaneous Expenditure.

REFERENCE TO REVENUE ACCOUNT		DETAILS.	2 nd HALF, 1874		2 nd HALF OF 1875	
Table and Main-head	Sub-head		Total.	Total	Increase	Decrease
IX (G) 1	2	LAW CHARGES	Rs 576	Rs 12	Rs	Rs 384
		COMPENSATION— For goods lost or damaged				
		" personal injury				
	3	" other claims	77	76	"	"
		"				
	3	RATES AND TAXES	390	2143	1753	"
	4	INTEREST ON REVENUE BALANCES	"	"	"	"
	5	CONTRIBUTION TO SPECIAL FUNDS— Fire Insurance Fund	"	"	"	"
		Permanent-way Renewal Fund				
		Casualty Fund				
		Total	843	2231	1753	365
		Less	"	"	"	"
		Net Total	843	2231	1753	365

TABLE M.—II.

Coaching
Division between Clothing and Goods of the Expenditure of Departments.

	Rs.
Maintenance expenses (Statement No. VIII of the Revenue Account)	... 41,270
Reduced by amount credited for sale of Revenue stores (Abstract K of Revenue Account) — 238 ..	
... .. by grants of dwelling houses — 1727 ..	1,965
Net Amount	39,313
Locomotive expenses (Statement No. VIII of the Revenue Account)	121,027
Reduced by credit for hire of Locomotives	... 12,315
" " for haulage of foreign trains	...
" " for sale of Locomotive stores	222 ..
" " for profits of Workshops	1,056
Net Amount	102,160
Carriage and Wagon Expenses	Net Amount 152,68
Traffic Expenses	61,942
Reduced by outlays of articles over foreign law	5,199
Net Amount	56,743
General charges	44,906
Reduced by Telegraphic receipts	7,157
" " for on share transfers	386
Net Amount	37,363
Special and Miscellaneous Expenses	2,231
Reduced by sale of unclaimed and damaged goods	32
Net Amount	2,199

Division of Expenses.

	Maintenance (a)	Locomotive (b)	Carriage and Wagon. (c)	Traffic (d)	General (e)	Special and Miscellaneous. (f)	Total.
Expenses as reduced above ...	Rs 39,313	Rs. 1,02,460	Rs 15,268	Rs. 56,743	Rs. 37,363	Rs. 2,199	Rs. 2,53,346
Due to coaching ..	17,253	46,430	5,712	25,463	16,931	997	1,12,786
" to goods	22,060	56,030	9,556	31,280	20,432	1,202	1,40,560

IV.—Traffic Earnings.

Description	38		39	40	41	42	43
			PASSENGERS OR TONS OF GOOD CARRIED		EARNINGS.		Percentage of total earnings contributed by each description of traffic
			Number	Per cent of total number and total tonnage.	Amount	Per cent of total earnings from coaching and from goods	
Coaching (Revenue Account, Abstract H)	Passengers	1st Class	2,200	0.272	Rs 6,658	1.023	51.805
		2nd "	16,567	2.018	9,866	3.179	
		3rd "	790,346	97.680	271,465	87.164	
		4th "	Nil	Nil	23,382	7.534	
		Total	809,113	100.000	3,10,361	100.000	
Miscellaneous	Less outstanding irrecoverable	Special	Nil	Nil	Rs 3,42,061	Nil	62.230
		1st Class	14,556	23.998	55,690	22.012	
		2nd "	38,868	64.080	1,61,660	63.897	
		3rd "	521	0.059	6,951	2.247	
		4th "	18	0.030	458	0.146	
General merchandise	Total	5th "	42	0.069	692	0.224	10.666
		Military Stores	6,650	10.964	2,6984	10.666	
		Railway Materials	Nil	Nil	668	0.224	
		Minerals	Nil	Nil	2,52,000	100.000	
		Miscellaneous	6,665	100.000	2,52,000	100.000	
Goods (Revenue Account, Abstract I)	Less outstanding irrecoverable	Total	Nil	Nil	3,57,36	Nil	5.965
		Net Total	Nil	Nil	2,52,000	100.000	
		Sundries, including Electric Telegraph	Nil	Nil	2,52,000	100.000	
		Total Railway earnings	Nil	Nil	599,097	Nil	
		Steam boat traffic	Nil	Nil	Nil	Nil	
Total, including steam boat	Total, including steam boat	Total, including steam boat	Nil	Nil	599,097	Nil	2,86,652
		Total, including steam boat	Nil	Nil	599,097	Nil	
		Total, including steam boat	Nil	Nil	599,097	Nil	
		Total, including steam boat	Nil	Nil	599,097	Nil	
		Total, including steam boat	Nil	Nil	599,097	Nil	

V.—Working Expenses.

	44	45	46	47	48	49	50	51	52	53
Amount (Revenue Account, Form No. VIII)	Maintenance	Locomotive	Carriage and Wagon	Traffic	General	Special and Miscellaneous	Total Railway expenditure	Steamboat expenses	Total, including steam-boat	Total, including steam-boat
Percentage of Expenses of each Department	Rs 11,200	Rs 1,21,027	Rs 1,52,68	Rs 21,609	Rs 44,906	Rs 2,231	Rs 2,86,652	Rs Nil	Rs Nil	Rs Nil

[4]
TABLE B.

Statement showing in comparison the Coaching Traffic of the half-years ending
31st December 1874, and 31st December 1875.

REFERENCE TO REVENUE ACCOUNT		DETAILS		NUMBER.		AVERAGE FARE PER UNIT PER MILE		RECEIPTS		AVERAGE MILEAGE		TOTAL UNIT MILEAGE	
Table and Main- head.	Sub- head			1 st Half 1874.	2 nd Half 1875.	1 st Half 1874	2 nd Half 1875	1 st Half 1874	2 nd Half 1875	1 st Half 1874.	2 nd Half 1875.	1 st Half 1874.	2 nd Half 1875.
X (H) 1	1 st CLASS PASSENGERS— Single journey Excess fares Return journey Troops and Police	1	1 st CLASS PASSENGERS— Single journey Excess fares Return journey Troops and Police	1138	2155	12.060	8.449	3585	5119	50.158	66.665	57078	122114
				Nil	Nil	Nil	Nil	142	308	305	67.534	2372	9412
				146	4512.00	8.100	5	5	234	86 000	122 933	9.860	5502
				...	...	...	...	...	...	...	...	...	...
				1285	4200	11495	7927	4040	5483	53.926	62.790	69296	137038
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
1	2 nd CLASS— Single journey Excess fares Return journey Troops and Police	1	2 nd CLASS— Single journey Excess fares Return journey Troops and Police	6227	16100	5.173	3.002	5943	9076	35.420	36.003	22054	60047
				Nil	Nil	Nil	Nil	284	465	57.493	Nil	1906	3989
				1068	227	4.432	3.118	232	253	74.474	71.013	16.054	14720
				135	...	...	...	...	...	...	...	...	...
				7430	16327	4.623	2072	7293	9016	40.779	40.187	30296	65436
				120	240	0.975	1.119	25	60	4.920	4.026	4920	9846
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
1	3 rd CLASS— Single journey Excess fares Return journey Troops and Police	1	3 rd CLASS— Single journey Excess fares Return journey Troops and Police	702190	177592	1.960	2.000	18643	6442	30.574	32.610	211975	2335762
				Nil	Nil	Nil	Nil	461	659	74.544	19.040	403796	132408
				64864	6948	1.610	1795	40558	1237	74.544	19.040	403796	132408
				2263	5.686	2.026	2.039	1237	6342	51.784	89.126	117187	606760
				769317	1799226	1.897	2000	10089	1271420	34.337	32.975	211639	2335762
				120	240	0.975	1.119	25	60	4.920	4.026	4920	9846
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
1	4 th CLASS— Single journey Excess fares Return journey Troops and Police	1	4 th CLASS— Single journey Excess fares Return journey Troops and Police	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				...	...	...	...	...	...	...	...	...	...
1	5 th CLASS— Single journey Excess fares Return journey Troops and Police	1	5 th CLASS— Single journey Excess fares Return journey Troops and Police	709558	795847	Nil	128171	278337	30579	32745	2169739	22660193	
				68078	8948	Nil	887	1449	1237	74.253	19.040	4006458	132408
				2399	5958	Nil	1474	5871	53.075	88 691	127327	528420	
				7798032	808753	Nil	2722302	26.894	34.431	33.201	2478818	26851262	
				120	360	Nil	25	85	41.000	56.111	4920	20200	
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
1	6 th CLASS— Single journey Excess fares Return journey Troops and Police	1	6 th CLASS— Single journey Excess fares Return journey Troops and Police	120	360	Nil	25	85	41.000	56.111	4920	20200	
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...
1	7 th CLASS— Single journey Excess fares Return journey Troops and Police	1	7 th CLASS— Single journey Excess fares Return journey Troops and Police	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				...	...	...	...	...	...	...	...	...	...
1	8 th CLASS— Single journey Excess fares Return journey Troops and Police	1	8 th CLASS— Single journey Excess fares Return journey Troops and Police	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				...	...	...	...	...	...	...	...	...	...
1	9 th CLASS— Single journey Excess fares Return journey Troops and Police	1	9 th CLASS— Single journey Excess fares Return journey Troops and Police	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				...	...	...	...	...	...	...	...	...	...
1	10 th CLASS— Single journey Excess fares Return journey Troops and Police	1	10 th CLASS— Single journey Excess fares Return journey Troops and Police	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				...	...	...	...	...	...	...	...	...	...
1	11 th CLASS— Single journey Excess fares Return journey Troops and Police	1	11 th CLASS— Single journey Excess fares Return journey Troops and Police	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				...	...	...	...	...	...	...	...	...	...
1	12 th CLASS— Single journey Excess fares Return journey Troops and Police	1	12 th CLASS— Single journey Excess fares Return journey Troops and Police	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				...	...	...	...	...	...	...	...	...	...
1	13 th CLASS— Single journey Excess fares Return journey Troops and Police	1	13 th CLASS— Single journey Excess fares Return journey Troops and Police	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
				...	...	...	...	...	...	...	...	...	...
1	14 th CLASS— Single journey Excess fares Return												

TABLE C.-I.

Comparative Statement showing the weight and earnings of the principal commodities carried during the half-years ending *31st December 1874* and *31st December 1875*.

Description	Quantity		Receipts		Increase in quantity	Decrease in quantity.	Increase in receipts		Decrease in receipts.
	1 st Half, 1874	2 nd Half, 1875	1 st Half, 1874	2 nd Half, 1875			Rs	Rs	
<i>Green Huts</i>	Tons 838	Tons 1223	Rs 3314	Rs 4754	Tons 385	"	Rs 1440	"	"
<i>Clark</i>	1091	1341	5287	8895	250	"	3608	"	"
<i>Curr, Alfalfa</i>	1923	2149	8797	12742	226	"	3945	"	"
<i>Grain and Vegetables</i>	1384	972	6610	3914	"	112	"	2696	"
<i>Grain of all sorts</i>	19722	22839	50464	64471	3117	"	14007	"	"
<i>Granite Stones</i>	9193	1669	7195	2010	"	7624	"	4385	"
<i>Sticks</i>	434	705	2102	4088	271	"	1985	"	"
<i>Oil and Grease</i>	694	1080	3326	4338	386	"	3012	"	"
<i>Oil Cakes</i>	1258	1552	5944	7986	296	"	1842	"	"
<i>Salt</i>	6846	6138	36484	32024	"	708	"	4460	"
<i>Seeds of all kinds</i>	3954	4707	18161	22762	753	"	4601	"	"
<i>Produce</i>	9459	9164	37889	52603	"	295	11714	"	"
<i>Wares</i>	495	464	2348	2261	"	31	"	87	"
<i>Total</i>	57291	52005	187921	225448	"	3286	57527	"	"

Maintenance of Way, Works, and Stations.

REFERENCE TO REVENUE ACCOUNT		2 nd HALF, 1874		2 nd HALF OF 1875						
Table and Main head	Sub- head	Total	Total	Increase	Decrease					
IX (A)	Mileage of line maintained (D-3, page 7) Mileage of single track, including sidings (D 5, page 7) Tram mileage (D-1 2, page 7) Ton mileage (M-1 column 27 1)	185	185	"	"					
XIV (1)		200 3/8	200 3/8	"	"					
		162.852	1904.61	27609	"					
		12264.976	180423573.2170597	"	"					
IX (A)	DETAILS	2 nd HALF, 1874	2 nd HALF OF 1875			Per mile of line maintained	Per mile of track, including sidings	Per tram mile	Per 1,000 ton miles	
		Total	Total	Increase	Decrease					
1 & 2	GENERAL SUPERINTENDENCE— Engineers' salaries and allowances	Rs 5464	Rs 5134	Rs 4	Rs 30	Rs 29.373	Rs 27.119	Rs 0.456	Rs 0.178	
3 to 5	Subordinate Superintendents' salaries and allowances, including overtime	Rs 3990	Rs 3658	Rs 6	Rs 334	Rs 19.762	Rs 18.246	Rs 0.307	Rs 0.119	
6	Office expenses	Rs 4375	Rs 2201	Rs 6	Rs 334	Rs 12.330	Rs 11.384	Rs 0.192	Rs 0.079	
1	MAINTENANCE AND RENEWAL OF PERMANENT- WAY— Wages	Rs 19886	Rs 18493	Rs 895	Rs 102665	Rs 94.787	Rs 1.595	Rs 0.625		
2	Materials	Rs 21024	Rs 46391	Rs 13467	Rs 46252	Rs 42.905	Rs 0.719	Rs 0.280		
1	Bridges and Tunnels	Rs 1301	Rs 201	Rs 4100	Rs 1.086	Rs 1.003	Rs 0.017	Rs 0.007		
2	Miscellaneous	Rs 1173	Rs 379	Rs 794	Rs 2.049	Rs 1.892	Rs 0.032	Rs 0.017		
1	Repairs of Bridges, &c.—WAYS AND MATERIALS—	Rs 4403	Rs 562	Rs 3841	Rs 3.438	Rs 2.805	Rs 0.047	Rs 0.018		
2	Repairs of all except Staff quarters of Staff quarters	Rs 319	Rs 270	Rs 49	Rs 722	Rs 1.547	Rs 0.023	Rs 0.009		
5	MAINTENANCE BY CONTRACT— Amount paid to Contractors Materials supplied by the Company									
1	Plantations	Rs 343	Rs 428	Rs 310	Rs 3.503	Rs 3.284	Rs 0.054	Rs 0.021		
2	Tools and Plant	Rs 15	Rs 31	Rs 31	Rs 0.167	Rs 0.155	Rs 0.005	Rs 0.001		
3	Loss on Stores, &c	Rs 263	Rs 263		Rs 1.222	Rs 1.312	Rs 0.022	Rs 0.009		
4	Electricity	Rs 51186	Rs 6191	Rs 20575	Rs 223.124	Rs 206.004	Rs 3.467	Rs 1.356		
5	Ice	Rs 146	Rs 146							
	Total	Rs 61304	Rs 41278	Rs 19506	Rs 223.124	Rs 206.004	Rs 3.467	Rs 1.356		
	Net Total	Rs 61304	Rs 41278	Rs 19506	Rs 223.124	Rs 206.004	Rs 3.467	Rs 1.356		

TABLE F.
Locomotive Department Expenses.

REFERENCE TO REVENUE ACCOUNT		2 nd HALF, 1874		2 nd HALF OF 1875			Per train mile.	Per 1,000 ton miles
Table and Main-head	Sub- head	Total	Total	Increase	Decrease			
XIV-1	Train mileage (D-1, 2, page 7) Ton mileage (M-1, column 27 1, page 18)	162,862	192,461	27,609	"			
		2,826,976	3,043,578	2,176,597	"			
	DETAILS	2 nd HALF, 1874	2 nd HALF OF 1875					
		Total	Total.	Increase	Decrease			
IX (B)-1	GENERAL SUPERINTENDENCE— Salaries of Superintendent and Assistants, including allowances Ditto of Subordinate ditto, including ditto Office expenses	Rs 5,904	Rs 4,620	Rs 636	Rs "	As 0.529	Rs 0.215	
		8,665	5,912	"	2,953	0.496	0.194	
		3,622	4,812	1,190	"	0.406	0.158	
		16,647	23,904	7,337	"	2.015	0.778	
		1,348	1,840	512	"	0.156	0.061	
{ 1 and 2 3 4	Running expenses— Wages of Drivers and Firemen, including overtime Fuelling, cleaning and looking after engines Contingent expenses	Rs 4	Rs 37	Rs 33	Rs "	As 0.003	Rs 0.001	
		65,080	49,567	"	15,513	4.165	1.629	
		28	10	"	18	0.001	"	
		"	"	"	"	"	"	
{ 1 2 3 4	Fuel— Coal Coke Patent fuel Wood	Rs 7,962	Rs 15,650	Rs 7,688	Rs "	As 1.327	Rs 0.512	
		1,187	1,958	771	"	0.164	0.064	
		2,499	3,192	693	"	0.268	0.105	
		"	"	"	"	"	"	
{ 1 and 2 3	MAINTENANCE AND REPAIRS— Wages, including overtime Materials	Rs 61,64	Rs 1,813	Rs 4321	Rs "	As 0.407	Rs 0.159	
		17,635	2,734	"	14,881	0.231	0.090	
{ 1 and 2 3	PAYMENTS TO OTHER LINES— UNCLASSIFIED EXPENDITURE—	Rs "	Rs "	Rs "	Rs "	As "	Rs "	
		Rs "	Rs "	Rs "	Rs "	As "	Rs "	
{ 1 and 2 3 4	Total	Rs 1,367,33	Rs 1,21,027	Rs 187,80	Rs 34,486	As 10.167	Rs 3.976	
		Rs "	Rs "	Rs "	Rs "	As "	Rs "	
{ 1 and 2 3 4	Less	Rs "	Rs "	Rs "	Rs "	As "	Rs "	
		Rs "	Rs "	Rs "	Rs "	As "	Rs "	
{ 1 and 2 3 4	Net Total	Rs 1,367,33	Rs 1,21,027	Rs "	Rs 1,39,067	As 10.167	Rs 3.976	
		Rs "	Rs "	Rs "	Rs "	As "	Rs "	

FUEL CONSUMED (FROM ABSTRACT B-49-REVENUE ACCOUNT).

	Coal	Coke	Patent fuel.	Wood	Average consumption per train mile		Average consumption per 1,000 ton miles	
					Coal, coke and patent fuel	Wood	Coal, coke and patent fuel	
Quantity consumed during the 2 nd half of 1874	Tons 2,342	Tons 1	Tons -	Tons 14,04	Lbs 32,227	Lbs 19,725	Lbs 185,683	Lbs 113,645
" " 2 nd of 1875	2,545	"	"	2,737	29,926	32,192	187,272	201,451
Increase in 187	203	"	"	1,303	"	12,467	1,589	87,806
Decrease in 187	"	1	"	"	2,301	"	"	"

[11]
TABLE F.—I.
Locomotive Power.

REFERENCE TO - REVENUE ACCOUNT		Sub-head.		Spread gauges					Water gauges		Main 3'-6" gauges		Total
Table and Main-head	Passenger			Passenger Goods	Goods.	Tank	Passenger and Goods	Water Tank	Water Tank				
			Locomotives	1—Wheels coupled	2—Weight on driving axle	3—Total weight in steam, exclusive of tender							
				11	6	28.00	15.00	18.00	6	6	3.15	4.15	
				9.00 tons	10.00 tons	9.00 tons	8.00 tons	6.00 tons					
				35.50	29.50	28.00	15.00	18.00					
XII	5	1—Number of Locomotives erected and made over to Locomotive Department	9	6	1	2	32	3	1	60			
	11	2—Average number of Locomotives constantly under repairs and renewals	0.209	1.695	0.050		0.985		0.022	3.471			
		3—Number of Locomotives laid by as spare or hired out to other lines	"	"	"	"	7	3		10.			
		4—Average number of Locomotives at work [1—(2+3)]	8.791	11.305	3.440	2.000	21.015		5.978	46.629			
		5—Train miles hauled by each class of Locomotives at work (4)	31798	30903	7812	68	119,015		7238	197,834			
		6—Average train miles hauled by each Locomotive at work (4)											
		Per half-year	3617	7178	5178	34	1581		1820	4,252			
		Per day	20	39	28	"	25		10	23			
		7—Weight of coal, &c., used per train mile	34.35	45.60	45.99	"	24.63						
		8—Weight of wood used per train mile	"	"	"	"	"		22.85	"			
		9—Average gross weight of the trains hauled by each class of Locomotives	"	"	"	"	"		"	119,473			
		10—Average speed between stations	24	"	21	20	20	14	14				
		11—Average through speed	19	"	16	17	14	12					
			NUMBER OF MILES PER HOUR						NUMBER OF MILES PER HOUR				
			Passenger trains.	Goods trains.	Mixed trains.				Water Tank	Water Tank			
			24	"	21	20	20	14	14				
			19	"	16	17	14	12					

TABLE G.—II.

Distribution of Vehicle Mileage according to the Traffic carried.

Description of Vehicles		Mileage run	REMARKS
<i>Coaching—</i>			
First-class	...	118,365	
Second "	...	156,072	
Third "		114,651	
Fourth "			
Carrage trucks		8,672	
Horse bores	..	34,379	
Luggage vans	..	84,926	
Post Office vehicles	..	30,326	
Total (paying vehicle mileage)		1,589,054	
Passenger brake vans		36,749	
Total, including brakes		1,613,803	deducted 17,942 miles of supply articles
<i>Goods—</i>			
Goods vehicles	...	1,929,777	
Cattle vans	..	11,470	
Mineral trucks			
Total (paying vehicle mileage)		1,940,907	
Goods brake-vans		64,266	
Total, including brakes		1,947,413	deducted 551,578 miles of supply articles
<i>Miscellaneous—</i>			
(For stores and materials carried free on Revenue Account)			
For Locomotive Department (in entire train loads),		40,234	200,398
Engineering	..	38,697	98,385
Stores carried free in ordinary Traffic trains	..	61	4,360
Brake-vans		2,950	Nil
Total, including brakes		73,681	303,143
Grand Total		3,634,093	
			Ton mileage of stores and materials carried

by deducted with the mileage of ordinary traffic

TABLE J.
General Charges.

REFERENCE TO REVENUE ACCOUNT	Table and Main- head	Sub- head	DETAILS	2 nd HALF, 1874					2 nd HALF OF 1875				
				Total	Total	Increase	Decrease.	Cost per train mile	Total	Total	Increase	Decrease.	Cost per train mile
XIV 1			TRAIN MILEAGE (D.1 2, page 7)	162,852	190,461	27,609	-	-	-	-	-	-	-
IX (E) 1	1 to 4		HOME EXPENDITURE	Rs 5118	Rs 5,565	Rs 447	Rs.	As 0.168					
			INDIAN MANAGEMENT—	4,793	4,290	"		503	0.560				
		1	Agent's Office, including travelling allowances and contingencies										
		2	Auditor's Office	ditto									
		3	Accounts Office	ditto									
		4	Paymaster's Office	ditto									
		5	Store Department	ditto									
		6	Medical Department	ditto									
		7	Rents	21	14	"		0.001					
		8 to 10	Miscellaneous expenses, including Printing and Stationery and Medicine	828	1,411	583	"	0.119					
3		1 to 3	Police	"	"	"		"					
4			ADVERTISING	187	291	104	"	0.024					
1 to 4			ELECTRIC TELEGRAPH—										
			Salaries, &c	3,616	5,033	1,417	"	0.433					
		5	Maintenance (Wages and Stores)	113	259	346	"	0.038					
6			Government Telegraph Department for Rent, Maintenance, and Inspection	"	"	"	"	"					
6			CLEARING ACCOUNTS WITH OTHER LINES	"	"	"	"	"					
7			UNCLASSIFIED EXPENDITURE	"	13,647	13,647	"	1.146					
			Total	27,263	44,907	18,154	510	3.772					
			Loss	"	"	"	"	"					
			Net Total	27,263	44,907	17,644	"	3.772					

ANALYSIS OF CARRYING COST.

TABLE M.—I.

Definitions	Approximate weight of units to be adopted in these calculations—	
	Cwt	Tons
The unit of passenger traffic	Coaching—	
of carriages	A 1st class passenger with free luggage ..	1 75 or 0875
of horses	A 2nd class do do	1 75 or 0875
of luggage	A 3rd class do do	1 25 or 0625
of Post Office vehicles	A 4th class do do	1 25 or 0625
of goods	A carriage (average for two and four-wheeled)	6 75 or 3375
of cattle		0 50 or 025
		goat, &c
		Coaching could — Cwt Tons
		A horse 8 75 or 4375
		A dog 0 20 or 01
		Goods—
		A head of horned cattle or a pony or horse. 5 00 or 25
		A head of sheep, goat, &c 0 50 or 025

Data for calculating the incidence of carrying cost per unit per mile for each class of Passenger Traffic, and for Goods, Cattle, and Minerals.

DETAILS	Total Mileage of each description of rolling stock	Total mileage of units	AVERAGE CONTENTS IN UNITS OF EACH VEHICLE		Average weight of rolling stock in Tons	Total average weight, including contents of each vehicle in Tons	Proportion of freight to total weight	TON MILEAGE		TOTAL TON MILEAGE	
			No.	Weight in Tons				of freight	of dead weight.	Excluding engines and tenders and brake-vans	Including engines and tenders and brake-vans
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(k)	(l)	
Coaching—											
1 1st class	110365	137030	1600	0 101	57353	5 082	1731	11.991	620,952	692,945	Nil
2 2nd "	156072	668902	4245	0 372	5 922	6 314	5 003	50,274	932,123	990,407	Nil
3 3rd "	114,651,520	668,432	22,737	1 421	4 014	6 265	22 603	1,629,276	5,533,720	7,102,996	Nil
4 4th "											Nil
5 Carriage trucks	8672	11931	1376	0 404	4 642	5 106	9 094	4,027	4,9255	44,202	Nil
6 Horse-boxes	34377	63307	4553	0 677	5 793	6 472	10 497	23,867	199,160	222,515	Nil
7 Luggage vans	84926	38690	Nil	0 455	5 820	6 276	7 259	38,690	494,259	531,959	Nil
8 Post Office vehicles	30325	Nil	Nil	0 460	5 290	5 684	7 965	13 646	157,690	171,836	Nil
9 Total	1580652	Nil	Nil	Nil	Nil	Nil	1779261	8052179	9837430	Nil	Nil
10 Passenger engines and tenders	86307	Nil	Nil	Nil	24,349	Nil	Nil	2964,286	Nil	Nil	Nil
11 " Brake-vans	33749	Nil	Nil	Nil	5524	Nil	Nil	187,003	Nil	Nil	Nil
12 Total coaching, ton mileage	Nil	Nil	Nil	Nil	Nil	Nil	1,779,261	11,211,468	Nil	12,990,729	Nil
Goods—											
13 Goods vehicles	1929717	492666	Nil	2 553	4 149	6 702	38 093	4,921,606	20,063,944	22,985,550	Nil
14 Cattle vans	11270	4769	Nil	0 423	6 070	6 493	6 577	4769	18,409	73,170	Nil
15 Mineral trucks			Nil								Nil
16 Total	1940987	Nil	Nil	Nil	Nil	Nil	4,931,375	20,074,803	23,004,170	Nil	Nil
17 Goods engines and tenders	104152	Nil	Nil	Nil	34,369	Nil	Nil	3,579,670	Nil	Nil	Nil
18 " Brake-vans	6426	Nil	Nil	Nil	3,925	Nil	Nil	25,222	Nil	Nil	Nil
19 Total goods, ton mileage	Nil	Nil	Nil	Nil	Nil	Nil	4,931,375	11,679,695	Nil	16,611,070	Nil
Miscellaneous (for stores carried free on Revenue Account)											
20 For Locomotive Department	40232	200390	Nil	4 901	3 735	8 716	57 446	200,390	150,274	350,672	Nil
21 " Maintenance	30697	90395	Nil	3 206	3 777	6 902	45 904	98,385	115,943	214,328	Nil
22 Total ...	70931	Nil	Nil	Nil	Nil	Nil	290783	266,217	566,000	Nil	Nil
23 Engines and tenders	7373	Nil	Nil	Nil	34,416	Nil	Nil	253,749	Nil	Nil	Nil
24 Brake-vans	2750	Nil	Nil	Nil	3 070	Nil	Nil	10,465	Nil	Nil	Nil
25 For stores carried free in ordinary trains		4360	Nil					4,360		1,360	Nil
26 Total Miscellaneous, ton mileage	Nil	Nil	Nil	Nil	Nil	Nil	303143	530,631	Nil	833,774	Nil
27 Total ton mileage	Nil	Nil	Nil	Nil	Nil	Nil	7 013,779	23,421,794	Nil	30,435,573	Nil

TABLE M.—III.
Distributed cost of carrying the vehicles of each class, including freight.

Distributed cost of carrying the vehicles of each company													
DETAILS	COACHING									GOODS			
	First class	Second class.	Third class	Fourth class.	Carriage trucks.	Horse boxes.	Luggage vans	Post Office vehicles	Total.	Goods vehicles	Cattle vans.	Mineral trucks	Total.
Maintenance	(a) Rs 1,265	Rs 1747	Rs 1269	Rs "	Rs 78	Rs 370	Rs 725	Rs 300	Rs 17,253	Rs 21,936	Rs 124	Rs "	Rs 23,060
Locomotive	(b) 3,271	4,674	5,390	"	209	1,050	2,515	009	46,430	55,715	315	"	60,030
Carriage and Wagon	(c) 428	567	4,146	"	31	124	307	110	5,712	9,501	55	"	9,556
Traffic	(d) 1907	2,528	1,827	"	140	554	1,568	489	25,463	31,098	182	"	31,280
General	(e) 4268	1,681	1,206	"	93	368	910	325	16,931	24,313	119	"	24,432
Special and Miscellaneous	(f) 75	99	723	"	5	22	64	19	997	1,195	7	"	1,202

TABLE M.—IV.

Classified cost of working over one mile a vehicle, including its freight; also total cost of carrying over one mile a unit of each description of traffic.

COACHING												Goods		
DETAILS														
	First class	Second class	Third class	Fourth class	Carriage trucks	Horse boxes	Luggage vans	Post Office vehicles	Goods vehicles	Cattle vans	Mineral trucks			
Maintenance	Pies 1,971	Pies 2,126	Pies 2,110	Pies "	Pies 145	Pies 2,178	Pies 2,111	Pies 4,299	Pies 2,183	Pies 2,113	Pies "			
Locomotive ...	5,306	5,721	5,677	"	4,627	5,064	5,080	5,123	5,623	5,366	"			
Carriage and Wagon	0,694	0,694	0,694	"	0,686	0,693	0,694	0,696	0,945	0,937	"			
Traffic	3,093	3,094	3,094	"	3,100	3,094	3,093	3,096	3,094	3,101	"			
General	2,057	2,057	2,058	"	2,069	2,055	2,057	2,058	2,021	2,037	"			
Special and Miscellaneous	0,122	0,121	0,121	"	0,111	0,123	0,122	0,120	0,119	0,119	"			
Total	13,243	13,013	13,754	"	12,310	14,007	13,766	12,992	13,905	13,663	"			
Cost per unit	71.238	3.253	0.605	"	2.947	9.820	30.271	"	34.47	32.289	"			

TABLE M.—V.

Statement showing in comparison the receipts and the carrying cost per vehicle per mile and per unit per mile of Coaching and Merchandise Traffic.

DETAILS	Average receipt per vehicle per mile (a)	Carrying cost per vehicle per mile (b)	Profit per vehicle per mile (c)	Loss per vehicle (d)	Average receipt per unit per mile (e)	Carrying cost per unit per mile (f)	Profit per unit per mile (g)	Loss per unit per mile (h)	Proportion per cent. of profits to receipts (i)
COACHING—	Pies	Pies.	Pies	Pies	Pies.	Pies	Pies	Pies	"
1st class	9.178	13.243	"	4.065	7.927	11.438	"	3.511	"
2nd "	12.075	13.013	"	1.738	2.844	3.253	"	0.409	"
3rd "	45.459	13.754	31.705	"	1.999	0.605	1.394	"	69.723
4th "	36.841	12.310	24.531	"	26.778	8.947	17.831	"	66.588
Carriages	23.076	14.007	9.069	"	14.860	9.020	5.840	"	39.299
Horses	30.496	13.766	16.730	"	66.940	30.217	36.723	"	54.860
Luggage, including parcels and dogs	"	"	"	"	"	"	"	"	"
Post Office vehicles	"	"	"	"	"	"	"	"	"
Goods—	Pies	Pies.	Pies	Pies	Pies.	Pies	Pies	Pies	"
Merchandise, including Government stores and Railway materials	25.116	13.905	11.211	"	9.838	5.447	4.391	"	44.634
Cattle	8.893	13.663	"	4.770	21.016	32.289	"	11.273	"
Minerals	"	"	"	"	"	"	"	"	"

Mr G. H. December 76
No 3,80.W. Macmillan & Co. Ltd.
General Managers to Madras
Railways.

No 3280

P. W. Dept

273

Proceedings of the Madras Government
Under date the 4 Dec/6
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From

The Consulting Engineer } (P. W. No 579 dt 26 Nov 1876)
for Railways }

Ordered to be forwarded
to the Government of India

2 Adverting to the
question raised as to the
proper percentage to be
shown in Column 90 of
Table VIII, the form shows
that the percentage of
freight to total weight
should be given, and this
seems to be done in other
Presidencies: The Consulting
Engineer may therefore
safely adopt the same

Course

(H.L. Docket No 3281 of 4 keys)

Copy of the above
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of India.

ARM

Recd - 11-1-77

Recd 94/5

C. For Mys ✓
Re: R. J. A. C. ✓
Recd 11-1-77

Recd 11-1-77

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Nos. 94/6 Decd.

Review of the Revenue
 Act of the S. & P. for
 the 2nd half of 1875

Ordered that the
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Regarding the Review
 the Revenue Account
 the S. & P. for the 2nd
 half of 1875

End of file