

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 579-80A

DATED 14th September

[Despatch Abstract.]

Capital and Revenue accounts, Madras Railway.

Ordered that copies of the — for the half-year ended the 30th June 1895 with notes thereon by the Comr. Insp^r for Railways, be forwarded to the Govt of India and the Secretary of State.

Date — July 1895: embodying the — for the half-year ended the 30th June 1895 — with 1895. Forwarded by the Consulting Engineer for Railways.

Forwarding Procs. embodying the Capital & Revenue accounts Madras Railway for the half-year ended the 30th June 1895 with note thereon by the Consulting Engineer for Railways.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

14TH SEPTEMBER 1895, No. 579 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

•Read the following papers:—

Brief note on the Capital and Revenue Accounts, Madras Railway, for the half-year ended the 30th June 1895.

Note by the Consulting Engineer for Railways.

The following table shows the principal features of the working during the last five half-years:—

	1893.		1894.		1895.
	First half.	Second half.	First half.	Second half.	First half.
Average miles open	no. 839	no. 839	no. 839	no. 839	no. 839
Gross earnings	Rs. 52,86,714	52,18,322	51,73,933	51,47,080	57,07,036
Working expenses	24,46,703	26,27,549	24,81,594	26,91,556	26,82,138
Not earnings	28,41,009	25,80,734	24,92,338	24,56,526	30,24,901
Gross earnings per mile per week	243.35	219.22	237.18	235.85	261.62
Percentage of expenses to receipts	46.26	50.56	51.83	52.29	47.00
Train miles	1,300,838	1,342,258	1,386,963	1,261,910	1,358,565
Earnings per train mile	4.064	3.888	4.020	4.111	4.534
Passenger traffic (excluding troops and police and season tickets)—					
Number { First class	7,316	7,800	7,358	8,617	8,558
{ Second	24,047	23,022	26,077	28,698	30,257
{ Third	4,868,787	4,484,764	4,770,631	4,822,548	4,312,190
Total	4,900,020	4,515,586	4,803,064	4,929,761	4,352,005
Receipts { First class	78,941	77,065	77,940	81,450	93,811
{ Second	86,911	80,626	83,583	92,411	59,963
{ Third	13,36,775	14,55,801	15,67,179	16,76,337	18,27,078
Total	17,91,627	16,13,492	16,49,002	17,53,198	20,19,850
Goods traffic (excluding railway materials, military stores, coal and revenue stores)—					
Tons lifted	420,537	388,592	372,463	369,877	385,556
Ton mileage	66,502,638	62,048,373	67,689,123	66,992,122	62,626,323
Receipts	20,04,808	28,52,369	27,36,489	27,10,428	22,06,370

2. The gross earnings exceeded those of the corresponding period of 1894 by Rs. 5,33,101. The increase is due to the larger receipts both in passengers and goods traffic. The working expenses have slightly risen from Rs. 26,81,694 to Rs. 26,82,135, the percentage of working expenses to receipts being reduced from 51·83 to 47·00.

3. The number of train miles run shows a decrease, but the receipts per train mile increased from Rs. 4-020 to Rs. 4-534.

4. The increase in the earnings as compared with the second half of 1894 is made up as follows:—

	Increase. Rs.	Decrease. Rs.
Passengers (excluding troops and police and season tickets)	3,50,848	...
Other items of coaching traffic	4,047	...
Merchandise, general	1,69,881	...
Other items of goods traffic	59,055	...
Electric telegraph and sundries	...	50,727
	5,83,831	50,727
Net Increase	5,33,104	

The increase under "Passengers (excluding troops and police and season tickets)" is due to the 3rd-class passenger fare having been raised from 1½ to 2 pice from 1st January 1895, notwithstanding a large diminution in the number of passengers carried in that class. The fluctuations in the other two classes are unimportant. The excess under "Other items of coaching traffic" is mainly due to "passengers' luggage" and "horses." The increase under "Merchandise, general" is chiefly due to "cotton raw," "grain and pulse," "hides and skins," "oils," "provisions," "timber" and "all other articles of merchandise." Under "Other items of goods traffic," the increase principally occurs under "Coal" and "Military horses."

5. The increase in working expenses is made up as follows:—

	Increase. Rs.	Decrease. Rs.
Maintenance	19,454	...
Locomotive	77,707	...
Carriage and wagon	...	69,359
Traffic	...	24,372
General charges	2,000	...
Special and miscellaneous expenditure	...	4,953
	99,225	98,684
Net Increase	541	

The excess under "Maintenance" is mainly due to larger expenditure of materials and that under "Locomotive" is mainly attributable to an increase under "Maintenance and renewals of Locomotive engines (materials)" and under "Unclassified expenditure (loss by exchange)." Under "Carriage and wagon," decreases occur in all heads, except a trifling increase under "2 (a) Repairs and renewals of machinery, Tools and Plant." Traffic shows a large saving under "Fuel, &c." There is a small increase in "general charges." The fluctuations under "Special and miscellaneous expenditure" are mainly due to the heavier outlay on account of "payments to other lines," and a large saving in "rates and taxes" during the half-year under review.

6. The net revenue for the half-year amounts to Rs. 30,24,901. Of this sum, after allowing for outstanding contribution to Provident Fund and guaranteed interest on the subscribed capital, the company will realise a surplus profit of Rs. 1,03,540-14-10, which will be divided equally between the company and the Government (*vide* Appendix XVI of the Revenue Accounts).

12th September 1895.

(Signed) F. D. FOWLER,
for Consulting Engineer for Railways.

ORDER—dated 14th September 1895, No. 579 R., Public Works.

Ordered that four copies of the Capital and Revenue Accounts, Madras Railway, for the half-year ended the 30th June 1895, together with brief note thereon by the Consulting Engineer for Railways, be forwarded to the Government of India and to the Secretary of State.

[Here enter No. 580 R., dated 14th September 1895.]

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway.
" Examiner, Railway Accounts, Madras.

End. Shank Nirmal.
By the Copies

RAILWAY.
Govt. of {1895} Madras.
PUBLIC WORKS.

Dated September, 14th.

Recd.

Encl.

G.O., 14th Sept. 1895, No. 579 R.

SEPTEMBER.

Capital and Revenue Accounts,
Madras Railway

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Working expenses	24,45,703	26,87,689	24,81,694	26,91,556	26,82,136
Net earnings	28,41,009	25,80,734	24,92,338	24,55,525	30,24,901
Gross earnings per mile per week	212.35	239.22	237.18	236.95	261.62
Percentage of expenses to receipts	46.26	80.64	81.83	82.29	47.00
Train miles	NO. 1,300,838	1,342,258	1,286,982	1,251,910	1,258,568
Earnings per train mile	RS. 4.064	8.868	4.020	4.111	4.634
Passenger traffic (excluding troops and police and season tickets)—					
Number .. First class	NO. 7,218	NO. 7,800	NO. 7,856	NO. 8,617	NO. 8,658
Second	24,047	23,023	25,077	28,698	30,257
Third	4,868,787	4,484,764	4,770,631	4,892,648	4,212,190
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12th September 1895.

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(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway.
" Examiner, Railway Accounts, Madras.

ENDORSEMENT—dated 14th September 1895, No. 580 R., Public Works.

Forwarded.

(By order.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Secretary to the Government of India,
Public Works Department.

Encl. Shukh Kagan...
Spare Copies

RAILWAY.
Govt. of {1895} Madras.
PUBLIC WORKS.

Dated September, 14th.

Recd.

Encl.

G.O., 14th Sept. 1895, Nos. 579,
580 R.

SEPTEMBER.

Capital and Revenue Accounts,
Madras Railway

Forwarding Proceedings embodying the
—, for the half-year ended the 30th June
1895, with note thereon by the Consulting
Engineer for Railways.

14TH SEPTEMBER 1895, No. ¹⁴/₅₇₉ R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

LETTER—to

THE RIGHT HONOURABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD,

We have the honour to forward herewith a copy of our Proceedings No. 579 R., dated 14th September 1895, embodying the Capital and Revenue Accounts, Madras Railway, for the half-year ended the 30th June 1895, together with a brief note thereon by the Consulting Engineer for Railways.

We have the honour to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) WENLOCK.

(„) H. W. BLISS.

(„) J. GROSE.

OOTACAMUND,
14th September 1895.

Encl. Shook Karim.

GOVT. OF MADRAS.

PUBLIC WORKS DEPARTMENT.

(Copy.)

LETTER to the Right Honourable
the Secretary of State for
India.

No. $\frac{14}{579}$ R., dated 14th Sept. 1895.

FORWARDING PROCEEDINGS embodying the
Capital and Revenue Accounts, Madras Railway,
for the half-year ended the 30th June 1895, with
note thereon by the Consulting Engineer for
Railways.

Madras Railway Company.

CAPITAL AND REVENUE ACCOUNTS

FOR THE

Half-year ending 30th June, 1895.

LAWRENCE ALLEN PRESS—MOUNT ROAD, MADRAS—1895

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MADRAS RAILWAY COMPANY.

Accounts for the Half-year ending 30th June 1895.

No. I.

STATEMENT OF CAPITAL AUTHORISED AND CREATED.

Contracts with the Secretary of State or other Authority.	CAPITAL AUTHORISED.			CAPITAL CREATED OR SANCTIONED.			BALANCE.		
	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.
Act 18th May 1873	£	£	£	£	£	£	£	£	£
10th June 1874									
17th "									
2nd June 1874									
18th "									
10th June 1875									
<i>Contracts in respect of Share Capital.</i>									
Via 22nd December 1872	500,000		500,000	500,000		500,000			
" 10th December 1873	2,500,000		2,500,000	2,500,000		2,500,000			
" 10th August 1874	1,000,000		1,000,000	1,000,000		1,000,000			
" 25th October 1877	2,500,000		2,500,000	2,500,000		2,500,000			
" 25th July 1875	1,525,000		1,525,000	1,525,000		1,525,000			
	8,325,000		8,325,000						
Less 511,620 Shares included in the above contracts which were not required by resolution of the B. and of the Secretary of State for India	10,220		10,220						
	8,314,780		8,314,780						
<i>Contracts in respect of Loans on Debentures.</i>									
Via 13th March 1870		1,000,000	1,000,000		1,000,000	1,000,000			
" 25th October 1877		1,250,000	1,250,000		1,250,000	1,250,000			
" 25th July 1875		2,071,750	2,071,750		2,071,750	2,071,750			
Less Debentures paid off and not replaced by Capital, or other Loans		712,150	712,150		712,150	712,150			
Amount converted into stock and replaced by issue of Capital stock		1,017,550	1,017,550		1,017,550	1,017,550			
25th October 1874 and 13th March 1881		500,000	500,000		500,000	500,000			
Not yet prepared		500,000	500,000		500,000	500,000			
Balance of borrowing powers authorised under the above Acts		2,019,210	2,019,210					2,019,210	2,019,210
These comprise Debentures that have been converted into stock amounting to £ 1,000,000									
And Capital stock raised to replace Debentures paid off		32,750	32,750						
		1,032,750	1,032,750		1,032,750	1,032,750			
Debentures paid off and not replaced by issue of Capital stock		712,150	712,150						
Do. converted into Stock		1,000,000	1,000,000						
		2,032,750	2,032,750						
	10,327,630	2,019,210	12,346,840	10,327,630	2,019,210	12,346,840			

No. II.

STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

Dispositions.	Amount created.	Amount received.	Calls in arrear.	Amount unpaid.	Amount advanced.
Capital stock bearing interest at the rate of 4 per cent. per annum for amount guaranteed by the Secretary of State	£ 500,000	£ 500,000	....	....	....
Do. at 4 per cent.	970,000	970,000	....	....	....
Do. at 5 per cent.	4,737,670	4,737,670	....	....	....
Total £	10,207,670	10,207,670	....	....	....

No. III.

CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

	RAISED BY LOANS		RAISED BY ISSUE OF DEBENTURE STOCK	TOTAL RAISED BY LOANS & DEBENTURE STOCK
	At 3 per cent.	At 5 per cent.	£	£
Existing at 31st December, 1874	500,000	327,000	....	827,000
Do. at 30th June, 1875	500,000	327,000	....	827,000
Increase	....	....	....	....
Total amount authorised to be raised by Loans and by Debenture Stock in respect of Capital created, as per Statement No. I.				8,419,210
Total amount raised by Loans as above				800,000
Balance being available borrowing powers at 30th June 1875				2,619,210

RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Dr.

Cr.

	Amount expended to 31st December, 1904.	Amount expended during half year as per Account No. 5.	Total.		Amount received to 31st December, 1904.	Amount received during half year.	Total.
	£ s d	£ s d	£ s d		£ s d	£ s d	£ s d
To EXPENDITURE.				By RECEIPTS.			
On Line open for Traffic	9,402,502 6 9	9,985 19 1	9,412,387 16 10	Shares and Stock per last Statement	10,257,630 0 0		10,257,630 0 0
" Line in course of construction	1,390,453 4 10	1,473 9 2	1,391,926 14 0	" Account No. 2			
" Working Stock				Capital not bearing interest per last statement	12,014 1 4		12,014 1 4
Total	10,792,955 11 7	11,358 19 3	10,804,314 10 10				
For Stores, &c.			* 263,739 10 4	Loans			
To Balance			1,500 0 2	Per last statement	500,000 0 0		500,000 0 0
				" Account No. 4			
			11,069,644 1 4		11,069,644 1 4		11,069,644 1 4

* Value of Stores in Stock and in Transit per Capital Balance Sheet ... 263,739 10 4
Add Stores Sales and Purchase Accounts ... 1,500 0 2
Total ... 265,239 10 4

DETAILS OF CAPITAL EXPENDITURE FOR THE HALF-YEAR ENDING 30TH JUNE, 1905.

	Line Open for Traffic.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Construction of Line				
Earthwork			4,103 1 2	
Bridge Work				
Minor Bridges		1,618 2 3		
Large Bridges		30 14 5	1,657 0 8	
Ballast and Permanent Way—				
Ballasting		4,726 11 4		
Permanent Way		23,841 11 7	28,568 6 11	
Stations and Buildings				
Stations and Offices		33,059 11 7		
Workshop Store Buildings		1,078 6 2		
Staff Quarters		27,371 2 9		
Station Machinery		6,611 13 7	71,024 2 1	
Electric Telegraph—			1,872 10 2	
Plant—				
Locomotive Shop Plant			306 9 1	1,07,841 14 1
Working Stock				
Engines and Tenders			4,655 0 0	
Carriages			533 0 0	
Wagons			10,851 1 2	16,074 1 2
Total expenditure for half year as per Account No. 4, £ 11,358 19 3 at 1 10 exchange				1,23,615 15 3

ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	Total Expenditure from commencement of operations to 30th June 1905.	During the half year ending 31st December 1905.	In subsequent half-years.	Total.
	Rs.	Rs.	Rs.	Rs.
Lines opened for Traffic more than two years	10,26,80,595	...	...	...
Engineering Department	...	1,60,305	...	1,60,305
Telegraph do.	...	24,750	...	24,750
Lines opened for Traffic less than two years	...	...	...	...
Lines in Course of Construction	...	...	...	...
Working Stock	1,51,84,635	...	...	...
Six New Locomotive Engines	...	2,313	...	2,313
Gas making plant, lamps and fittings	...	1,53,152	...	1,53,152
Two Tank wagons for conveying oil, 15 tons	...	7,000	...	7,000
Two Composite carriages	...	13,706	...	13,706
Fitting Automatic Vacuum brake gear	...	41,368	...	41,368
Furnishing Additional Screw Couplings to Vehicles—	...	...	...	...
3,230 Screw Couplings	...	7,500	...	7,500
1,200 Centre Chains	...	550	...	550
Two Trucks for carrying Gas holders	...	3,080	...	3,080
Rupees	11,78,65,250	...	...	...
Total estimated further expenditure of Capital Rupees	...	4,13,754	...	4,13,754

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

	£	£ s d.
Share and Loan Capital authorised or created but not yet received:—		
Share (No. II) Calls in arrear	...	...
Amount uncalled	...	...
Loans (No. III)		
Available borrowing powers	...	2,619,210 0 0
Capital Account—Balance at credit thereof (No. 4)	...	265,329 10 6
Total...		2,884,539 10 6

MADRAS RAILWAY COMPANY.

REVENUE ACCOUNT for the Half-year ending 30th June 1895.

30

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EXPENDITURE.				EARNINGS.			
Half-year ending 30th June 1904.	Percent. on Gross Receipts		Abstract.	Half-year ending 30th June 1905.		Abstract.	Half-year ending 30th June 1905.
<i>Rs.</i>	<i>a. p.</i>	<i>Rs.</i>	<i>a. p.</i>	<i>Rs.</i>	<i>a. p.</i>	<i>Rs.</i>	<i>a. p.</i>
5,79,999 13 8	11-21	To Maintenance of Way, Works and Stations.	A	5,99,459 2 2	10-50	By Coaching Traffic ...	23,74,000 2 2
9,14,557 1 4	15-26	„ Locomotive expenses ...	B	10,22,263 15 11	17-91	„ Goods Traffic ...	32,38,163 2 8
3,71,211 15 9	7-17	„ Carriage and Wagon expenses ...	C	3,01,882 12 8	5-29	„ Electric Telegraph earnings ...	10,613 0 6
4,45,157 5 6	8-63	„ Traffic expenses ...	D	4,22,114 12 2	7-40	„ Steam Boat earnings ...	<i>Nil.</i>
2,85,693 13 6	5-53	„ General Charges ...	E	2,88,153 9 2	5-05	„ Sundries ...	84,169 9 5
<i>Nil.</i>	...	„ Steam Boat Service ...	F	<i>Nil.</i>	...		
53,214 3 0	1-63	„ Special and Miscellaneous expenditure ...	G	43,261 5 0	85		
26,81,594 2 9	51-83			26,82,134 9 1	47-00		
24,92,533 1 7	43-17	„ Balance Net earnings ...		30,24,901 5 8	53-00		
51,73,932 4 4	100-00	Total ...	...	57,07,035 14 9	100 00	Total ...	57,07,035 14 9

No. IX.
JUNE, 1904.

ABSTRACT A.

Maintenance of Way, Works and Stations.

JUNE, 1895.

JUNE, 1894.

Amount.						Amount.						
Rs.	a.	p.	Rs.	a.	p.	1st.—General Superintendence—	Rs.	a.	p.	Rs.	a.	p.
			62,113	13	7	(1)—Engineers' salaries	66,596	5	5			
			5,582	13	8	(2)—Allowances of ditto, including travelling ...	4,513	10	6			
			39,543	8	1	(3)—Subordinate Superintendents	37,528	8	1			
			1,065	8	0	(4)—Allowances of ditto, including travelling ...	990	4	0			
			.....			(5)—Overtime allowances ... ..	.....					
			30,440	2	8	(6)—Office expenses	28,812	13	3			
1,46,745	14	0								1,38,741	9	3
			1,43,520	8	1	2nd.—Maintenance & Renewal of Permanent Way—	1,41,051	15	1			
			62,222	13	10	(1)—Wages	81,293	0	11			
2,05,743	5	11				(2)—Materials				1,21,375	0	0
			18,868	8	8	3rd.—Repairs of Bridges, &c.—Wages & Materials—						
			21,275	1	7	(1)—Bridges and Tunnels	27,253	2	4			
43,143	10	3				(2)—Miscellaneous, including earth-work, roads, fencing, &c.	32,454	4	11			
.....										59,707	7	3
						3rd (a)—Conservancy of Rivers ... ..	.....					
			53,695	8	9	4th.—Repairs of Stations and Buildings—Wages and Materials—						
						(1)—Repairs of buildings of every description, including station-yards and signals, but excepting quarters of the staff... ..	36,990	9	7			
			15,196	15	2	(2)—Repairs of staff quarters	22,948	13	10			
68,892	7	11										
.....						5th.—Maintenance by Contract—				59,939	7	5
						(1)—Amount paid to contractors ... ..	.....					
						(2)—Material, supplied by the Company ... ..	.....					
11,120	11	11										
						6th.—New Minor Works—				6,941	9	9
			1,352	8	0	7th.—Unclassified Expenditure—						
			Cr. 2,157	14	0	(1)—Plantations	1,454	3	11			
						(2)—Tools and Plant	3,384	9	3			
						(3)—Loss on Stores, &c. ... ..	.....					
			78,953	2	5	(4)—Loss by exchange	79,360	3	1			
			27,893	5	0	(5)—Carriage of Revenue Stores	34,492	2	0			
1,05,981	0	11								1,18,711	2	5
5,81,627	2	11				Total...	...			6,07,516	4	1
			1,627	5	3	Deduct { Sum chargeable to Fire Insurance Fund	211	0	0			
1,627	5	3				Cost of working Kolar Gold Fields	7,847	1	11	8,058	1	11
						Railway						
5,79,999	13	8				Total...	...			5,99,458	2	2

Mean Mileage maintained by Revenue—

Mean Mileage maintained by Revenue—										Departmentally.			By Contract.			Total.		
										Ma.	Chs.	Ft.	Ma.	Chs.	Ft.	Ma.	Chs.	Ft.
Railway Line	...	{ Double	..	...	...	...	...	...	...	42	32	34½	.....	.....	.....	84	65	3
	...	{ Single	...	...	...	...	...	...	...	c 806	65	30½	.....	.....	.....	806	65	30½
Sidings	...	...	...	...	...	...	...	...	...	c 139	61	10	.....	.....	.....	*138	61	10
Total single track, including sidings...										.....						1,030 31 43½		
Cost per mile of track, including sidings										.....						Rs. 589.59		

	Total single track, including sidings...	...	...	...
Cost per mile of track, including sidings	...	...	...	...

strengthening week riders on the South-West and North-West Lines

a.	Includes expenditure on strengthening weak girders on the South-West and North-West Lines	...	Rs.	11,619	7	7
	Do. on covering sand ballast with broken stones	...	"	13,091	3	3
b.	Value of stores credited to sub-head 2nd (2)	...	"	1,47,770	14	9
	Do. do. 3rd (1)	...	"	312	10	0
	Do. do. 4th (1)	...	"	93	11	4
	Do. continuously omitted	...	"			

c. Include Kolar Gold Fields Railway mileage previously omitted.
 • For explanation of the increased sidings, see Foot note of the Form No. 13.

ABSTRACT B.

Locomotive Expenses

JUNE, 1894.

JUNE, 1895.

Amount.		1st.—General Superintendence—	Amount.	
Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.
	13,824 15 2	(1)—Salaries of Superintendents and Assistants.	16,762 1 10	
	943 4 0	(2)—Allowances of ditto, including travelling...	853 15 3	
	27,361 0 1	(3)—Subordinate Superintendents ...	29,252 3 0	
	1,274 2 10	(4)—Allowances of ditto, including travelling...	1,082 10 0	
	12,999 3 9	(5)—Overtime allowances ...	...	
62,493 0 1		(6)—Office expenses ...	13,523 0 0	
		2nd.—Running Expenses (Wages connected with the working of Locomotive Engines)—	66,453 14 1	
	1,16,659 13 8	(1)—Wages of Drivers and Firemen ...	1,13,802 4 7	
	42,295 0 4	(2)—Overtime allowances ...	39,060 11 0	
	25,074 11 11	(3)—All labour connected with fuelling, cleaning and looking after engines in yards ...	24,563 12 11	
	159 10 1	(4)—Contingent expenses, including clothing and travelling expenses ...	136 14 8	
1,84,219 4 0		3rd.—Fuel—	1,77,563 11 2	
		1894. 1895.		
	1,82,703 9 1	Tons. 13,024,114 (1) Coal ... Tons. 13,685,447	1,99,415 10 3	
	4,890 1 2	do. ... (2) Coke ... do. ...	247 12 9	
	1,75,213 14 0	do. 230,113 (3) Patent Fuel do. 11,113	1,76,409 9 7	
3,02,812 8 9		do. 55,764,110 (4) Wood ... do. 59,376,113	3,76,072 0 7	
12,065 14 3		4th.—Water (including Wages and Stores) ...	12,779 8 7	
20,715 13 1		5th.—Oil, Tallow and other Stores (expended on Engines in work) ...	17,091 7 5	
		6th.—Maintenance and Renewals of Locomotive Engines		
	1,38,318 15 7	(1)—Wages ...	1,24,504 2 3	
	6,321 14 3	(2)—Overtime allowances ...	3,683 7 1	
2,65,507 0 7		(3)—Materials ...	1,43,955 4 2	
		6 (a)—Maintenance and Renewals of Machinery, Tools and Plant—	2,70,942 13 6	
	1,656 13 5	(1)—Wages ...	3,306 12 9	
	727 11 9	(2)—Overtime allowances ...	1,935 4 0	
	1,323 8 4	(3)—Materials ...	884 14 0	
3,713 1 0		7th.—New Minor Works ...	6,126 14 9	
		8th.—Payments to other Lines—		
		(1)—For haulage of Trains ...		
		9th.—Unclassified Expenditure—		
	35,915 3 0	(1)—Loss on Stores, &c. ...		
	29,765 13 0	(2)—Loss by exchange ...	70,466 6 7	
65,711 0 0		(3)—Carriage of Revenue Stores ...	32,464 11 0	
9,17,208 0 3		Total ...	1,02,931 1 7	
		Sum chargeable to Fire Insurance Fund.	316 10 6	
	2,650 14 11	Deduct Cost of working Kolar Gold Fields Railway ...	13,353 13 3	
2,650 14 11			13,702 7 9	
9,14,557 1 4		Total	10,22,263 15 11	

Value of stores credited to sub-heads ... Rs. 35,400 7 7
 Expenditure included on account of two new engines ... 49,418 0 8

ABSTRACT C.

Carriage and Wagon Expenses.

JUNE, 1894.

JUNE, 1895.

Amount.		1st.—General Superintendence—	Amount.	
Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.
	5,924 15 9	(1)—Salaries of Superintendents and Assistants	5,587 6 1	
	404 4 0	(2)—Allowances of ditto, including travelling ..	277 15 9	
	11,726 5 0	(3)—Subordinate Superintendents ...	9,750 11 8	
	546 1 2	(4)—Allowances of ditto, including travelling ...	360 14 0	
	...	(5)—Overtime allowances ...	...	
26,744 2 4	8,112 8 5	(6)—Office expenses ...	6,174 5 0	22,151 4 6
		2nd.—Repairs and Renewals of Vehicles—		
		Coaching Vehicles.		
	45,756 7 4	(1)—Wages ...	33,193 4 7	
	893 15 11	(2)—Overtime ...	169 1 10	
	36,617 5 10	(3)—Materials ...	24,127 0 2	
82,267 13 1		Goods Vehicles—	57,489 6 7	
	55,837 2 11	(1)—Wages ...	59,308 12 3	
	1,927 15 9	(2)—Overtime ...	1,005 15 1	
	1,21,771 8 9	(3)—Materials ...	1,00,756 15 11	
2,62,804 8 6	1,79,536 11 5	2 (a) Repairs and Renewals of Machinery, Tools and Plant—	1,61,071 11 3	2,19,561 1 10
	1,210 8 4	(1)—Wages ...	2,322 7 3	
	531 5 9	(2)—Overtime ...	1,361 13 10	
3,973 2 4	2,231 4 3	(3)—Materials ...	705 3 6	4,399 8 7
		3rd.—Cleaning Carriages and Wagons and Oiling.		
	19,231 11 0	(1)—Labour, including wages of Oilers, Carriage Cleaners and Examiners ...	18,525 10 9	
	12,615 7 5	(2)—Stores, including oil, grease, and other stores for consumption on running vehicles ...	12,115 12 1	
30,897 2 5		4th.—New Minor Works ...		30,611 6 10
		5th.—Unclassified Expenditure—		
	46,557 3 0	(1)—Loss on Stores, &c. ...		
	1,311 9 0	(2)—Loss by Exchange ...	27,691 2 11	
47,869 12 0		(3)—Carriage of Revenue Stores ...	2,416 3 0	
57,297 11 7		Total ...		39,107 5 11
	3 5 0	Sum chargeable to Fire Insurance Fund.	14 14 0	3,05,850 11 8
	1,012 6 10	Deduct Cost of working Kolar Gold Fields Railway ...	3,953 1 0	3,967 15 0
1,015 11 10		Total ...		3,01,882 12 8
3,71,241 15 9				

Value of stores credited to sub-heads ... Rs. 9,232 9 7

ABSTRACT D.

Traffic Expenses.

JUNE, 1931.

JUNE, 1895.

Amount.		1st.—Salaries, Wages, &c.—		Amount.	
Rs.	a. p.	Rs.	a. p.	Rs.	a. p.
		(a)—General Superintendence—			
		(1)—Traffic Manager, Asst. do. District Supts. and Traffic Canvasers	15,217 14 4		
		(2)—Office Establishment	22,751 12 6		
		(3)—Travelling Allowances	4,241 11 3		
		(4)—Contingencies	448 5 8		
		(b)—Station Staff—		72,659 11 9	
		(1)—Station Masters, Clerks, Porters, Pointsmen, Gate-keepers of Level-crossings, Signalmen, Station Servants, &c.		1,58,745 8 0	
		(c)—Train Staff—			
		(1)—Guards and Assistant Guards	48,806 1 1		
		(2)—Overtime Allowances	309 11 9		
3,10,917 0 5			49,115 12 10	3,10,521 1 1	
		2nd.—Fuel, Lighting, Water and General Stores—			
		(1)—Fires, lights, water and general stores for Carriages, Stations, Offices, &c.	33,816 0 3		
		(2)—Wagon covers, ropes, &c.	3,174 1 4		
		(3)—Office and Station fittings and furniture	2,057 7 2		
58,025 13 5				39,047 8 9	
5,506 15 6				4,539 9 10	
		3rd.—Clothing			
		4th.—Printing, Stationery and Tickets		42,122 2 6	
59,291 1 10		5th.—Charges for delivery and collection of Goods, &c.		674 7 4	
1,019 1 5		6th.—Miscellaneous Expenses		2,502 8 1	
2,191 7 4		7th.—Payments to other Lines—			
		(1)—Traffic expenses at joint stations		7,397 9 0	
6,193 0 0		8th.—Unclassified Expenditure—			
		(1)—Loss on Stores, &c.			
		(2)—Loss by Exchange	18,949 14 5		
21,199 3 4		(3)—Carriage of Revenue Stores	1,477 7 0	20,426 5 5	
4,17,711 11 3		Total		4,27,736 11 0	
		Deduct { Sum chargeable to Fire Insurance Fund ..	97 15 6		
		Cost of working Kolar Gold Fields Railway ..	5,523 15 4	5,621 14 10	
1,257 7 9	1,252 5 9	Total		4,22,114 12 2	
4,46,457 5 6					

Value of stores credited to sub head, 2nd (2)

Rs. 155 0 0

ABSTRACT E.

General Charges.

JUNE, 1894.

JUNE, 1895.

Amount.		1st.—Home Expenditure—		Amount.	
Rs.	a. p.	Rs.	a. p.	Rs.	a. p.
		(1)—Directors and Secretary, or Managing Director ...	29,703 10 11		
		(2)—Auditors and Accountants ...			
		(3)—Consulting Engineer and Inspecting Officers' fees and travelling allowances	8,132 8 9		
		(4)—Office expenses		36,830 3 8	
26,707 1 5		2nd Salaries of Indian Management, including Officers			
		Salaries.	Travelling Allowances	Contingencies.	
		Rs. a. p.	Rs. a. p.	Rs. a. p.	
		(1)—Agent's Office	29,945 1 3	457 12 6	29,972 3 11
		(2)—Auditor's "			
		(3)—Accounts' "	68,381 5 8	2,318 13 10	71,613 9 1
		(4)—Cash "			
		(5)—Stores Dept	11,633 13 5	149 2 0	11,568 14 9
		(6)—Medical "	15,427 6 9	269 9 0	14,721 8 0
		(7)—Rents of buildings and lands	224 7 8		229 13 5
		(8)—Furniture, fittings, and other miscellaneous expenses	3,304 15 4		3,418 6 10
		(9)—Printing and Stationery	4,833 15 9		5,871 8 3
		(10)—Medicine and contributions to Hospitals	2,768 10 2		1,814 5 1
30,239 12 1		3rd.—Police—			1,33,243 5 4
		(1)—Supervision	5,799 9 11		6,093 11 5
		(2)—Constables	9,573 6 0		9,475 4 10
		(3)—Contingencies	2,449 1 8		2,493 13 5
17,822 1 7		4th.—Advertising (All Advertisements of all Departments)			18,064 13 8
8,123 10 7		5th.—Electric Telegraph—			2,423 11 6
		(1)—Salaries of Superintendents and Assistants	10,559 8 11		9,895 12 11
		(2)—Signallers	35,725 8 6		35,918 2 2
		(3)—Travelling expenses	1,097 12 6		1,109 0 0
		(4)—Office expenses, contingencies, &c.	1,359 14 3		1,409 1 8
		(5)—Maintenance, wages and stores	19,554 0 9		17,019 2 3
		(6)—Government Telegraph Department for rent, maintenance and inspection	524 6 10		784 11 10
68,931 3 3		6th.—Clearing accounts with other lines			66,065 14 10
		7th.—Unclassified Expenditure—			
		(1)—Loss on Stores, &c.	3,557 9 2		3,885 12 6
		(2)—Expenses connected with Fire-engines	29,472 13 6		28,802 15 1
		(3)—Loss by exchange	504 5 6		493 4 0
33,624 11 2		(4)—Carriage of Revenue Stores			33,171 15 7
2,99,453 8 1		Total			2,95,808 0 7
		Deduct { Sum chargeable to Fire Insurance Fund	3,557 9 2		3,885 12 6
		Cost of working Kolar Gold Fields Railway	802 1 5		3,769 10 11
4,359 10 7		Total			7,654 7 5
2,86,093 18 6					2,88,153 9 2

Value of stores credited to sub head, 5th (5) Rs. 75-13-4

ABSTRACT G.

Special and Miscellaneous Expenditure.

JUNE, 1894.

JUNE, 1895.

Amount.			Amount.	
Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.
1,996 9 4	..	1st.—Law Charges	1,962 10 8	
		2nd.—Compensation—		
	2,636 12 2	(1)—For goods lost or damaged	934 8 3	
	...	(2)—For personal injury	...	
	250 0 0	(3)—For other claims	...	
2,886 12 2	...	3rd.—Rates and Taxes (including Municipal Water Rates)	934 8 3	
13,053 3 8	...	4th.—Payments to other lines—	6,607 10 6	
		1894.	1895.	
		Rs. A. P.	Rs. A. P.	
				
		(1)—Hire of Locomotives { Gross Charges .....	.....	
				
		(2)—Hire of Vehicles { Gross Charges .....	.....	
				
		(3)—Milage & Demurrage of Foreign Stock. { Gross Charges 23,220 13 4	10,961 8 0	
	1,506 10 0	.....	.....	
		(4)—Rent of Stations, &c., jointly occupied { Gross Charges .....	.....	
				
1,006 10 0	...	5th.—Prizes for Station Gardens, &c.	549 14 3	
676 12 4	...	6th.—Contributions to—		
		(1)—Railway Provident Institution	20,687 15 11	
20,993 7 6	...	7th.—Miscellaneous—		
		(1)—Loss on light coins	...	
		(2)—Bridge Toll Collection Establishment, &c.	...	
	3,629 1 4	(3)—Conservancy	1,194 10 5	
	127 1 1	(4)—Loss by exchange	210 13 4	
	3,093 11 6	(5)—Railway Schools	5,170 8 10	
		(6)—Locomotive School	...	
		(7)—Grant to employes for passing in the Vernacular ...	600 0 0	7,206 0 7
7,119 13 11	599 0 0	Total	48,910 4 2	
59,593 4 11	...	Deduct { Sum chargeable to Fire Insurance Fund 14 11 0		
		Cost of working Kolar Gold Fields Railway ...	634 4 2	648 15 2
149 1 11	149 1 11	Total	49,261 5 0	
59,214 3 0				

ABSTRACT H.

Coaching Traffic.

JUNE, 1895.

JUNE, 1894.

AMOUNT.	TARIFF MILEAGE FARE	SINGLE RETURN	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
			Rs. 0 1 0	No.	Rs. 0 0 0	No.	Day Rs. 0 0 2 Mail " 0 0 2	No.	No.	Amount.
Rs. a. p.			Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.	
16,49,24 3 4	1st.—Passengers— Single journeys..	8,451	91,028 0 7	30,153	97,801 2 10	4,270,786	18,09,435 11 8	4,309,340	19,99,292 15 1	
6,609 14 0	Excess fares ..	Nil.	1,052 10 0	Nil.	165 7 0	Nil.	6,608 3 8	Nil.	7,840 5 2	
13,108 8 0	Return journeys..	107	1,732 8 0	104	975 14 0	42,404	11,008 7 0	42,615	13,716 13 9	
78,928 0 1	Troops and Police	467	3,705 11 0	4,494	17,673 3 3	30,346	40,771 9 0	33,371	62,150 7 3	
	Total...	9,025	97,816 13 7	34,751	1,16,635 11 7	4,343,530	19,67,844 0 1	4,357,306	20,81,000 9 3	
17,47,939 9 0	Corresponding Period of 1894	7,934	63,309 4 1	32,604	1,20,335 13 1	4,500,583	15,41,291 8 0	4,511,125	...	
	Season Tickets*	16	1,500 0 0	89	2,039 14 0	1,322	2,434 7 0	1,427	6,034 5 0	
4,406 12 0	Corresponding Period of 1894	10	345 0 0	69	1,611 0 0	2,496	2,416 12 0	2,565	...	
65,555 9 1	2nd.—Passengers' Luggage								200,411	61,367 2 0
10,237 15 1	3rd.—Military Baggage								92,094	6,564 4 7
	4th.—Carriages, Horses, Dogs, &c.—									
10,449 10 0	(1)—Carriages								253	10,724 5 6
28,629 14 0	(2)—Horses								1,701	39,525 15 9
2,403 0 0	(3)—Dogs, &c.								2,304	3,109 11 9
	5th.—Military Carriages, Horses, &c.—									
131 15 0	(1)—Carriages								2	108 2 0
2,733 14 0	(2)—Horses								129	1,768 9 4
99 2 1	(3)—Dogs, &c.								61	48 14 4
	6th.—Parcels—									
1,30,321 15 4	(1)—For the Public								790,115	1,33,435 13 3
2,087 9 1	(2)—For Revenue								24,185	1,897 1 6
	7th.—Special Trains								899	2,793 0 0
620 10 0	8th.—Miscellaneous									514 10 2
	9th.—Post Office—									
23,212 9 3	(1)—Haulage and hire of Post Office Vehicles { Number of Vehicles								25,169	9 9
	(2)—Special Trains									
	(3)—Parcels									
20,19,165 1 11	Total									13,71,060 2 2
	Less outstandings irrecoverable									
20,19,165 1 11	Total									23,74,060 2 2

* Season Tickets, 1st Class (reckoned at the rate of 40 Single Journey Passengers per month) 16 Tickets equal 1,620
 2nd Class (do. do. do.) 8,400
 3rd Class (do. do. do.) 1,322 do. 153,120

From 1st January 1895 3rd Class ordinary fares increased from 1½ to 2 pice per mile.
 Fares by all trains between Olavakkott and Tirur increased from 1½ to 2 pice per mile.
 Fares by mail train between Podanur and Olavakkott and between Tirur and Calicut increased from 1½ to 2 pice per mile.

ABSTRACT I.

Goods' Traffic.

JUNE, 1894.

JUNE, 1895.

Amount.		Number of tons lifted.	Average Rate per ton per mile.	Ton-miles.	Amount.
Rs. a. p.			Pies.		Rs. a. p.
27,36,493 3 0	1st.—Merchandise, General ...	385,556	8-91	62,626,323	29,06,369 14 1
40,255 12 0	2nd.—Military Stores ...	900	30-13	231,121	36,269 7 0
10,451 4 0	3rd.—Railway Materials for Construction...	10,439	5-79	215,854	6,512 8 0
27,87,226 3 0	Total...	396,915	8-98	63,073,298	29,49,151 13 1
	4th.—Coal—				
1,39,509 8 0	(1)—For the Public ...	45,459	4-36	7,736,377	1,75,456 4 0
...	(2)—For the Company (Construction only) ...	...	...	...	...
13,186 15 0	(3)—For Locomotive Department (Revenue only) ...	11,302	4-05	715,318	15,076 0 0
96 7 0	(4)—For other Departments ...	64	4-07	6,768	143 6 0
1,52,542 14 0	Total Coal...	56,825	4-33	8,458,163	1,90,715 10 0
	5th.—Revenue Stores—				
53,472 14 0	(1)—For all Departments excepting Coal and Locomotive Fuel ...	93,253	4-11	1,873,076	40,061 1 0
12,010 0 0	(2)—Wood and patent fuel for Loco- motive Department ...	29,570	3-97	683,912	14,150 3 0
45,482 14 0	Total...	121,823	4-07	2,556,988	54,211 4 0
29,85,251 15 0	Total Goods...	575,593	8-29	74,089,749	31,94,073 11 1
	6th.—Live Stock—				
3,441 9 0	(1)—Horses ...	...	...	270	2,775 13 4
3,537 8 0	(2)—Cattle ...	...	...	1,294	4,504 11 4
2,520 10 0	(3)—Sheep, &c. ...	...	...	8,224	2,498 8 6
9,552 11 0	Total...	...	...	9,888	9,779 1 2
	7th.—Military Live Stock—				
5,886 2 0	(1)—Horses ...	...	...	849	25,359 10 0
14 12 0	(2)—Cattle ...	...	...	10	60 12 0
...	(3)—Sheep, &c. ...	...	...	...	...
5,900 14 0	Total...	...	...	859	25,450 6 0
6,042 3 2	8th.—Rents and Demurrage, Wharfage, Storage, &c. ...	...	...	...	6,138 13 0
...	9th.—Interest on outstanding Bills ...	...	...	...	...
2,679 6 9	10th.—Miscellaneous ...	...	...	...	2,716 3 5
30,09,227 2 5	Total...	...	...	...	32,38,163 2 8
...	Less outstandings irrecoverable ...	...	...	...	...
30,09,227 2 5	Total...	...	...	...	32,38,163 2 8

Coal Tons 45,459 Rs. 1,75,456-4-0. Fide Consulting Engineer's letter, No. 942, dated 30th September 1891.
Coke .. Nil .. Nil ..

ABSTRACT K.

Sundries.

JUNE, 1894.

JUNE, 1895.

Amount.		1894.	1895.	Amount.
Rs. a. p.		Rs. A. P.	Rs. A. P.	Rs. a. p.
33,404 8 4	Hire of Locomotives ...	33,404 8 4	Gross Receipts 3,325 0 0	3,325 0 0
...	.....	.....	„ Charges .....	.....
17,542 9 10	Hire of Vehicles ...	17,542 9 10	Gross Receipts .....	.....
.....	.....	.....	„ Charges .....	.....
.....	Mileage and Demurrage of Vehicles over Foreign lines	.....	Gross Receipts .....	.....
.....	.....	.....	„ Charges .....	.....
11,573 3 4	Rent of Stations, &c., jointly occupied ...	11,573 3 4	Gross Receipts 17,729 6 3	9,781 1 7
.....	.....	.....	„ Charges 7,949 4 8	.....
25,194 3 5	Clearing accounts with other Lines ...	25,194 3 5	.....	.....
16,456 9 7	Tolls on Bridges ...	16,456 9 7	.....	.....
1,545 14 7	Rents of Dwelling-houses ...	1,545 14 7	.....	27,794 0 2
16,757 0 4	Rents of Refreshment-rooms ...	16,757 0 4	.....	19,030 7 4
1,821 7 3	Fees on share transfers, &c. ...	1,821 7 3	.....	1,334 11 8
922 11 10	Profits of Workshops for work done for State Railways, &c... ..	922 11 10	.....	3,636 15 3
.....	Sale of unclaimed and damaged goods... ..	.....	.....	801 4 5
.....	Unpaid or unclaimed salaries ... ..	.....	.....	1,075 10 8
		1894.	1895.	
		Rs. A. P.	Rs. A. P.	
3,725 13 0		707 4 9	1.—Maintenance	393 5 0
5,122 12 3		3,320 0 6	2.—Locomotive	3,824 0 11
1,36,402 13 9		.....	3.—Carriage and Wagon ... ..	.....
.....		873 13 3	4.—Traffic	329 5 11
1,33,402 13 9		824 10 6	5.—General	607 3 10
		4,461 13 1	Miscellaneous	8,754 6 0
		660 15 2	5% of gross receipts of K. G. F. R. for use of M. Ry. Co.'s Rolling Stock	3,482 0 8
		.....	Total...	84,169 9 5
				
		.....	Total...	84,169 9 5
		.....	Less outstandings irrecoverable ... ..	.....

No. XI. FIRE INSURANCE FUND.			
To Amount paid for loss by fire, &c., as per Revenue Account, Abstracts A, B, C, D E, and G. viz.:	Rs. a. p.		Rs. a. p.
Cost of old Engine shed burnt and temporary shed erected at Tirur	211 0 0	By Balance in hand at 1st January 1895.	3,53,598 1 11
Cost of extinguishing Fires in Coal stacks at Rayapuram	316 10 6	„ Interest on Government Paper less debts for commission, &c.	5,590 9 4
Rolling Stock	14 14 0		
Tarpaulins	97 15 6		
Equipment of Fire Engines	3,885 12 6		
Sundry claims	14 11 0		
To Balance on 30th June 1895, viz., invested in the purchase of Rs. 3,20,000 Go- vernment Paper.	3,45,266 0 2		
Cash	11,094 0 0		
	3,56,360 0 2		
	3,60,900 15 8		
Deduct amount charged above but unpaid at 30th June 1895	1,712 4 5		
	3,59,188 11 3	Total ..	3,59,188 11 3

No. XII.
STATEMENT OF ROLLING-STOCK FOR HALF-YEAR ENDING 30th JUNE 1895.

DESCRIPTION.	1	2	3	4	5	6	7	8	9	10	11	12	13
	Total stock authorised.	Total stock constructed against authorisation up to the last day of the previous half-year.	Additions to stock during the half-year.	Reduction of stock.	Total stock on the list at end of the half-year.	Actual stock in running order on the last day of the half-year.	Repairs and Renewals.				Average number undergoing repairs and renewals at any one time.	Stock consumed in this and previous half-year, awaiting replacement.	Average carrying capacity of each description of vehicle.
							Number of Vehicles repaired during the half-year.	Number of Vehicles renewed during the half-year.	Number of Vehicles undergoing or awaiting repairs on the last day of the half-year.	Number of Vehicles under repair or awaiting renewal on the last day of the half-year.			
Railways.													
Passenger and Mail	166	38	...	...	38	123	40	...	40	1	36	3	...
Mixed	...	40	...	...	40	...	...	...	...	...	...	...	...
Goods	...	69	...	...	69	...	...	...	...	...	...	...	...
Tank	...	16	...	...	16	...	...	...	...	...	...	...	...
Total...	166	163	...	...	163	123	40	...	40	1	36	3	...
Coaching Vehicles.													
Saloon, ordinary	2	2	...	...	2	1	1	...	1	...	30	3	...
Saloon, ordinary (1st Class Night Carriages)	26	26	...	...	26	26	56	...	...	...	4	...	...
Reserved Carriages	7	9	...	...	9	9	10	...	...	...	1	...	...
Composites 1st and 2nd Class Carriages	...	...	...	...	...	...	...	...	...	...	...	...	...
Ordinary, Sleeping	30	37	...	...	37	36	43	...	...	...	...	...	...
Do. do. do. day	8	8	...	...	8	...	...	...	6	...	4	...	...
2nd Class Carriages, ordinary	70	70	...	...	70	66	79	...	...	...	1	...	...
2nd Class Carriages without brakes, ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do. do. Ambulance...	312	312	...	...	312	312	434	...	20	...	26	...	...
Do. do. do. Ambulance...	28	28	...	...	28	...	...	...	...	...	...	...	...
Do. and Postal Vans ordinary	357	7	...	...	7	38	...	...	1	2	...	...	...
Do. Carriages with brakes, ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...
Postal Vans	9	9	...	...	9	9	1	...	...	...	...	...	...
Carriage Trucks	21	21	...	...	21	21	17	...	...	...	...	...	...
Horse Boxes	46	46	...	...	46	37	51	...	...	...	...	...	...
Luggage Vans (Baggage Vans)	24	24	...	...	24	16	14	...	...	...	...	...	...
Total.	606	632	...	...	632	591	734	...	47	4	46	...	...
Goods Vehicles.													
Covered Goods Wagons, ordinary Iron	400	400	...	...	400	344	165	...	15	1	...	...	...
Do. do. do. Wooden	1,086	765	...	...	820	806	412	...	20	...	41	...	...
High Sided Wagons, ordinary Iron, 16 Tons	50	50	...	...	50	45	...	...	5	...	1	...	...
Do. do. do. Wooden, 10 Tons	800	800	...	...	800	407	...	...	...	...	...	...	...
Do. do. do. do. 8 Tons	...	...	...	...	...	...	...	...	...	...	...	...	...
Low Sided do. do. do.	213	213	...	...	213	173	108	...	3	...	40	...	...
Coal or Coke do.	130	60	...	...	60	...	...	...	...	...	...	...	...
Fuel Trucks	...	...	...	...	...	...	...	...	...	...	...	...	...
Cattle Wagons	50	50	...	...	50	43	10	...	...	...	...	...	...
Platform Wagons	3	3	...	...	3	3	1	...	...	...	...	...	...
Powder Vans	4	4	...	...	4	4	...	...	...	...	...	...	...
Tool or Abident Vans	10	10	...	...	10	10	...	...	...	...	...	...	...
Timber Trucks, Wooden, double bolster	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do. do. single do.	130	50	...	...	50	130	72	...	11	...	...	...	...
Rail Trucks	50	50	...	...	50	42	...	...	...	...	...	...	...
Traveling Oil Tanks	124	6	...	...	6	7	...	...	...	...	...	...	...
Do. Water do.	4	4	...	...	4	4	...	...	...	...	...	...	...
Do. Cranes	7	7	...	...	7	7	1	...	...	...	...	...	...
Brake Vans	176	172	...	...	173	161	174	...	12	...	...	...	...
Total	3,145	2,911	...	...	2,901	2,756	1,400	...	144	16	132	...	...

The particulars of Composite Carriages are as follows:—

1st Class. 2nd Class. 3rd Class.

42 Carriages 0

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

9 Post Office Vans, 27 feet long.

7 Third class Composites each $\frac{1}{2}$ of a Carriage.

a. These are six-wheeled vehicles.

b. Two of these are six-wheeled.

c. One of these is eight-wheeled.

d. Vide G. O., No. 308 R., dated 31st May 1895.

e. Three of these are six-wheeled.

f. Twenty of these are six-wheeled.

g. Twenty six of these are converted. Second Class Carriages of an obsolete type and are only a temporary addition to stock. Consulting

Engineer's letter, No. 60, dated 19th January 1894.

h. All eight ton wagons are reworked as ten ton covered Goods Wagons, G. O., No. 161 R., dated 17th May 1893. The figures are given in

terms of ten ton wagons.

i. Four of these are temporary addition to Stock, vide G. O., No. 461 R., dated 12th July 1893.

j. Increase of Stock sanctioned, vide Consulting Engineer's letter, No. 11, dated 19th September, and 356, dated 13th November 1894.

k. Reduction of stock to accord with sanction.

5,896

STATEMENT SHEWING THE ROLLING-STOCK INCLUDED IN COLUMN 5 ABOVE WHICH IS ADAPTED FOR MILITARY PURPOSES.

Number of Coaching Vehicles fitted for Ambulance.										Number of Coaching Vehicles fitted with hooks or racks for suspending rifles.							Number of Horse Boxes.					Number of covered Goods wagons adapted for the carriage of horses.				Number of open Goods wagons suitable for the carriage of artillery guns.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	Wooden.	Iron.	Total.	Percentage of column 23 on entire stock of covered wagons on the line included in column 5 of above statement.	Medium or high sided.	Ballast or low sided.	Total.	Percentage of column 29 on entire stock of medium or high sided and ballast or low sided Goods wagons on the line included in column 6 of above statement.
First class.	Upper class.	Second class.	Intermediate class.	Lower class.	Third class.	Total.	Percentage of column 7 on entire stock of First, 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, 111st, 112nd, 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, 698th, 699th, 700th, 701st, 702nd, 703rd, 704th, 705th, 706th, 707th, 708th, 709th, 710th, 711st, 712nd, 713th, 714th, 715th, 716th, 717th, 718th, 719th, 720th, 721st, 722nd, 723rd, 724th, 725th, 726th, 727th, 728th, 729th, 730th, 731st, 732nd, 733rd, 734th, 735th, 736th, 737th, 738th, 739th, 740th, 741st, 742nd, 743rd, 744th, 745th, 746th, 747th, 748th, 749th, 750th, 751st, 752nd, 753rd, 754th, 755th, 756th, 757th, 758th, 759th, 760th, 761st, 762nd, 763rd, 764th, 765th, 766th, 767th, 768th, 769th, 770th, 771st, 772nd, 773rd, 774th, 775th, 776th, 777th, 778th, 779th, 780th, 781st, 782nd, 783rd, 784th, 785th, 786th, 787th, 788th, 789th, 790th, 791st, 792nd, 793rd, 794th, 795th, 796th, 797th, 798th, 799th, 800th, 801st, 802nd, 803rd, 804th, 805th, 806th, 807th, 808th, 809th, 810th, 811st, 812nd, 813th, 814th, 815th, 816th, 817th, 818th, 819th, 820th, 821st, 822nd, 823rd, 824th, 825th, 826th, 827th, 828th, 829th, 830th, 831st, 832nd, 833rd, 834th, 835th, 836th, 837th, 838th, 839th, 840th, 841st, 842nd, 843rd, 844th, 845th, 846th, 847th, 848th, 849th, 850th, 851st, 852nd, 853rd, 854th, 855th, 856th, 857th, 858th, 859th, 860th, 861st, 862nd, 863rd, 864th, 865th, 866th, 867th, 868th, 869th, 870th, 871st, 872nd, 873rd, 874th, 875th, 876th, 877th, 878th, 879th, 880th, 881st, 882nd, 883rd, 884th, 885th, 886th, 887th, 888th, 889th, 890th, 891st, 892nd, 893rd, 894th, 895th, 896th, 897th, 898th, 899th, 900th, 901st, 902nd, 903rd, 904th, 905th, 906th, 907th, 908th, 909th, 910th, 911st, 912nd, 913th, 914th, 915th, 916th, 917th, 918th, 919th, 920th, 921st, 922nd, 923rd, 924th, 925th, 926th, 927th, 928th, 929th, 930th, 931st, 932nd, 933rd, 934th, 935th, 936th, 937th, 938th, 939th, 940th, 941st, 942nd, 943rd, 944th, 945th, 946th, 947th, 948th, 949th, 950th, 951st, 952nd, 953rd, 954th, 955th, 956th, 957th, 958th, 959th, 960th, 961st, 962nd, 963rd, 964th, 965th, 966th, 967th, 968th, 969th, 970th, 971st, 972nd, 973rd, 974th, 975th, 976th, 977th, 978th, 979th, 980th, 981st, 982nd, 983rd, 984th, 985th, 986th, 987th, 988th, 989th, 990th, 991st, 992nd, 993rd, 994th, 995th, 996th, 997th, 998th, 999th, 1000th, 1001st, 1002nd, 1003rd, 1004th, 1005th, 1006th, 1007th, 1008th, 1009th, 1010th, 1011st, 1012nd, 1013th, 1014th, 1015th, 1016th, 1017th, 1018th, 1019th, 1020th, 1021st, 1022nd, 1023rd, 1024th, 1025th, 1026th, 1027th, 1028th, 1029th, 1030th, 1031st, 1032nd, 1033rd, 1034th, 1035th, 1036th, 1037th, 1038th, 1039th, 1040th, 1041st, 1042nd, 1043rd, 1044th, 1045th, 1046th, 1047th, 1048th, 1049th, 1050th, 1051st, 1052nd, 1053rd, 1054th, 1055th, 1056th, 1057th, 1058th, 1059th, 1060th, 1061st, 1062nd, 1063rd, 1064th, 1065th, 1066th, 1067th, 1068th, 1069th, 1070th, 1071st, 1072nd, 1073rd, 1074th, 1075th, 1076th, 1077th, 1078th, 1079th, 1080th, 1081st, 1082nd, 1083rd, 1084th, 1085th, 1086th, 1087th, 1088th, 1089th, 1090th, 1091st, 1092nd, 1093rd, 1094th, 1095th, 1096th, 1097th, 1098th, 1099th, 1100th, 1101st, 1102nd, 1103rd, 1104th, 1105th, 1106th, 1107th, 1108th, 1109th, 1110th, 1111st, 1112nd, 1113th, 1114th, 1115th, 1116th, 1117th, 1118th, 1119th, 1120th, 1121st, 1122nd, 1123rd, 1124th, 1125th, 1126th, 1127th, 1128th, 1129th, 1130th, 1131st, 1132nd, 1133rd, 1134th, 1135th, 1136th, 1137th, 1138th, 1139th, 1140th, 1141st, 1142nd, 1143rd, 1144th, 1145th, 1146th, 1147th, 1148th, 1149th, 1150th, 1151st, 1152nd, 1153rd, 1154th, 1155th, 1156th, 1157th, 1158th, 1159th, 1160th, 1161st, 1162nd, 1163rd, 1164th, 1165th, 1166th, 1167th, 1168th, 1169th, 1170th, 1171st, 1172nd, 1173rd, 1174th, 1175th, 1176th, 1177th, 1178th, 1179th, 1180th, 1181st, 1182nd, 1183rd, 1184th, 1185th, 1186th, 1187th, 1188th, 1189th, 1190th, 1191st, 1192nd, 1193rd, 1194th, 1195th, 1196th, 1197th, 1198th, 1199th, 1200th, 1201st, 1202nd, 1203rd, 1204th, 1205th, 1206th, 1207th, 1208th, 1209th, 1210th, 1211st, 1212nd, 1213th, 1214th, 1215th, 1216th, 1217th, 1218th, 1219th, 1220th, 1221st, 1222nd, 1223rd, 1224th, 1225th, 1226th, 1227th, 1228th, 1229th, 1230th, 1231st, 1232nd, 1233rd, 1234th, 1235th, 1236th, 1237th, 1238th, 1239th, 1240th, 1241st, 1242nd, 1243rd, 1244th, 1245th, 1246th, 1247th, 1248th, 1249th, 1250th, 1251st, 1252nd, 1253rd, 1254th, 1255th, 1256th, 1257th, 1258th, 1259th, 1260th, 1261st, 1262nd, 1263rd, 1264th, 1265th, 1266th, 1267th, 1268th, 1269th, 1270th, 1271st, 1272nd, 1273rd, 1274th, 1275th, 1276th, 1277th, 1278th, 1279th, 1280th, 1281st, 1282nd, 1283rd, 1284th, 1285th, 1286th, 1287th, 1288th, 1289th, 1290th, 1291st, 1292nd, 1293rd, 1294th, 1295th, 1296th, 1297th, 1298th, 1299th, 1300th, 1301st, 1302nd, 1303rd, 1304th, 1305th, 1306th, 1307th, 1308th, 1309th, 1310th, 1311st, 1312nd, 1313th, 1314th, 1315th, 1316th, 1317th, 1318th, 1319th, 1320th, 1321st, 1322nd, 1323rd, 1324th, 1325th, 1326th, 1327th, 1328th, 1329th, 1330th, 1331st, 1332nd, 1333rd, 1334th, 1335th, 1336th, 1337th, 1338th, 1339th, 1340th, 1341st, 1342nd, 1343rd, 1344th, 1345th, 1346th, 1347th, 1348th, 1349th, 1350th, 1351st, 1352nd, 1353rd, 1354th, 1355th, 1356th, 1357th, 1358th, 1359th, 1360th, 1361st, 1362nd, 1363rd, 1364th, 1365th, 1366th, 1367th, 1368th, 1369th, 1370th, 1371st, 1372nd, 1373rd, 1374th, 1375th, 1376th, 1377th, 1378th, 1379th, 1380th, 1381st, 1382nd, 1383rd, 1384th, 1385th, 1386th, 1387th, 1388th, 1389th, 1390th, 1391st, 1392nd, 1393rd, 1394th, 1395th, 1396th, 1397th, 1398th, 1399th, 1400th, 1401st, 1402nd, 1403rd, 1404th, 1405th, 1406th, 1407th, 1408th, 1409th, 1410th, 1411st, 1412nd, 1413th, 1414th, 1415th, 1416th, 1417th, 1418th, 1419th, 1420th, 1421st, 1422nd, 1423rd, 1424th, 1425th, 1426th, 1427th, 1428th, 1429th, 1430th, 1431st, 1432nd, 1433rd, 1434th, 1435th, 1436th, 1437th, 1438th, 1439th, 1440th, 1441st, 1442nd, 1443rd, 1444th, 1445th, 1446th, 1447th, 1448th, 1449th, 1450th, 1451st, 1452nd, 1453rd, 1454th, 1455th, 1456th, 1457th, 1458th, 1459th, 1460th, 1461st, 1462nd, 1463rd, 1464th, 1465th, 1466th, 1467th, 1468th, 1469th, 1470th, 1471st, 1472nd, 1473rd, 1474th, 1475th, 1476th, 1477th, 1478th, 1479th, 1480th, 1481st, 1482nd, 1483rd, 1484th, 1485th, 1486th, 1487th, 1488th, 1489th, 1490th, 1491st, 1492nd, 1493rd, 1494th, 1495th, 1496th, 1497th, 1498th, 1499th, 1500th, 1501st, 1502nd, 1503rd, 1504th, 1505th, 1506th, 1507th, 1508th, 1509th, 1510th, 1511st, 1512nd, 1513th, 1514th, 1515th, 1516th, 1517th, 1518th, 1519th, 1520th, 1521st, 1522nd, 1523rd, 1524th, 1525th, 1526th, 1527th, 1528th, 1529th, 1530th, 1531st, 1532nd, 1533rd, 1534th, 1535th, 1536th, 1537th, 1538th, 1539th, 1540th, 1541st, 1542nd, 1543rd, 1544th, 1545th, 1546th, 1547th, 1548th, 1549th, 1550th, 1551st, 1552nd, 1553rd, 1554th, 1555th, 1556th, 1557th, 1558th, 1559th, 1560th, 1561st, 1562nd, 1563rd, 1564th, 1565th, 1566th, 1567th, 1568th, 1569th, 1570th, 1571st, 1572nd, 1573rd, 1574th, 1575th, 1576th, 1577th, 1578th, 1579th, 1580th, 1581st, 1582nd, 1583rd, 1584th, 1585th, 1586th, 1587th, 1588th, 1589th, 1590th, 1591st, 1592nd, 1593rd, 1594th, 1595th, 1596th, 1597th, 1598th, 1599th, 1600th, 1601st, 1602nd, 1603rd, 1604th, 1605th, 1606th, 1607th, 1608th, 1609th, 1610th, 1611st, 1612nd, 1613th, 1614th, 1615th, 1616th, 1617th, 1618th, 1619th, 1620th, 1621st, 1622nd, 1623rd, 1624th, 1625th, 1626th, 1627th, 1628th, 1629th, 1630th, 1631st, 1632nd, 1633rd, 1634th, 1635th, 1636th, 1637th, 1638th, 1639th, 1640th, 1641st, 1642nd, 1643rd, 1644th, 1645th, 1646th, 1647th, 1648th, 1649th, 1650th, 1651st, 1652nd, 1653rd, 1654th, 1655th, 1656th, 1657th, 1658th, 1659th, 1660th, 1661st, 1662nd, 1663rd, 1664th, 1665th, 1666th, 1667th, 1668th, 1669th, 1670th, 1671st, 1672nd, 1673rd, 1674th, 1675th, 1676th, 1677th, 1678th, 1679th, 1680th, 1681st, 1682nd, 1683rd, 1684th, 1685th, 1686th, 1687th, 1688th, 1689th, 1690th, 1691st, 1692nd, 1693rd, 1694th, 1695th, 1696th, 1697th, 1698th, 1699th, 1700th, 1701st, 1702nd, 1703rd, 1704th, 1705th, 1706th, 1707th, 1708th, 1709th, 1710th, 1711st, 1712nd, 1713th, 1714th, 1715th, 1716th, 1717th, 1718th, 1719th, 1720th, 1721st, 1722nd, 1723rd, 1724th, 1725th, 1726th, 1727th, 1728th, 1729th, 1730th, 1731st, 1732nd, 1733rd, 1734th, 1735th, 1736th, 1737th, 1738th, 1739th, 1740th, 1741st, 1742nd, 1743rd, 1744th, 1745th, 1746th, 1747th, 1748th, 1749th, 1750th, 1751st, 1752nd, 1753rd, 1754th, 1755th, 1756th, 1757th, 1758th, 1759th, 1760th, 1761st, 1762nd, 1763rd, 1764th, 1765th, 1766th, 1767th, 1768th, 1769th, 1770th, 1771st, 1772nd, 1773rd, 1774th, 1775th, 1776th, 1777th, 1778th, 1779th, 1780th, 1781st, 1782nd, 1783rd, 1784th, 1785th, 1786th, 1787th, 1788th, 1789th, 1790th, 1791st, 1792nd, 1793rd, 1794th, 1795th, 1796th, 1797th, 1798th, 1799th, 1800th, 1801st, 1802nd, 1803rd, 1804th, 1805th, 1806th, 1807th, 1808th, 1809th, 1810th, 1811st, 1812nd, 1813th, 1814th, 1815th, 1816th, 1817th, 1818th, 1819th, 1820th, 1821st, 1822nd, 1823rd, 1824th, 1825th, 1826th, 1827th, 1828th, 1829th, 1830th, 1831st, 1832nd, 1833rd, 1834th, 1835th, 1836th, 1837th, 1838th, 1839th, 1840th, 1841st, 1842nd, 1843rd, 1844th, 1845th, 1846th, 1847th, 1848th, 1849th, 1850th, 1851st, 1852nd, 1853rd, 1854th, 1855th, 1856th, 1857th, 1858th, 1859th, 1860th, 1861st, 1862nd, 1863rd, 1864th, 1865th, 1866th, 1867th, 186																						

No. XIII.

MILEAGE STATEMENT.

	Double Line.			Single Line.			Total.			Siding.		
	Ma.	Chs.	Ft.	Ma.	Chs.	Ft.	Ma.	Chs.	Ft.	Ma.	Chs.	Ft.
Lines owned by Company, sanctioned, not commenced	...	...	...	...	...	...	...	...	...	...	...	...
" " " under construction	...	...	...	...	...	...	...	...	...	...	...	...
" " " constructed, but not worked	...	...	...	...	...	...	...	...	...	...	...	...
" " " and worked by Company	42	33	34	796	65	30	839	17	65	135	73	13
" " " by others	...	...	...	...	...	...	...	...	...	...	...	...
Total	42	32	34	796	65	30	839	17	65	135	73	19
Lines worked by Company—												
Its own	42	32	34	796	65	30	839	17	65	135	73	19
Foreign	...	...	...	10	0	0	10	0	0	2	67	58
Total	42	32	34	806	65	30	849	17	65	138	61	10
Foreign Lines worked over by Company...	...	...	...	...	...	...	...	...	...	...	...	...
Total mean mileage worked (including mileage worked over) during the half-year	42	32	34	806	65	30	849	17	65	138	61	10

		Miles.
* Increased Mileage of sidings—		
1st District	...	6171
2nd do. Sub Division	...	6165
Total	...	6336
Less sidings removed from Lay-bye at Tadialur		6740
Total	...	5596

No. XIV.

STATEMENT OF TRAIN MILEAGE.

		Miles.	Estimated Locomotive expenses.
(1). Train miles run for Public Traffic.	Passengers	450,796	Rs. 3,11,532
	Goods	101,512	72,087
	Mixed	(a) 660,526	4,56,471
(2). " " for Locomotive Department	Light	(b) 24,985	17,266
(3). " " for Maintenance		17,010	11,756
		17,206	11,891
Total Train-mileage		* 1,274,855	9,81,003
(4). Miles of assisting engines (actual distance)		406	281
(5). " of engines shunting and standing in steam for traffic purposes, calculated at five miles an hour		206,915	1,42,993
(6). " run for miscellaneous services (actual distance)		16,158	11,373
Total Miscellaneous Engine-mileage		† 223,779	1,54,647
Total Engine-mileage		1,498,614	10,35,650

(a) Passenger Miles 179,573 Goods Miles 480,954.

(b) Do. 6,430 do. 18,585.

* Inclusive of 7,269 passenger and 9,001 goods train miles run over the Kolar Gold Fields Railway.

† Do. 851 miles run over the Kolar Gold Fields Railway.

No. XV.

DISTRIBUTION STATEMENT OF AUDITED SALARIES, INCLUDING ALLOWANCES AND OFFICE EXPENSES.

Department.	Capital.		Revenue.		Total.	
	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.
Home Expenditure	...	...	36,856	3 8	36,856	3 8
Engineering	...	...	1,38,741	9 3	1,38,741	9 3
Locomotive	...	...	...	...	...	...
Carrriage and Wagon	...	...	89,605	2 7	89,605	2 7
Traffic	...	...	72,659	11 9	72,659	11 9
Agency	...	...	29,972	3 11	29,972	3 11
Audit, Account and Cash	...	...	71,643	9 1	71,643	9 1
Stores	...	...	11,568	14 9	11,568	14 9
Medical	...	...	14,724	8 0	14,724	8 0
Police	...	...	6,090	11 5	6,090	11 5
Electric Telegraph	...	...	12,413	14 7	12,413	14 7
Total	...	...	4,83,256	9 0	4,83,256	9 0

No. XVI.

STATEMENT OF SURPLUS PROFITS FOR THE HALF-YEAR ENDING 30th JUNE 1895.

	RS.	A.	P.	RS.	A.	P.
Net earnings as per Form VIII	...	...	...	30,24,901	5	8
Add—						
Outstandings of previous half-year written off in June 1895, half-year	...	...	...	4,190	2	4
				30,29,091	8	0
Deduct—						
Guaranteed Interest	29,07,475	1	5			
Contribution to Provident Institution	* 9,517	5	5			
				29,16,992	6	10
				1,12,099	1	2
Deduct Outstandings at Stations	7,788	14	4			
Do. do. by Government	769	4	0			
				6,556	2	4
				Surplus profits	1,03,540	14 10
Moiety due to Government	...	...	...	51,770	7	5
Do. the Company	...	...	...	51,770	7	5
No. 2.—One per cent. Net Revenue receipts	...	...	...	Rs. 30,205	5	4
Less Contribution vide Abstract G. being 50 per cent. of obligatory subscriptions.	...	...	...	20,687	15	11
				Rs. 9,517	5	5

Madras, 2nd September 1895.

[Signature]
Acting Chief Auditor.

[Signature]
Agent and Manager.

[Signature]
Examiner of Railway Accounts.

[Signature]
Consulting Engineer.

No. XVII.—NET REVENUE ACCOUNT.

C. K.

Notes:

No. XVIII.—CAPITAL BALANCE SHEET.

C.R.

Grade 5-6

Ch.

REVENUE BALANCE SHEET.

ABSTRACT OF RETURNED STORES.

	Amount.	REMARKS.
	Rs. A. P.	
Balance in hand at the end of the previous half-year	3,61,035 12 6	
Add—Value of stores returned to stock during the half year	3,07,000 5 10	
Total	6,68,133 2 4	
Deduct—Value of stores issued or otherwise disposed of during the half-year	1,94,397 10 6	
Balance	4,13,735 7 10	

ABSTRACT OF PRINCIPAL COMMODITIES.

E		QUANTITY.		RECEIPTS.		QUANTITY.		RECEIPTS.	
DESCRIPTION OF COMMODITY.		First Half of				Increase. Decrease.		Increase. Decrease.	
		1894.	1895.	1894.	1895.				
T.		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
£	I. Coal & Coke carried for the Public and Foreign Railways	23,956	45,459	1,39,509	1,75,196	9,503	...	36,187	...
£	II. Cotton—								
£	1. Raw	8,766	10,029	1,35,458	1,55,236	1,263	...	19,778	...
	III. Cotton Manufactured—								
	1. Twist and Yarn, European	2,886	2,116	27,436	28,507	30	...	1,071	...
£	2. Do. Indian	2,198	2,333	21,235	25,200	135	..	965	...
£	3. Piece Goods, European	975	863	17,665	16,594	...	112	...	1,271
	4. Do. Indian	3,323	3,450	50,714	52,335	127	..	1,621	...
	IV. Drugs and Chemicals—								
Cod To	1. Intoxicating other than Opium	106	13	1,434	361	...	93	...	1,073
	2. Non-intoxicating—								
	(a.) Chinchona Bark	304	174	3,551	1,993	...	130	...	1,558
	(b.) Others	1,199	1,556	11,841	15,134	357	...	3,253	...
	V. Dyes and Tans—								
Di	1. Indigo	333	584	7,053	10,809	201	...	3,756	...
	2. Myrabolanis	943	851	5,971	5,885	...	86	...	89
	3. Cutch	4	...	18	2	...	4	...	16
To Go	4. Turmeric	6,159	3,518	51,088	27,533	...	2,621	...	26,505
" Lo	5. Aniline dyes	27	2	179	18	...	25	...	161
" Lo	6. Others	7,824	9,802	75,524	94,956	1,973	...	19,432	...
	VI. Grain and Pulse—								
To Re	1. Wheat	2,619	2,299	20,258	16,928	...	320	...	3,330
" Ch	2. Rice in the husk	12,270	16,615	81,308	1,31,936	4,315	...	47,628	...
" We	3. Rice not in the husk	21,776	22,476	1,44,934	1,47,324	...	2,300	2,346	...
	4. Jawar and Bajra	4,310	4,618	20,513	30,967	308	...	10,454	...
	5. Gram and Pulse	17,412	18,345	1,01,233	1,17,062	933	...	15,827	...
	6. Others	50,236	21,359	2,02,601	1,71,261	...	5,817	...	31,310
	VII. Hides and Skins—								
	1. Hides of Cattle—								
	(a.) Dressed or Tanned	826	536	8,124	5,141	...	240	...	2,983
	(b.) Raw	1,400	2,421	15,827	31,087	1,021	...	15,260	...
	2. Skins of sheep, &c.—								
	(a.) Dressed or Tanned	3,529	5,022	61,502	73,261	1,493	...	11,759	...
	(b.) Raw	7,729	8,930	1,00,114	1,13,623	1,201	...	13,509	...
	VIII. Horns	77	70	557	756	...	7	199	...
	IX. Jute—								
	1. Raw	63	37	650	254	...	31	...	396
	2. Gunny bags and cloth	3,335	3,602	30,528	34,110	217	...	3,812	...
	Carried forward	178,900	190,190	13,45,790	14,83,919	23,112	11,822	2,06,851	68,722

ABSTRACT OF PRINCIPAL COMMODITIES.—(Continued)

ABSTRACT OF COMMERCE.									
DESCRIPTION OF COMMODITY.	QUANTITY.		RECEIPTS.		QUANTITY.		RECEIPTS.		
	First Half of				Increase.	Decrease.	Increase.	Decrease.	
	1894.	1895.	1894.	1895.					
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
	173,900	190,190	13,45,790	14,83,919	23,112	11,822	2,06,851	68,722	
X. Lac—									
Prought forward									
1. Stick	39	40	447	495	1	..	49	..	
2. Shell	18	29	164	257	11	..	93	..	
XI. Leather Manufactured	76	97	2,005	2,379	21	..	374	..	
XII. Liquors—									
1. Beer	1,797	1,903	25,659	27,203	111	..	1,734	..	
2. Spirits	2,697	2,199	16,355	14,982	..	409	..	1,373	
3. Wines	181	153	3,523	3,221	..	28	..	302	
XIII. Metals—									
1. Copper, unwrought	102	98	866	798	..	4	..	67	
2. Brass, ..	35	100	273	892	65	..	619	..	
3. Copper, wrought	45	51	490	518	6	..	19	..	
4. Brass, ..	482	516	5,333	5,649	64	..	516	..	
5. Iron	7,324	6,757	79,722	75,019	..	567	..	4,673	
6. Others	533	437	4,840	5,129	104	..	289	..	
XIV. Oils—									
1. Kerosine	2,631	4,663	32,291	58,558	2,032	..	26,064	..	
2. Castor...	1,353	1,413	5,088	6,135	30	..	1,047	..	
3. Coconut	400	779	4,169	7,313	289	..	3,144	..	
4. Others	2,098	2,311	14,364	15,817	..	87	1,453	..	
XV. Oil Seeds—									
1. Linseed	451	396	1,229	1,160	..	55	..	69	
2. Rape and Mustard	173	210	1,421	1,818	37	..	397	..	
3. Til or Jinjli	3,167	2,990	20,812	24,513	..	177	4,101	..	
4. Poppy	43	33	444	412	..	5	..	32	
5. Earthnuts	7,476	5,769	26,997	17,772	..	1,707	..	9,225	
6. Castor	8,036	5,277	59,463	39,372	..	2,759	..	20,096	
7. Others	9,590	7,515	56,642	46,950	..	2,075	..	9,692	
XVI. Opium—	..	..	..	..	..	..	..	..	
XVII. Paper and Paste Board	280	452	3,655	5,350	172	..	1,695	..	
XVIII. Provisions—									
1. Ghee	1,436	1,383	14,749	16,871	..	53	2,122	..	
2. Dried fruits and nuts	1,855	1,899	13,056	9,586	..	14	..	3,470	
3. Others	22,098	34,871	2,31,234	2,67,698	2,773	..	33,114	..	
XIX. Railway Plant and Rolling Stock carried for the Public and Foreign Railways—									
1. Loco. Engines and Tenders and parts thereof	..	3	..	32	3	..	32	..	
2. Carriages and Trucks do.	..	..	..	..	..	..	..	..	
3. Materials—									
(a.) Steel rails and fish plates	93	155	773	1,329	42	..	556	..	
(b.) Sleepers and keys of steel and cast iron	15	35	..	96	20	..	96	..	
(c.) Other sorts	1,123	88	8,399	377	..	1,035	..	6,026	
Carried forward	264,707	272,832	19,83,620	21,42,237	23,907	20,782	2,54,364	1,23,747	

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DESCRIPTION OF COMMODITY.	QUANTITY.		RECEIPTS.		QUANTITY.		RECEIPTS.	
	First Half of				Increase. Decrease. Increase. Decrease.			
	1894.	1895.	1894.	1895.				
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
Brought forward	264,707	272,832	19,83,620	21,12,237	28,907	20,782	2,84,364	1,23,747
XX. Salt	26,900	25,312	1,40,533	1,45,044	...	1,178	4,511	...
XXI. Saltpetre, &c.—								
1. Saltpetre	121	86	1,202	691	...	...	...	511
2. Other Saline substances	...	2	1	12	2	...	12	...
XXII. Silk, Raw—								
1. Foreign	...	...	1	...	...	...	...	1
2. Indian	26	47	508	999	21	...	491	...
XXIII. Silk Piece Goods—								
1. Foreign	5	7	255	356	2	...	101	...
2. Indian	26	29	494	540	3	...	46	...
XXIV. Spices—								
1. Betel nuts	3,331	3,459	33,829	37,302	127	...	4,013	...
2. Pepper	1,166	477	16,996	5,915	...	689	...	11,081
3. Ginger	363	331	2,055	2,290	19	...	235	...
4. Chillies	4,261	3,776	60,700	47,825	...	485	...	12,875
5. Cardamoms	6	4	124	39	...	2	...	85
6. Others	1,015	934	7,926	6,580	...	81	...	1,346
XXV. Stone and Lime—	15,302	17,321	28,452	36,998	2,619	...	8,546	...
XXVI. Sugar—								
1. Refined or crystallized including Sugarcandy	1,777	2,910	14,656	21,061	1,033	...	6,408	...
2. Unrefined, viz., Molasses & Jaggery or Gur and other Saccharine produce	12,924	11,900	79,107	71,729	...	1,024	...	7,378
XXVII. Tea—								
1. Foreign	1	1	7	11	...	...	4	...
2. Indian	229	214	5,814	5,116	...	15	...	698
XXVIII. Timber	42,597	34,299	1,68,997	2,02,606	11,792	...	33,609	...
XXIX. Tobacco—								
1. Unmanufactured	5,698	5,617	50,676	52,228	...	41	1,552	...
2. Manufactured—								
(a) Cigars	369	528	4,767	5,658	19	...	891	...
(b) Other sorts	939	573	8,983	7,041	...	366	...	1,942
XXX. Wool, Raw	168	99	1,599	1,512	...	69	...	257
XXXI. Wool, manufactured—								
1. Piece Goods, European	23	29	374	653	1	...	94	...
2. Do. Indian	271	188	2,795	1,736	...	83	...	1,039
3. Shawls	...	4	6	28	4	...	22	...
XXXII. All other Articles of Merchandise—	27,312	30,057	3,01,317	3,21,429	2,745	...	20,112	...
TOTAL	469,472	431,915	29,16,054	31,18,135	47,293	21,850	3,65,011	1,62,930

ABSTRACT I.—1st Merchandise, General...	Tons.	Rs.
2nd Military Stores	385,556	29,66,370
4th Coal. (1).—For the Public	909	36,269
	45,459	1,75,496
	a 431,915	b 31,18,135

CERTIFICATES.

CERTIFICATE RESPECTING THE PERMANENT WAY &c.

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

G. K. WINTER,
Telegraph Engineer.

16th August 1895.

E. W. STONEY,
Offg. Chief Engineer.

10th August 1895.

CERTIFICATE RESPECTING THE ROLLING-STOCK.

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

C. E. PHIPPS,
Locomotive Superintendent.

24th August 1895.

I hereby confirm the Certificates given above by the Railway Officials.

F. R. UPCOTT,
Consulting Engineer to the Government of
Madras for Railways.

OSTACAMUND.
31st August 1895.

MADRAS RAILWAY.

Analysis of the working results for the Half-year ending 30th June, 1895.

A.—PASSENGER TRAFFIC.

Average length open	...	Miles.	839.22
1.—Receipts from Coaching Traffic	...	Rs.	23,74,060
2.—Passenger Train miles run	...	No.	629,499
3.—Average Passenger Train mile receipts	...	Rs.	3.77
4.—Number of Passengers carried one mile	...	No.	201,242,768
5.—Average sum received for carrying a Passenger one mile	...	Ans.	.19
6.—Average number of Passengers in a train at any one time	...	No.	320
7.—Average number of Passenger trains per diem each way, supposing each train to traverse the whole line open	...	"	2.07
8.—Average number of Passengers passing over each mile of line daily (both ways)	...	"	1,325
9.—Total working expenses for both Goods and Passengers, deducting from them telegraph, special and miscellaneous receipts and demurrage on goods	...	Rs.	25,51,183
10.—Average cost of running a train mile: Passenger and Goods miles assumed to cost the same	...	"	2.05
11.—Average cost of carrying a Passenger one mile	...	Ans.	.07

B.—GOODS TRAFFIC.

Average length open	...	Miles.	839.22
1.—Receipts from Goods Traffic, exclusive of demurrage on Goods	...	Rs.	32,32,024
2.—Goods Train miles run	...	No.	629,066
3.—Average Goods Train mile receipts	...	Rs.	5.14
4.—Tons of Goods carried one mile	...	Tons.	74,905,919
5.—Average sum received for carrying one ton one mile	...	Ans.	.60
6.—Average number of tons in a Goods train at any one time	...	Tons.	119
7.—Average number of Goods trains per diem each way, supposing each train to run over the whole line open	...	No.	2.07
8.—Average number of tons of Goods passing over each mile of line daily (both ways)	...	Tons.	493
9.—Total working expenses for both Goods and Passengers, deducting from them telegraph, special and miscellaneous receipts and demurrage on Goods	...	Rs.	25,51,183
10.—Average cost per train mile: Goods and Passenger miles assumed to cost the same	...	"	2.05
11.—Average cost of carrying a ton of goods one mile	...	Ans.	.36

Average

1-

2-

3-

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Brief note on the Capital and Revenue Accounts of the Madras Railway for the half-year ended 31st December 1894. 30 June 1895

The following table shows the principal features of the working during the last five half-years:—

	1891.	1892.		1893.		1894.	1895
		First half.	Second half.	First half.	Second half.		
Average miles open	No. 839	No. 839	No. 839	No. 839	No. 839	No. 839	No. 839
Gross earnings	Rs. 48,10,568	Rs. 52,86,714	Rs. 52,18,323	Rs. 51,73,932	Rs. 51,47,080	Rs. 51,47,080	Rs. 57,07,036
Working expenses	Rs. 26,33,483	Rs. 24,43,705	Rs. 26,37,689	Rs. 26,81,594	Rs. 26,91,656	Rs. 26,91,656	Rs. 26,82,135
(Net Earnings)	Rs. 22,00,093	Rs. 28,41,009	Rs. 25,80,734	Rs. 24,92,338	Rs. 24,55,425	Rs. 24,55,425	Rs. 30,24,901
Gross earnings per mile per week	Rs. 223.69	Rs. 242.36	Rs. 239.22	Rs. 237.18	Rs. 236.95	Rs. 236.95	Rs. 241.62
Percentage of expenses to receipts	Rs. 54.60	Rs. 46.26	Rs. 50.64	Rs. 51.83	Rs. 52.29	Rs. 52.29	Rs. 47.00
Train miles	No. 1,27,660	No. 1,300,838	No. 1,342,258	No. 1,286,553	No. 1,251,910	No. 1,251,910	No. 1,258,565
Earnings per train mile	Rs. 3.828	Rs. 4.064	Rs. 3.888	Rs. 4.020	Rs. 4.111	Rs. 4.111	Rs. 4.534
Passenger traffic (excluding troops and police and season tickets)—							
Number .. (First class)	No. 7,312	No. 7,216	No. 7,800	No. 7,356	No. 8,617	No. 8,617	No. 8,558
(Second)	No. 22,463	No. 24,047	No. 23,022	No. 26,077	No. 28,696	No. 28,696	No. 30,237
(Third)	No. 4,713,613	No. 4,868,767	No. 4,884,764	No. 4,770,631	No. 4,892,648	No. 4,892,648	No. 4,913,190
Total	No. 4,343,383	No. 4,900,020	No. 4,915,586	No. 4,803,064	No. 4,929,761	No. 4,929,761	No. 4,962,005
Receipts .. (First class)	No. 77,904	No. 78,941	No. 77,063	No. 77,940	No. 84,450	No. 84,450	No. 93,911
(Second)	No. 74,753	No. 88,911	No. 80,628	No. 83,883	No. 92,411	No. 92,411	No. 98,463
(Third)	No. 14,02,636	No. 16,35,778	No. 16,63,801	No. 16,07,179	No. 16,76,337	No. 16,76,337	No. 19,27,076
Total	No. 15,60,092	No. 17,01,627	No. 16,13,492	No. 16,69,002	No. 17,63,198	No. 17,63,198	No. 22,19,550
Goods traffic (excluding railway materials, military stores, coal and revenue stores)—							
Tons lifted	No. 369,061	No. 420,637	No. 388,592	No. 372,563	No. 369,677	No. 369,677	No. 385,556
Ton mileage	No. 68,206,360	No. 68,502,638	No. 62,048,273	No. 67,689,123	No. 66,992,122	No. 66,992,122	No. 62,626,323
Receipts	No. 25,94,33	No. 29,04,808	No. 28,63,369	No. 27,36,489	No. 27,10,428	No. 27,10,428	No. 29,06,370

2. The gross earnings exceed those of the corresponding period of 1894, by Rs 5,33,101. This is due to the larger receipts both in passengers and goods traffic. The working expenses have slightly risen from Rs 26,81,594 to Rs 26,82,135, the percentage of working expenses to receipts being reduced from 51.83 to 47.00.

3. The number of train miles run shows a decrease but the receipts per train mile ^{increased} rose from Rs 4.020 to Rs 4.534.

The increase in the earnings compared with the second half of 1894 is made up as follows:-

	Increase 1/2	Decrease 1/2
Passengers (excluding troops and Season tickets)...	350,818	...
Other items of coaching traffic...	14,047	...
Merchandise General...	169,881	...
Other items of goods traffic...	59,055	...
Electric Telegraph and Sundries...	...	50,727
	5,83,831	50,727

Net Increase 5,33,104

The increase under passengers (excluding troops and Season tickets) is ^{the} chiefly due to a change in mileage rates of 3rd class ^{passengers} ~~have~~ having been raised from 1 1/2 to 2 pice from 1st January 1895, notwithstanding a large diminution in the number of passengers carried in that class. The fluctuations in the other two classes are unimportant, and that ^{the} "items of Coaching traffic" is mainly accounted for by Passengers' Luggage and Horses. The increase

increase under Merchandise ^{is} chiefly due to increase under Cotton Raw Grain and Pulses, Hides and Skins, Oils, Provisions, Fuel and all other articles of Merchandise. Under other items of goods traffic, ^{the} increase principally occurs under Coal and Military Horses.

5. The increase in the working expenses is made up as follows:-

	Decrease Rs	Increase Rs
Maintenance...	19,458	...
Locomotion...	77,107	...
Carriage & Luggage...	...	69,359
Traffic...	...	24,372
General Charges...	2060	...
Special and Miscellaneous ^{expenses} expenditure...	...	4,953
	99,225	98,684

Net increase 541

^{8000 expenditure} The increase in the maintenance is mainly due to the expenditure on materials collected during the half.

Half year under review and
that under "Executive" is mainly

attributable to the increase
in wages and
~~consumption and cost of~~
~~fuel and other increased~~

~~from increase and decrease~~
~~also to increase under~~
of loco: repairs and other

fixed expenditure. The

Carriage & engine exhibits
decrease

increase in all the heads
except ^{including wages and} 2(a) Repairs and

Replacements of machinery,

Tools and Plant. Under

Travelling, the increase is due

to Fuel, Lighting & and

Loss by Exchange. There is

a small increase in General

Charges. The fluctuations

under "Special and Unusually

large expenditure" are mainly

due to the heavier outlay

for Payments to other lines -

and a large

increase in Rates and Taxes

during the half year under

review.

The net revenue for

the half year amounts to

Rs

Materials, Maintenance
& Renewals of loco, Engines
(Materials) and under
Underspent Expenditure
(Loss by Exchange)

Traffic shows a large saving
under Fuel &

No. 3024, 201. Of this sum, after
allowing for Outstanding
Contributions to Provident
Fund and guaranteed
interest on the Subscribed
Capital, the Company
will realize a surplus
profit of Rs. 1,03,540-14-10
which will be divided
equally between the
Company and the Govt.
(vide Appendix XVI of
the Revenue Account).

1/11

True signed by GE
in 14.9.95

per ER
12-9-95

10128

No 579. Dated 14.9.95
A. P. Sub. Secy.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Four copies of the Capital and Revenue Accounts of the Madras Railway for the half year ended the 30 June 1895 together with a report by the Consulting Engineer for Railways.

Four copies of
Ordered that the Capital and Revenue Accounts of the Madras Railway for the half year ended the 30 June 1895 together with a report by the Consulting Engineer for Railways, be forwarded to the Government of India and to the Secretary of State.

To The Agent and Manager, M.R. of India and to the Secretary of State.

Forwarded to India on 14.9.95

H. E. N. 580. R 14 September 1895

To The Secretary to the Govt of India P.W.D.

Forwarded

H. E. N. 14 R 3 September 1895
To The Rt. Hon. Secy of State for India
My Lord,
We have the honor to forward herewith a copy of our

our Proceedings N^o 579 12th 14th Sept
1895 underlying the Capital
and Revenue accounts
of the Great Western Railway for the
half year ended the 30th
June 1895 together with a
brief note thereon by the
Consulting Engineer for R.G.

DR
11-9-95

N^o 579. D. dated 14.9.95
580

109.129