Despatch

# Public Works (1899.) Department.

RAILWAY BRANCH.

G.O., No. 448-49 Rys

DATED 20th April 1899.

Proof 120/3/20/60/1

[Despatch Abstract.]

Capital and Revenue Accounts, Madras Rys.

Ordered that Copies of the ——— for the half-year ended 31st December 1898, together with a brief note thereon by the Com. Engr. for Rys, Madras, be forwarded to the Govt of India & to the Secretary of State.

Forwarding copy of Proceedings embodying the ——— for the half-year ended 31st Decr 98 with a brief note thereon by the Com. Engr for Rys, Madras.

Entered

[P. W. S. 547-24-2-99]

## BACK PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|---|---|---|---|---|---|---|---|
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## FURTHER PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

RAILWAY.

# Government {1899} of Madras.

## PUBLIC WORKS.

*Read.* } 1899. *Enclosures*

*Regt.* } *Spare copies*

**G.O., Nos. 448, 449 Ry., 20th April 1899.**

**APRIL.**

**Capital and Revenue Accounts, Madras Railway**

Forwarding copies of the — for the half-year ended the 31st December 1898, together with a brief note thereon by the Consulting Engineer for Railways, Madras.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

**Railway.**

Read the following papers :—

Capital and Revenue Accounts of the Madras Railway, for the half-year ended 31st December 1898.

*Brief Note by the Consulting Engineer for Railways, Madras, on the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 31st December 1898.*

Gross earnings are much below the average of the preceding nine half-years. Working expenses, though considerably higher than last half-year, stand at about the same figure as for the previous four or five half-years.

Gross earnings come to Rs. 4 per train mile and are the lowest since the first-half of 1894.

Passenger traffic is far below the average both in numbers and receipts. Most of the decrease is accounted for by the receipts from third-class passengers having fallen from an average of Rs. 16,80,000 to Rs. 12,37,000. This result must be attributed to the effects of plague restrictions. The weight of goods lifted and the ton mileage are somewhat below the average of previous half-years, and receipts too have still further declined. Such a decline was of course to be expected to occur in sympathy with the falling off in passenger traffic.

Capital outlay to end of the half-year under review stood as shown in the books at Rs. 12,18,96,766 and is less by Rs. 2,45,848 than in the previous half-year. The decrease appears solely under Store Accounts.

2. The details of the half-year's earnings were as follows :—

| | | |
|---|---|---|
| Passengers ... ... ... ... ... ... ... | Rs. | 14,19,108 |
| Other items of Coaching Traffic ... ... ... ... ... ... | „ | 3,47,967 |
| Merchandise—General ... ... ... ... ... ... | „ | 26,84,124 |
| Other items of Goods Traffic ... ... ... ... ... ... | „ | 5,34,684 |
| Electric Telegraph and Sundries ... ... ... ... ... | „ | 99,864 |
| Total ... | Rs. | 50,85,747 |

The first item "Passengers" has already been commented on.

"Other items of Coaching Traffic" amounts to Rs. 3,47,967, or Rs. 70,781 less than that of the preceding half-year. The decrease appears in "troops and police," "passengers' luggage" and "military baggage."

"Merchandise—General" shows the lowest figure on record since first-half of 1894. The amount of "rice not in the husk" carried, has fallen over 50 per cent; "grain and pulse," "hides of cattle," "skins of sheep" and "metals" also show serious decreases.

Other items of goods traffic show an increase. This occurs chiefly under "coal for the public" and "revenue stores."



3. The details of the half-year's expenditure were as follows :—

| | | |
|---|---|---|
| Maintenance ... ... ... ... ... ... ... | Rs. | 7,03,741 |
| Locomotive ... ... ... ... ... ... ... | „ | 10,55,342 |
| Carriage and Wagon ... ... ... ... ... ... | „ | 2,35,058 |
| Traffic ... ... ... ... ... ... ... ... | „ | 4,29,915 |
| General Charges ... ... ... ... ... ... | „ | 2,72,281 |
| Special and Miscellaneous ... ... ... ... ... | „ | 44,394 |
| Total ... | Rs. | 27,40,731 |

"Maintenance" is about a lakh, or fully 15 per cent., above the average of recent half-years, being, in fact, the highest on record. The principal excesses appear under "maintenance and renewal of permanent-way," "repairs of stations and buildings" and "loss by exchange." During the half-year 47 miles of rails were renewed against 17 miles in the preceding half-year. Flat-topped bull-headed rails of the State Railway Section had been used in the preceding year for renewals on the 1st District; but in consequence of excessive oscillation due to the rail table not fitting the tyre section of the vehicles, it was found necessary to close the work of renewing old rails on this district during the first-half of 1898, pending the receipt of 30-foot bull-headed rails of a more suitable section. These latter did not arrive till the end of July, consequently heavy renewals were necessary in the half-year under review. The rails which gave such unsatisfactory results were removed and are now being used only in parts of the line where, owing to heavy gradients, high speeds are unlikely to be attained.

"Locomotive expenses" are larger than those of the preceding half-year. The increase is due to additional outlay under "fuel" and "maintenance and renewals of locomotive engines." The increased consumption of fuel is explained by damage done to coal stacked at Raichur by a fire. Only the value of the coal completely destroyed was charged off to the Fire Insurance fund, but subsequent experience appears to show that a further amount of about 1,800 tons had been damaged to such an extent that it had deteriorated about 30 per cent. The increase under "maintenance and renewals of locomotive engines" was due to the issue from stores of a larger quantity of material than usual.

The expenditure under other heads has not fluctuated to any considerable extent.

4. The net revenue for the half-year under review amounts to Rs. 23,45,016, which, when converted into sterling at 1*s.* 10*d.*, gives a return of 3·84 per cent. per annum on the capital outlay.

5. The results of the working of the line since June 1894 are shown in detail in the accompanying statements.

ENCLOSURES.

## TABLE A.

MADRAS RAILWAY.

| Statistics. | | 1894. | | 1895. | | 1896. | | 1897. | | 1898. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | First half. | Second half. | First half. | Second half. | First half. | Second half | First half. | Second half. | First half. | Second half. |
| Mean mileage worked .. .. | No. | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 |
| Train miles .. .. .. | ,, | 1,286,953 | 1,251,910 | 1,258,565 | 1,278,459 | 1,237,502 | 1,243,216 | 12,62,217 | 1,318,652 | 1,265,284 | 1,270,984 |
| Gross earnings .. .. .. | Rs. | 51,73,932 | 51,47,080 | 57,07,036 | 55,01,371 | 54,68,400 | 54,11,851 | 57,89,562 | 56,75,752 | 56,34,737 | 50,85,747 |
| Working expenses .. .. | ,, | 26,91,594 | 26,81,555 | 26,82,135 | 26,47,541 | 27,44,045 | 27,50,916 | 26,99,926 | 27,63,201 | 24,77,847 | 27,46,731 |
| Net earnings .. .. .. | ,, | 24,92,338 | 24,55,525 | 30,24,901 | 28,53,830 | 27,24,355 | 26,60,935 | 30,89,636 | 29,12,551 | 31,56,890 | 23,45,016 |
| Percentage of expenses to receipts .. | % | 51·83 | 52·29 | 47·00 | 48·13 | 50·18 | 50·83 | 46·63 | 48·68 | 43·97 | 53·89 |
| Gross earnings per train mile .. | Rs. | 4·020 | 4·111 | 4·534 | 4·303 | 4·119 | 4·353 | 4·587 | 4·304 | 4·453 | 4·001 |
| Gross earnings per mile per week .. | ,, | 237·18 | 235·95 | 261·62 | 252·19 | 256·68 | 248·09 | 265·40 | 260·18 | 258·31 | 233·14 |
| * Passenger receipts— | | | | | | | | | | | |
| First class .. .. .. | Rs. | 77,940 | 84,450 | 93,811 | 1,05,752 | 96,859 | 90,149 | 1,01,256 | 80,887 | 97,692 | 87,813 |
| Second ,, .. .. .. | ,, | 83,883 | 92,411 | 98,963 | 1,02,809 | 1,06,259 | 99,622 | 1,03,789 | 93,699 | 1,03,638 | 93,964 |
| Third ,, .. .. .. | ,, | 15,07,179 | 15,76,337 | 18,27,076 | 17,34,441 | 17,84,206 | 16,97,506 | 17,15,803 | 16,57,093 | 16,26,088 | 12,37,331 |
| Total .. | ,, | 16,69,002 | 17,53,198 | 20,19,850 | 19,43,002 | 19,87,324 | 18,87,277 | 19,20,848 | 18,31,679 | 18,27,318 | 14,19,108 |
| † Goods receipts .. .. .. | ,, | 27,36,489 | 27,10,428 | 29,06,370 | 27,28,008 | 27,40,171 | 27,13,849 | 30,28,042 | 29,10,464 | 28,67,463 | 26,84,124 |
| * Number of passengers— | | | | | | | | | | | |
| First class .. .. .. | No. | 7,356 | 8,617 | 8,558 | 9,817 | 9,703 | 9,712 | 10,429 | 8,749 | 9,595 | 9,418 |
| Second ,, .. .. .. | ,, | 25,077 | 28,596 | 30,257 | 32,394 | 33,301 | 32,151 | 33,564 | 31,443 | 32,776 | 30,288 |
| Third ,, .. .. .. | ,, | 4,770,631 | 4,892,548 | 4,313,190 | 4,166,214 | 4,630,391 | 4,542,739 | 4,867,497 | 4,619,033 | 4,393,942 | 3,386,262 |
| Total .. | ,, | 4,803,064 | 4,929,761 | 4,352,005 | 4,208,425 | 4,673,395 | 4,584,602 | 4,911,490 | 4,659,225 | 4,436,313 | 3,425,968 |
| Tons lifted .. .. .. | ,, | 372,563 | 369,677 | 385,556 | 378,532 | 383,126 | 402,156 | 440,528 | 442,303 | 409,569 | 371,348 |
| Ton mileage .. .. .. | ,, | 57,589,123 | 56,992,122 | 62,626,323 | 58,665,368 | 58,708,672 | 57,638,656 | 65,738,805 | 62,142,492 | 60,350,740 | 53,405,119 |
| Capital expenditure .. .. | Rs. | 12,04,14,553 | 12,05,29,868 | 12,07,42,408 | 12,09,29,619 | 12,06,52,495 | 12,14,48,020 | 12,15,14,171 | 12,21,42,614 | 12,18,96,766 | |
| Dividend, per cent., per annum | | 4·14 | 4·08 | 5·02 | 4·72 | 4·52 | 4·40 | 5·12 | 4·80 | 5·16 | 3·84 |

* Excluding troops, police and season tickets. † Excluding railway materials, coal and military and revenue stores.



## TABLE B.

*Details of Earnings.*

| Heads of Revenue Account. | 1894. | | 1895. | | 1896. | | 1897. | | 1898. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Passengers (excluding troops and police and season tickets) .. | 16,69,002 | 17,53,198 | 20,19,850 | 19,43,002 | 19,87,324 | 18,87,277 | 19,20,848 | 18,31,679 | 18,27,318 | 14,19,108 |
| Other items of Coaching Traffic .. .. .. .. | 3,50,163 | 3,46,004 | 3,54,210 | 4,27,760 | 3,57,421 | 3,50,083 | 3,68,847 | 4,16,144 | 4,18,748 | 3,47,967 |
| Merchandise—General .. .. .. .. .. | 27,36,489 | 27,10,428 | 29,06,370 | 27,28,008 | 27,40,171 | 27,13,849 | 30,28,042 | 29,10,464 | 28,67,463 | 26,84,124 |
| Other items of Goods Traffic .. .. .. .. | 2,72,738 | 2,65,476 | 3,31,793 | 3,15,473 | 2,81,979 | 3,46,373 | 3,67,684 | 3,82,973 | 4,05,003 | 5,34,684 |
| Electric Telegraph and Sundries .. .. .. .. | 1,45,540 | 71,974 | 94,813 | 87,128 | 1,01,505 | 1,14,269 | 1,04,141 | 1,34,492 | 1,16,205 | 99,864 |
| Total .. | 51,73,932 | 51,47,080 | 57,07,036 | 55,01,371 | 54,68,400 | 54,11,851 | 57,89,562 | 56,75,752 | 56,34,737 | 50,85,747 |

*Details of Working Expenses.*

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Maintenance .. .. .. .. .. .. | 5,80,000 | 5,89,190 | 5,99,458 | 5,83,099 | 6,09,640 | 6,45,543 | 6,20,106 | 6,27,504 | 5,41,515 | 7,03,741 |
| Locomotive .. .. .. .. .. .. .. | 9,44,557 | 9,68,520 | 10,22,264 | 10,29,076 | 10,50,269 | 10,51,453 | 10,38,798 | 10,79,084 | 9,57,248 | 10,55,342 |
| Carriage and Wagon .. .. .. .. .. .. | 3,71,242 | 3,41,076 | 3,01,883 | 2,91,120 | 3,10,430 | 3,05,538 | 2,89,436 | 3,11,388 | 2,30,042 | 2,35,058 |
| Traffic .. .. .. .. .. .. .. | 4,46,487 | 4,23,468 | 4,22,115 | 4,09,760 | 4,45,373 | 4,16,455 | 4,04,684 | 4,21,155 | 4,19,982 | 4,29,915 |
| General charges .. .. .. .. .. .. | 2,86,094 | 2,79,363 | 2,88,154 | 2,85,229 | 2,88,769 | 2,86,821 | 2,84,635 | 2,82,841 | 2,86,478 | 2,72,281 |
| Special and Miscellaneous .. .. .. .. .. | 53,214 | 89,938 | 48,261 | 49,257 | 39,564 | 45,106 | 62,267 | 41,229 | 42,582 | 44,394 |
| Total .. | 26,81,594 | 26,91,555 | 26,82,135 | 26,47,541 | 27,44,045 | 27,50,916 | 26,99,926 | 27,63,201 | 24,77,847 | 27,40,731 |

Order—No. 448 Ry., dated 20th April 1899.

Ordered that four copies of the Capital and Revenue Accounts of the Madras Railway for the half-year ended 31st December 1898, together with a 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. 449 Ry., dated 20th April 1899.]

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Agent and Manager, Madras Railway.
" Examiner, Railway Accounts, Madras.
" Consulting Engineer for Railways.

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Endorsement—No. 449 Ry., dated 20th April 1899.

Forwarded.

(By order.)

Francis J. E. Spring,
Joint Secretary.

Ed. T. K. Narayana Aiyangar.

# Government of Madras.

*PUBLIC WORKS DEPARTMENT.*

(Copy.)

## Letter to the Right Honourable the Secretary of State for India.

No. $\frac{7}{448\ Ry.}$ dated 20th April 1899.

Forwarding copy of Proceedings embodying the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 31st December 1898, with a brief note thereon by the Consulting Engineer for Railways.

RAILWAY.

# Government {1899} of Madras.

## PUBLIC WORKS.

*Recd.* } 1899. *Enclosures*

*Regd.* } *Spare copies*

**G.O., No. 448 Ry., 20th April 1899.**

**APRIL.**

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

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Gross earnings are much below the average of the preceding nine half-years. Working expenses, though considerably higher than last half-year, stand at about the same figure as for the previous four or five half-years.

Gross earnings come to Rs. 4 per train mile and are the lowest since the first-half of 1894.

Passenger traffic is far below the average both in numbers and receipts. Most of the decrease is accounted for by the receipts from third-class passengers having fallen from an average of Rs. 16,80,000 to Rs. 12,37,000. This result must be attributed to the effects of plague restrictions. The weight of goods lifted and the ton mileage are somewhat below the average of previous half-years, and receipts too have still further declined. Such a decline was of course to be expected to occur in sympathy with the falling off in passenger traffic.

Capital outlay to end of the half-year under review stood as shown in the books at Rs. 12,18,96,766 and is less by Rs. 2,45,848 than in the previous half-year. The decrease appears solely under Store Accounts.

2. The details of the half-year's earnings were as follows :—

| | | | |
|---|---|---|---|
| Passengers ... ... ... ... ... ... | Rs. | 14,19,108 | |
| Other items of Coaching Traffic ... ... ... ... ... | „ | 3,47,967 | |
| Merchandise—General ... ... ... ... ... ... | „ | 26,84,124 | |
| Other items of Goods Traffic ... ... ... ... ... | „ | 5,34,684 | |
| Electric Telegraph and Sundries ... ... ... ... | „ | 99,864 | |
| Total ... | Rs. | 50,85,747 | |

The first item "Passengers" has already been commented on.

"Other items of Coaching Traffic" amounts to Rs. 3,47,967, or Rs. 70,781 less than that of the preceding half-year. The decrease appears in "troops and police," "passengers' luggage" and "military baggage."

"Merchandise—General" shows the lowest figure on record since first-half of 1894. The amount of "rice not in the husk" carried, has fallen over 50 per cent; "grain and pulse," "hides of cattle," "skins of sheep" and "metals" also show serious decreases.

Other items of goods traffic show an increase. This occurs chiefly under "coal for the public" and "revenue stores."



3. The details of the half-year's expenditure were as follows :—

| | | | |
|---|---|---|---|
| Maintenance ... ... ... ... ... ... ... | Rs. | 7,03,741 | |
| Locomotive ... ... ... ... ... ... ... | „ | 10,55,342 | |
| Carriage and Wagon ... ... ... ... ... ... | „ | 2,35,058 | |
| Traffic ... ... ... ... ... ... ... ... | „ | 4,29,915 | |
| General Charges ... ... ... ... ... ... | „ | 2,72,281 | |
| Special and Miscellaneous ... ... ... ... ... | „ | 44,394 | |
| Total ... | Rs. | 27,40,731 | |

"Maintenance" is about a lakh, or fully 15 per cent., above the average of recent half-years, being, in fact, the highest on record. The principal excesses appear under "maintenance and renewal of permanent-way," "repairs of stations and buildings" and "loss by exchange." During the half-year 47 miles of rails were renewed against 17 miles in the preceding half-year. Flat-topped bull-headed rails of the State Railway Section had been used in the preceding year for renewals on the 1st District; but in consequence of excessive oscillation due to the rail table not fitting the tyre section of the vehicles, it was found necessary to close the work of renewing old rails on this district during the first-half of 1898, pending the receipt of 30-foot bull-headed rails of a more suitable section. These latter did not arrive till the end of July, consequently heavy renewals were necessary in the half-year under review. The rails which gave such unsatisfactory results were removed and are now being used only in parts of the line where, owing to heavy gradients, high speeds are unlikely to be attained.

"Locomotive expenses" are larger than those of the preceding half-year. The increase is due to additional outlay under "fuel" and "maintenance and renewals of locomotive engines" was due to the issue from stores of a larger quantity of material than usual.

The expenditure under other heads has not fluctuated to any considerable extent.

4. The net revenue for the half-year under review amounts to Rs. 23,45,016, which, when converted into sterling at 1*s.* 10*d.*, gives a return of 3·84 per cent. per annum on the capital outlay.

5. The results of the working of the line since June 1894 are shown in detail in the accompanying statements.

ENCLOSURES.

## TABLE A.

MADRAS RAILWAY.

| Statistics. | | 1894. | | 1895. | | 1896. | | 1897. | | 1898. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. |
| Mean mileage worked | No. | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 |
| Train miles | ,, | 1,286,953 | 1,251,910 | 1,258,565 | 1,278,459 | 1,237,502 | 1,243,216 | 12,62,217 | 1,318,652 | 1,265,284 | 1,270,984 |
| Gross earnings | Rs. | 51,73,932 | 51,47,080 | 57,07,036 | 55,01,371 | 54,68,400 | 54,11,851 | 57,89,562 | 56,75,752 | 56,34,737 | 50,85,747 |
| Working expenses | ,, | 26,91,594 | 26,81,555 | 26,82,135 | 26,47,541 | 27,44,045 | 27,50,916 | 26,99,926 | 27,63,201 | 24,77,847 | 27,40,731 |
| Net earnings | ,, | 24,92,338 | 24,55,525 | 30,24,901 | 28,53,830 | 27,24,355 | 26,60,935 | 30,89,636 | 29,12,551 | 31,56,890 | 23,45,016 |
| Percentage of expenses to receipts | % | 51·83 | 52·29 | 47·00 | 48·13 | 50·18 | 50·83 | 46·63 | 48·68 | 43·97 | 53·89 |
| Gross earnings per train mile | Rs. | 4·020 | 4·111 | 4·534 | 4·303 | 4·419 | 4·353 | 4·587 | 4·304 | 4·453 | 4·001 |
| Gross earnings per mile per week | ,, | 237·18 | 235·95 | 261·62 | 252·19 | 250·68 | 248·09 | 265·40 | 260·18 | 258·31 | 233·14 |
| * Passenger receipts— | | | | | | | | | | | |
| First class | Rs. | 77,940 | 84,450 | 93,811 | 1,05,752 | 96,859 | 90,149 | 1,01,256 | 80,887 | 97,592 | 87,813 |
| Second ,, | ,, | 83,883 | 92,411 | 98,263 | 1,02,809 | 1,06,259 | 99,622 | 1,03,789 | 93,699 | 1,03,638 | 93,964 |
| Third ,, | ,, | 15,07,179 | 15,76,337 | 18,27,076 | 17,34,441 | 17,84,206 | 16,97,506 | 17,15,803 | 16,57,093 | 16,26,088 | 12,37,331 |
| Total | ,, | 16,69,002 | 17,53,198 | 20,19,850 | 19,43,002 | 19,87,324 | 18,87,277 | 19,20,848 | 18,31,679 | 18,27,318 | 14,19,108 |
| † Goods receipts | ,, | 27,36,489 | 27,10,428 | 29,06,370 | 27,28,008 | 27,40,171 | 27,13,849 | 30,28,042 | 29,10,464 | 28,67,463 | 26,84,124 |
| * Number of passengers— | | | | | | | | | | | |
| First class | No. | 7,356 | 8,617 | 8,558 | 9,817 | 9,703 | 9,712 | 10,429 | 8,749 | 9,595 | 9,418 |
| Second ,, | ,, | 25,077 | 28,596 | 30,257 | 32,394 | 33,301 | 32,151 | 33,564 | 31,443 | 32,776 | 30,288 |
| Third ,, | ,, | 4,770,631 | 4,892,548 | 4,313,190 | 4,166,214 | 4,630,391 | 4,542,739 | 4,867,497 | 4,619,033 | 4,393,942 | 3,386,262 |
| Total | ,, | 4,803,064 | 4,929,761 | 4,352,005 | 4,208,425 | 4,673,395 | 4,584,602 | 4,911,490 | 4,659,225 | 4,436,313 | 3,425,968 |
| Tons lifted | ,, | 372,563 | 369,677 | 385,556 | 378,532 | 383,126 | 402,156 | 440,528 | 442,393 | 409,569 | 371,348 |
| Ton mileage | ,, | 57,589,123 | 56,992,122 | 62,626,323 | 58,665,368 | 58,708,672 | 57,638,656 | 65,738,805 | 62,142,492 | 60,350,740 | 53,405,119 |
| Capital expenditure | Rs. | 12,04,14,553 | 12,05,29,868 | 12,07,42,408 | 12,09,29,619 | 12,06,52,495 | 12,11,22,620 | 12,14,48,020 | 12,15,14,171 | 12,21,42,614 | 12,18,96,766 |
| Dividend, per cent., per annum | ,, | 4·14 | 4·08 | 5·02 | 4·72 | 4·52 | 4·40 | 5·12 | 4·80 | 5·16 | 3·84 |

* Excluding troops, police and season tickets. † Excluding railway materials, coal and military and revenue stores.



## TABLE B.

*Details of Earnings.*

| Heads of Revenue Account. | 1894. | | 1895. | | 1896. | | 1897. | | 1898. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Passengers (excluding troops and police and season tickets) | 16,69,002 | 17,53,198 | 20,19,850 | 19,43,002 | 19,87,324 | 18,87,277 | 19,20,848 | 18,31,679 | 18,27,318 | 14,19,108 |
| Other items of Coaching Traffic | 3,50,163 | 3,46,004 | 3,54,210 | 4,27,760 | 3,57,421 | 3,50,083 | 3,68,847 | 4,16,144 | 4,18,748 | 3,47,967 |
| Merchandise—General | 27,36,489 | 27,10,428 | 29,06,370 | 27,28,008 | 27,40,171 | 27,13,849 | 30,28,042 | 29,10,464 | 28,67,463 | 26,84,124 |
| Other items of Goods Traffic | 2,72,738 | 2,65,476 | 3,31,793 | 3,15,473 | 2,81,979 | 3,46,373 | 3,67,684 | 3,82,973 | 4,05,003 | 5,34,684 |
| Electric Telegraph and Sundries | 1,45,540 | 71,974 | 94,813 | 87,128 | 1,01,505 | 1,14,269 | 1,04,141 | 1,34,492 | 1,16,205 | 99,864 |
| Total | 51,73,932 | 51,47,080 | 57,07,036 | 55,01,371 | 54,68,400 | 54,11,851 | 57,89,562 | 56,75,752 | 56,34,737 | 50,85,747 |

*Details of Working Expenses.*

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Maintenance | 5,80,000 | 5,89,190 | 5,99,458 | 5,83,099 | 6,09,640 | 6,45,543 | 6,20,106 | 6,27,504 | 5,41,515 | 7,03,741 |
| Locomotive | 9,44,557 | 9,68,520 | 10,22,264 | 10,29,076 | 10,50,269 | 10,51,453 | 10,38,798 | 10,79,084 | 9,57,248 | 10,55,342 |
| Carriage and Wagon | 3,71,242 | 3,41,076 | 3,01,883 | 2,91,120 | 3,10,430 | 3,05,538 | 2,89,436 | 3,11,388 | 2,30,042 | 2,35,058 |
| Traffic | 4,46,487 | 4,23,468 | 4,22,115 | 4,09,760 | 4,45,373 | 4,16,455 | 4,04,684 | 4,21,155 | 4,19,982 | 4,29,915 |
| General charges | 2,86,094 | 2,79,363 | 2,88,154 | 2,85,229 | 2,88,769 | 2,86,821 | 2,84,635 | 2,82,841 | 2,86,478 | 2,72,281 |
| Special and Miscellaneous | 53,214 | 89,938 | 48,261 | 49,257 | 39,564 | 45,106 | 62,267 | 41,229 | 42,582 | 44,394 |
| Total | 26,81,594 | 26,91,555 | 26,82,135 | 26,47,541 | 27,44,045 | 27,50,916 | 26,99,926 | 27,63,201 | 24,77,847 | 27,40,731 |

No. 448 Ry., 20th April 1899.

Order—No. 448 Ry., dated 20th April 1899.

Ordered that four copies of the Capital and Revenue Accounts of the Madras Railway for the half-year ended 31st December 1898, together with a 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. 449 Ry., dated 20th April 1899.]

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Agent and Manager, Madras Railway.
" Examiner, Railway Accounts, Madras.
" Consulting Engineer for Railways.

Exd. T. K. Narayana Aiyangar.

No. $\frac{7}{448\ \text{Ry.}}$, 20th April 1899.

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. 448 Ry., dated 20th April 1899, embodying the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 31st December 1898, 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) A. E. HAVELOCK.
( " ) A. T. ARUNDEL.
( " ) H. M. WINTERBOTHAM.

Ootacamund,
20th April 1899.

RAILWAY.

# Government {1899} of Madras.

## PUBLIC WORKS.

*Recd.*
*Regd.* } 1899.

*Enclosures*
*Spare copies*

**G.O., No. 448 Ry., 20 April 1899.**

## APRIL.

### Capital and Revenue Accounts, Madras Railway

Ordered that copies of the — for the half-year ended 31st December 1898, together with a brief note thereon by the Consulting Engineer for Railways, Madras, be forwarded to the Government of India and to the Secretary of State.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

Capital and Revenue Accounts of the Madras Railway, for the half-year ended 31st December 1898.

*Brief Note by the Consulting Engineer for Railways, Madras, on the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 31st December 1898.*

Gross earnings are much below the average of the preceding nine half-years. Working expenses, though considerably higher than last half-year, stand at about the same figure as for the previous four or five half-years.

Gross earnings come to Rs. 4 per train mile and are the lowest since the first-half of 1894.

Passenger traffic is far below the average both in numbers and receipts. Most of the decrease is accounted for by the receipts from third-class passengers having fallen from an average of Rs. 16,80,000 to Rs. 12,37,000. This result must be attributed to the effects of plague restrictions. The weight of goods lifted and the ton mileage are somewhat below the average of previous half-years, and receipts too have still further declined. Such a decline was of course to be expected to occur in sympathy with the falling off in passenger traffic.

Capital outlay to end of the half-year under review stood as shown in the books at Rs. 12,18,96,766 and is less by Rs. 2,45,848 than in the previous half-year. The decrease appears solely under Store Accounts.

2. The details of the half-year's earnings were as follows :—

| | | |
|---|---|---|
| Passengers ... ... ... ... ... ... | Rs. | 14,19,108 |
| Other items of Coaching Traffic ... ... ... ... | ,, | 3,47,967 |
| Merchandise—General ... ... ... ... ... | ,, | 26,84,124 |
| Other items of Goods Traffic ... ... ... ... ... | ,, | 5,34,684 |
| Electric Telegraph and Sundries ... ... ... ... | ,, | 99,864 |
| Total ... | Rs. | 50,85,747 |

The first item "Passengers" has already been commented on.

"Other items of Coaching Traffic" amounts to Rs. 3,47,967, or Rs. 70,781 less than that of the preceding half-year. The decrease appears in "troops and police," "passengers' luggage" and "military baggage."

"Merchandise—General" shows the lowest figure on record since first-half of 1894. The amount of "rice not in the husk" carried, has fallen over 50 per cent; "grain and pulse," "hides of cattle," "skins of sheep" and "metals" also show serious decreases.

Other items of goods traffic show an increase. This occurs chiefly under "coal for the public" and "revenue stores."



3. The details of the half-year's expenditure were as follows :—

| | | |
|---|---|---|
| Maintenance ... ... ... ... ... ... ... | Rs. | 7,03,741 |
| Locomotive ... ... ... ... ... ... ... | ,, | 10,55,342 |
| Carriage and Wagon ... ... ... ... ... ... | ,, | 2,35,058 |
| Traffic ... ... ... ... ... ... ... ... | ,, | 4,29,915 |
| General Charges ... ... ... ... ... ... | ,, | 2,72,281 |
| Special and Miscellaneous ... ... ... ... ... | ,, | 44,394 |
| Total ... | Rs. | 27,40,731 |

"Maintenance" is about a lakh, or fully 15 per cent., above the average of recent half-years, being, in fact, the highest on record. The principal excesses appear under "maintenance and renewal of permanent-way," "repairs of stations and buildings" and "loss by exchange." During the half-year 47 miles of rails were renewed against 17 miles in the preceding half-year. Flat-topped bull-headed rails of the State Railway had been used in the preceding year for renewals on the 1st District in consequence of excessive oscillation due to the rail table not filling the tyre section of the carriages. It was found necessary to close the work of renewing old rails on this district during the first-half of 1898, pending the receipt of 30-foot bull-headed rails of a more suitable section. These latter did not arrive till the end of July, consequently heavy renewals were necessary in the half-year under review. The rails which gave such unsatisfactory results were removed and are now being used only in parts of the line where, owing to heavy gradients, a permanent restriction of speed is imposed.

"Locomotive expenses" are larger than those of the preceding half-year. The increase is due to additional outlay under "fuel" and "maintenance and renewals of locomotive engines." The increased consumption of fuel is explained by damage done to coal stacked at Raichur by a fire. Only the value of the coal completely destroyed was charged off to the Fire Insurance fund, but subsequent experience appears to show that a further amount of about 1,800 tons had been damaged to such an extent that it had deteriorated about 30 per cent. The increase under "maintenance and renewals of locomotive engines" was due to the issue from stores of a larger quantity of material than usual.

The expenditure under other heads has not fluctuated to any considerable extent.

4. The net revenue for the half-year under review amounts to Rs. 23,45,016, which, when converted into sterling at 1*s.* 10*d.*, gives a return of 3·84 per cent. per annum on the capital outlay.

5. The results of the working of the line since June 1894 are shown in detail in the accompanying statements.

No. 448 Rv., dt. 20 April 1899.

ENCLOSURES.

## TABLE A.

MADRAS RAILWAY.

| Statistics. | 1894. | | 1895. | | 1896. | | 1897. | | 1898. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. |
| Mean mileage worked .. .. No. | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 |
| Train miles .. .. .. ,, | 1,286,953 | 1,251,910 | 1,258,565 | 1,278,459 | 1,237,502 | 1,243,216 | 12,62,217 | 1,318,652 | 1,265,284 | 1,270,984 |
| Gross earnings .. .. .. Rs. | 51,73,932 | 51,47,080 | 57,07,036 | 55,01,371 | 54,68,400 | 54,11,851 | 57,89,562 | 56,75,752 | 56,34,737 | 50,85,747 |
| Working expenses .. .. ,, | 26,91,594 | 26,81,555 | 26,82,135 | 26,47,541 | 27,44,045 | 27,50,916 | 26,99,926 | 27,63,201 | 24,77,847 | 27,40,731 |
| Net earnings .. .. .. ,, | 24,92,338 | 24,55,525 | 30,24,901 | 28,53,830 | 27,24,355 | 26,60,935 | 30,89,636 | 29,12,551 | 31,56,890 | 23,45,016 |
| Percentage of expenses to receipts .. % | 51·83 | 52·29 | 47·00 | 48·13 | 50·18 | 50·83 | 46·63 | 48·68 | 43·97 | 53·89 |
| Gross earnings per train mile .. Rs. | 4·020 | 4·111 | 4·534 | 4·303 | 4·419 | 4·353 | 4·587 | 4·304 | 4·453 | 4·001 |
| Gross earnings per mile per week .. ,, | 237·18 | 235·95 | 261·62 | 252·19 | 250·68 | 248·09 | 265·40 | 260·18 | 258·31 | 233·14 |
| * Passenger receipts— | | | | | | | | | | |
| First class .. .. .. Rs. | 77,940 | 84,450 | 93,811 | 1,05,752 | 96,859 | 90,149 | 1,01,256 | 80,887 | 97,592 | 87,813 |
| Second ,, .. .. .. ,, | 83,883 | 92,411 | 98,963 | 1,02,809 | 1,06,259 | 99,622 | 1,03,789 | 93,699 | 1,03,638 | 93,964 |
| Third ,, .. .. .. ,, | 15,07,179 | 15,76,337 | 18,27,076 | 17,34,441 | 17,84,206 | 16,97,506 | 17,15,803 | 16,57,093 | 16,26,088 | 12,37,331 |
| Total .. ,, | 16,69,002 | 17,53,198 | 20,19,850 | 19,43,002 | 19,87,324 | 18,87,277 | 19,20,848 | 18,31,679 | 18,27,318 | 14,19,108 |
| † Goods receipts .. .. .. ,, | 27,36,489 | 27,10,428 | 29,06,370 | 27,28,008 | 27,40,171 | 27,13,849 | 30,28,042 | 29,10,464 | 28,67,463 | 26,84,124 |
| * Number of passengers— | | | | | | | | | | |
| First class .. .. .. No. | 7,356 | 8,617 | 8,558 | 9,817 | 9,703 | 9,712 | 10,429 | 8,749 | 9,595 | 9,418 |
| Second ,, .. .. .. ,, | 25,077 | 28,596 | 30,257 | 32,394 | 33,301 | 32,151 | 33,564 | 31,443 | 32,776 | 30,288 |
| Third ,, .. .. .. ,, | 4,770,631 | 4,892,548 | 4,313,190 | 4,166,214 | 4,630,391 | 4,542,739 | 4,867,497 | 4,619,033 | 4,393,942 | 3,386,262 |
| Total .. ,, | 4,803,064 | 4,929,761 | 4,352,005 | 4,208,425 | 4,673,395 | 4,584,602 | 4,911,490 | 4,659,225 | 4,436,313 | 3,425,968 |
| Tons lifted .. .. .. ,, | 372,563 | 369,677 | 385,556 | 378,532 | 383,126 | 402,156 | 440,528 | 442,393 | 409,569 | 371,348 |
| Ton mileage .. .. .. ,, | 57,589,123 | 56,992,122 | 62,626,323 | 58,665,368 | 58,708,672 | 57,638,656 | 65,738,805 | 62,142,492 | 60,350,740 | 53,405,119 |
| Capital expenditure .. .. Rs. | 12,04,14,553 | 12,05,29,868 | 12,07,42,408 | 12,09,29,619 | 12,06,52,495 | 12,11,22,620 | 12,14,48,020 | 12,15,14,171 | 12,21,42,614 | 12,18,96,766 |
| Dividend, per cent., per annum .. ,, | 4·14 | 4·08 | 5·02 | 4·72 | 4·52 | 4·40 | 5·12 | 4·80 | 5·16 | 3·84 |

* Excluding troops, police and season tickets. † Excluding railway materials, coal and military and revenue stores.



No. 448 Rv., dt. 20 April 1899.

## TABLE B.

*Details of Earnings.*

| Heads of Revenue Account. | 1894. | | 1895. | | 1896. | | 1897. | | 1898. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Passengers (excluding troops and police and season tickets) .. | 16,69,002 | 17,53,198 | 20,19,850 | 19,43,002 | 19,87,324 | 18,87,277 | 19,20,848 | 18,31,679 | 18,27,318 | 14,19,108 |
| Other items of Coaching Traffic .. .. .. .. | 3,50,163 | 3,46,004 | 3,54,210 | 4,27,760 | 3,57,421 | 3,50,083 | 3,68,847 | 4,16,144 | 4,18,748 | 3,47,967 |
| Merchandise—General .. .. .. .. .. | 27,36,489 | 27,10,428 | 29,06,370 | 27,28,008 | 27,40,171 | 27,13,849 | 30,28,042 | 29,10,464 | 28,67,463 | 26,84,124 |
| Other items of Goods Traffic .. .. .. .. | 2,72,738 | 2,65,476 | 3,31,793 | 3,15,473 | 2,81,979 | 3,46,373 | 3,67,684 | 3,82,973 | 4,05,003 | 5,34,684 |
| Electric Telegraph and Sundries .. .. .. .. | 1,45,540 | 71,974 | 94,813 | 87,128 | 1,01,505 | 1,14,269 | 1,04,141 | 1,34,492 | 1,16,205 | 99,864 |
| Total .. | 51,73,932 | 51,47,080 | 57,07,036 | 55,01,371 | 54,68,400 | 54,11,851 | 57,89,562 | 56,75,752 | 56,34,737 | 50,85,747 |

*Details of Working Expenses.*

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Maintenance .. .. .. .. .. .. | 5,80,000 | 5,89,190 | 5,99,458 | 5,83,099 | 6,09,640 | 6,45,543 | 6,20,106 | 6,27,504 | 5,41,515 | 7,03,741 |
| Locomotive .. .. .. .. .. .. .. | 9,44,557 | 9,68,520 | 10,22,264 | 10,29,076 | 10,50,269 | 10,51,453 | 10,38,798 | 10,79,084 | 9,57,248 | 10,55,342 |
| Carriage and Wagon .. .. .. .. .. .. | 3,71,242 | 3,41,076 | 3,01,883 | 2,91,120 | 3,10,430 | 3,05,538 | 2,89,436 | 3,11,388 | 2,30,042 | 2,35,058 |
| Traffic .. .. .. .. .. .. .. | 4,46,487 | 4,23,468 | 4,22,115 | 4,09,760 | 4,45,373 | 4,16,455 | 4,04,684 | 4,21,155 | 4,19,982 | 4,29,915 |
| General charges .. .. .. .. .. .. | 2,86,094 | 2,79,363 | 2,88,154 | 2,85,229 | 2,88,769 | 2,86,821 | 2,84,635 | 2,82,841 | 2,86,478 | 2,72,281 |
| Special and Miscellaneous .. .. .. .. .. | 53,214 | 89,938 | 48,261 | 49,257 | 39,564 | 45,106 | 62,267 | 41,229 | 42,582 | 44,394 |
| Total .. | 26,81,594 | 26,91,555 | 26,82,135 | 26,47,541 | 27,44,045 | 27,50,916 | 26,99,926 | 27,63,201 | 24,77,847 | 27,40,731 |

No. 448Rr., 20th April 1899.

ORDER—No. 448Ry., dated 20th April 1899.

Ordered that four copies of the Capital and Revenue Accounts of the Madras Railway for the half-year ended 31st December 1898, together with a 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. 449Ry., dated 20th April 1899.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Agent and Manager, Madras Railway.
" Examiner, Railway Accounts, Madras.
" Consulting Engineer for Railways.

Exd. T. K. Narayana Aiyangar

448Rr.
4/99

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

DESPATCH

FOR SIGNATURE

OF

HIS EXCELLENCY THE GOVERNOR

AND

MEMBERS OF GOVERNMENT.

*(With Original).*

Dr —

Herewith submitted for approval the proof of the Brief note on the M Ry accounts.

Please say if this will meet Secretariat E Rs return.

14/4-99

Yes.
14.4.99

RAILWAY.

# Government {1898} of Madras.

## PUBLIC WORKS.

Very urgent
Pass
Please send a copy
first early on Tuesday
the 4th April 1899.
Secretary to Govt
for AR
2-4-99

3/4

*Recd.* } 1898. *Enclosures*

*Regd.* } *Spare copies*

April

**G.O., Nos. ~~1273, 1274~~ Ry., ~~17th October~~ 1898.** 9

April

~~OCTOBER.~~

**Capital and Revenue Accounts, Madras Railway**

Forwarding copies of the — for the half-year ended the ~~30th June 1898~~, together with a brief note thereon by the Consulting Engineer for Railways, Madras. 31 Encl

G/3/10 1898 — 995 — 1105 — 04

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Capital and Revenue Accounts of the Madras Railway, for the half-year ended 31st December 1898.

*Brief Note by the Consulting Engineer for Railways, Madras, on the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 30th June 1898.*

Gross earnings are above the average of the preceding nine half-years, while the working expenses are the lowest since the second half of 1893.

Gross earnings per train mile are Rs. 4·453 and are above the average, which shows that more use of the carrying capacity of trains was made, fewer unnecessary trains being run.

Passenger traffic is far below the average both in numbers and receipts; the decrease appears only among the third-class passengers and may be attributed to the effects of plague regulations. The number of second-class passengers carried is a good deal above the average. The weight of goods lifted is less than those of the preceding two half-years but above the average when compared with the last seven half-years. The goods ton mileage is also less than those of the four preceding half-years. The goods receipts, though less than in the two previous half-years, are well up to the average.

Capital outlay to the end of the half-year under review stood as shown in the books at Rs. 12,21,42,614.

2. The details of the half-year's earnings were as follows:—

| | Rs. |
|---|---|
| Passengers ... ... ... ... ... ... ... | 18,27,318 |
| Other items of Coaching Traffic ... ... ... ... ... | 4,18,748 |
| Merchandise—General ... ... ... ... ... ... | 28,67,463 |
| Other items of Goods Traffic ... ... ... ... ... | 4,05,003 |
| Electric Telegraph and Sundries ... ... ... ... ... | 1,16,205 |
| Total ... | 56,34,737 |

The first item "Passengers" has been commented on elsewhere.

"Other items of Coaching Traffic" amount to Rs. 4,18,748 and are the highest since the second half of 1893 with the exception of the figure for the second half of 1895. This increase is accounted for by the military movements. A satisfactory increase is also observed in the carriage of parcels for the public.

"Merchandise—General," shows a decrease from the preceding two half-years, but is up to the average altogether.

"Other items of Goods Traffic" exhibits a large increase over previous half-years, which is accounted for by the increase in the carriage of coal for the public. Live-stock show a serious falling probably accounted for by plague restrictions.

"Electric Telegraph and Sundries." There is a falling off compared with the last half-year, but the receipts are well up to the average.



3. The details of the half-year's expenditure were as follows:—

| | Rs. |
|---|---|
| Maintenance ... ... ... ... ... ... ... ... | 5,41,615 |
| Locomotive ... ... ... ... ... ... ... ... | 9,57,248 |
| Carriage and Wagon ... ... ... ... ... ... | 2,30,042 |
| Traffic ... ... ... ... ... ... ... ... | 4,19,982 |
| General charges ... ... ... ... ... ... ... | 2,86,478 |
| Special and Miscellaneous ... ... ... ... ... ... | 42,582 |
| Total ... | 24,77,847 |

"Maintenance" is a good deal below the average, being, in fact, the lowest on record. The principal saving appears under maintenance and renewal of permanent-way materials. The number of miles of rails renewed during the half-year was only 17·38. As new rails of the State Railway pattern recently procured are not giving satisfaction, the Company have been disinclined to continue using them for renewals on their main line.

"Locomotive expenses" are less than those of previous half-years. The decrease is due to the non-receipt of new engines from England to replace old engines, a credit passed to this sub-head on account of old engines sold by auction and the effects of the strike in the Perambur shops.

extent.

4. The amount of net earnings, viz., Rs. 31,56,890, is the highest on record and represents a dividend on the rupee capital at the rate of 3·16 per cent. per annum. The Madras Railway Company show Rs. 2,18,184–4–6 as surplus profits in the half-yearly accounts under review, but, under the orders of the Secretary of State a sum of Rs. 19,637–7–11, being the interest on the capital raised for the construction of the Calicut-Cannanore Railway, should be deducted from the sum, and the balance, viz., Rs. 1,98,546–12–7, is therefore passed as surplus profits to be equally divided between Government and the Company.

5. The results of the working of the line since December 1893 are shown in detail in the accompanying statements.

Madras,
17th October 1898.

Francis J. E. Spring,
Consulting Engineer for Railways.

ENCLOSURES.

## TABLE A.

MADRAS RAILWAY.

| Statistics. | 1893. | 1894. | | 1895. | | 1896. | | 1897. | | 1898. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half |
| Mean mileage worked .. No. | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 |
| Train miles .. .. .. .. | 1,242,258 | 1,286,963 | 1,251,910 | 1,258,555 | 1,278,459 | 1,297,502 | 1,343,316 | 1,362,217 | 1,318,653 | 1,265,284 | 1270984 |
| Gross earnings .. .. Rs. | 52,18,323 | 51,73,932 | 51,47,080 | 57,07,036 | 55,01,371 | 54,68,400 | 54,11,851 | 57,89,562 | 56,75,752 | 56,34,737 | 50.85.747 |
| Working expenses .. .. .. | 26,37,589 | 26,81,594 | 26,81,555 | 26,82,135 | 26,47,541 | 27,44,045 | 27,50,916 | 26,99,926 | 27,63,201 | 24,77,847 | 27.40.731 |
| Net earnings .. .. .. .. | 25,80,734 | 24,92,338 | 24,55,525 | 30,24,901 | 28,53,830 | 27,24,355 | 26,60,935 | 30,89,636 | 29,12,551 | 31,56,890 | 23.45.016 |
| Percentage of expenses to receipts % | 50·54 | 51·83 | 52·29 | 47·00 | 48·13 | 50·18 | 50·83 | 46·63 | 48·68 | 43·97 | 53·89 |
| Gross earnings per train mile .. Rs. | 4·200 | 4·020 | 4·111 | 4·534 | 4·303 | 4·419 | 4·353 | 4·587 | 4·304 | 4·453 | 4·001 |
| Gross earnings per mile per week .. | 239·22 | 237·15 | 235·95 | 261·62 | 252·19 | 250·68 | 248·09 | 265·42 | 260·18 | 258·31 | 233·14 |
| * Passenger receipts— | | | | | | | | | | | |
| First class .. .. .. Rs. | 77,005 | 77,940 | 84,450 | 92,811 | 1,06,757 | 96,559 | 90,149 | 1,01,256 | 80,587 | 97,592 | 87813 |
| Second .. .. .. .. .. | 90,626 | 83,553 | 92,811 | 98,963 | 1,02,809 | 1,00,259 | 99,522 | 1,03,739 | 93,699 | 1,03,638 | 93964 |
| Third .. .. .. .. .. | 14,51,861 | 15,07,176 | 15,76,237 | 18,37,976 | 17,34,441 | 17,84,206 | 16,97,606 | 17,15,803 | 16,37,003 | 16,36,089 | 12.27.331 |
| Total .. .. .. .. | 16,13,492 | 16,69,002 | 17,53,198 | 20,19,850 | 19,43,002 | 19,87,324 | 18,87,277 | 19,20,848 | 18,31,279 | 18,37,318 | 14.19.108 |
| † Goods receipts .. .. .. .. | 28,53,569 | 27,36,459 | 27,10,428 | 29,06,370 | 27,29,008 | 27,40,171 | 27,13,849 | 30,28,042 | 29,10,464 | 28,67,463 | 2684.124 |
| * Number of passengers— | | | | | | | | | | | |
| First class .. .. No. | 7,800 | 7,356 | 8,617 | 8,356 | 9,817 | 9,703 | 9,712 | 10,479 | 8,749 | 9,195 | 9419 |
| Second .. .. .. .. .. | 23,022 | 25,077 | 28,596 | 30,337 | 31,394 | 33,201 | 32,151 | 33,564 | 31,443 | 32,778 | 30289 |
| Third .. .. .. .. .. | 4,484,764 | 4,770,631 | 4,992,548 | 4,313,130 | 4,166,314 | 4,630,391 | 4,542,739 | 4,867,497 | 4,619,933 | 4,293,942 | 3396262 |
| Total .. .. .. .. | 4,515,586 | 4,803,064 | 4,919,761 | 4,351,005 | 4,208,425 | 4,673,295 | 4,584,602 | 4,911,490 | 4,659,225 | 4,435,913 | 3425968 |
| Tons lifted .. .. .. .. | 388,592 | 372,563 | 369,877 | 385,556 | 378,532 | 393,126 | 402,156 | 440,528 | 442,393 | 409,569 | 371348 |
| Ton mileage .. .. .. .. | 62,044,273 | 57,589,133 | 56,992,123 | 62,020,232 | 58,065,305 | 58,708,672 | 57,838,650 | 65,738,805 | 63,147,493 | 60,330,749 | 53406.119 |
| Capital expenditure .. .. Rs. | 12,00,61,915 | 12,04,14,553 | 12,05,39,908 | 12,07,42,400 | 12,09,39,519 | 12,09,32,436 | 12,11,22,629 | 12,14,48,029 | 12,15,14,171 | 12,21,42,514 | 12.18.96.766 |
| Dividend, per cent. per annum .. .. | 4·25 | 4·14 | 4·06 | 5·02 | 4·72 | 4·52 | 4·49 | 5·12 | 4·93 | 5·15 | 4·84 |

* Excluding troops, police and season tickets. † Excluding railway materials, coal and military and revenue stores.

## TABLE B.

*Details of Earnings.*

| Heads of Revenue Account. | 1893. | 1894. | | 1895. | | 1896. | | 1897. | | 1898. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs |
| Passengers (excluding troops and police and season tickets) .. | 16,13,492 | 16,69,002 | 17,53,198 | 20,19,850 | 19,43,002 | 19,87,324 | 18,87,277 | 19,20,848 | 18,31,679 | 18,37,318 | 14.19.108 |
| Other items of Coaching Traffic .. .. .. .. .. | 3,38,697 | 3,50,163 | 3,46,004 | 3,54,210 | 4,27,760 | 3,67,421 | 3,50,083 | 3,68,847 | 4,16,144 | 4,18,748 | 3.47.967 |
| Merchandise—General .. .. .. .. .. | 28,53,369 | 27,36,489 | 27,10,428 | 29,06,370 | 27,28,008 | 27,40,171 | 27,13,849 | 30,28,042 | 29,10,464 | 28,67,463 | 2684.124 |
| Other items of Goods Traffic .. .. .. .. .. | 2,57,734 | 2,72,738 | 2,65,476 | 3,31,793 | 3,15,473 | 2,81,979 | 3,46,373 | 3,67,684 | 3,82,973 | 4,05,003 | 531.684 |
| Electric Telegraph and Sundries .. .. .. .. | 1,21,931 | 1,45,540 | 71,974 | 94,813 | 87,128 | 1,01,505 | 1,14,269 | 1,04,141 | 1,34,492 | 1,16,205 | 99.664 |
| Total .. | 52,18,323 | 51,73,932 | 51,47,080 | 57,07,036 | 55,01,371 | 54,68,400 | 54,11,851 | 57,89,562 | 56,75,752 | 56,34,737 | 5085.747 |

*Details of Working Expenses.*

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Maintenance .. .. .. .. .. .. .. | 5,67,835 | 5,80,000 | 5,89,190 | 5,99,458 | 5,83,099 | 6,09,640 | 6,45,543 | 6,20,106 | 6,27,504 | 5,41,515 | 7.03.741 |
| Locomotive .. .. .. .. .. .. .. | 9,98,250 | 9,44,557 | 9,68,520 | 10,22,264 | 10,29,076 | 10,50,269 | 10,51,453 | 10,38,798 | 10,79,084 | 9,57,248 | 10.55.342 |
| Carriage and Wagon .. .. .. .. .. .. | 2,58,265 | 3,71,242 | 3,41,076 | 3,01,883 | 2,91,120 | 3,10,430 | 3,05,538 | 2,89,436 | 3,11,388 | 2,30,042 | 2.35.058 |
| Traffic .. .. .. .. .. .. .. | 4,57,902 | 4,46,487 | 4,23,468 | 4,22,116 | 4,09,760 | 4,45,373 | 4,16,455 | 4,04,684 | 4,21,155 | 4,19,982 | 4.29.915 |
| General charges .. .. .. .. .. .. | 2,75,387 | 2,86,094 | 2,79,363 | 2,88,154 | 2,85,229 | 2,88,769 | 2,86,821 | 2,84,635 | 2,82,841 | 2,86,478 | 2.72.281 |
| Special and Miscellaneous .. .. .. .. .. | 39,950 | 53,214 | 89,938 | 48,261 | 49,257 | 39,564 | 45,106 | 62,267 | 41,229 | 42,582 | 44.394 |
| Total .. | 26,37,589 | 26,81,594 | 26,91,555 | 26,82,135 | 26,47,541 | 27,44,045 | 27,50,916 | 26,99,926 | 27,63,201 | 24,77,847 | 27.40.731 |

No. ~~1270~~ Ry., ~~10th October~~ 1898.

ORDER—No. ~~1270~~ Ry., dated ~~10th October~~ 1898.

Ordered that four copies of the Capital and Revenue Accounts of the Madras Railway for the half-year ended ~~30th June~~ 1898, together with a 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. ~~1874~~ Ry., dated ~~17th October~~ 1898.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Agent and Manager, Madras Railway.
" Examiner, Railway Accounts, Madras.
" Consulting Engineer for Railways.

ENDORSEMENT—No. ~~1874~~ Ry., dated ~~17th October~~ 1898.

Forwarded.

(By order.)

FRANCIS J. E. SPRING,
Joint Secretary.

Ext. S. J. Pereira.

# Madras Railway Company.

## CAPITAL AND REVENUE ACCOUNTS

FOR THE

**Half-year ending 31st December, 1898.**

Printed by H. Plumbe, at the Lawrence Asylum Press, Mount Road, Madras—1899.

# TABLE OF CONTENTS.


| | | Page. |
|---|---|---|
| No. | I.—Statement of Capital authorised and created | 1 |
| „ | II.—Statement of Stock and Share Capital created, shewing the proportion received | 1 |
| „ | III.—Capital raised by Loans and Debenture Stock | 2 |
| „ | IV.—Receipts and Expenditure on Capital Account | 2 |
| „ | IVa.— Do. do. on Calicut-Cannanore Extension | 2 |
| „ | V.—Details of Capital Expenditure | 3 |
| „ | Va.— Do. do. on Calicut-Cannanore Extension | 3 |
| „ | VI.—Estimate of further Expenditure on Capital Account | 4 |
| „ | VII.—Capital Powers and other Assets available to meet further Expenditure as per Account No. VI | 4 |
| „ | VIII.—Revenue Account | 5 |
| „ | IX.—Maintenance of Way, Works and Stations. Abstract A | 6 |
| | Locomotive Expenses „ B | 7 |
| | Carriage and Wagon Expenses „ C | 8 |
| | Traffic Expenses „ D | 9 |
| | General Charges „ E | 10 |
| | Steam Boat Service „ F | *Blank.* |
| | Special and Miscellaneous Expenditure „ G | 11 |
| „ | X.—Coaching Traffic „ H | 12 |
| | Goods Traffic „ I | 13 |
| | Steam Boat Earnings „ J | *Blank.* |
| | Sundries „ K | 14 |
| „ | XI.—Fire Insurance Fund | 14 |
| „ | XII.—Statement of Rolling Stock | 15 |
| „ | XIII.—Mileage Statement | 17 |
| „ | XIV.—Statement of Train Mileage | 17 |
| „ | XV.—Distribution Statement of Audited Salaries including Allowances and Office Expenses | 17 |
| „ | XVII.—Net Revenue Account | 18 |
| „ | XVIIa.— Do. do. | 18 |
| „ | XVIII.—Capital Balance Sheet | 18 |
| | Do. Calicut-Cannanore Extension | 19 |
| | Revenue Balance Sheet | 19 |
| | Abstract of Returned Stores | 19 |
| | Abstract of Principal Commodities | 20 |
| | Certificate of Chief Engineer | 23 |
| | Do. Locomotive Superintendent | 23 |
| | Do. Consulting Engineer | 23 |
| | Analysis of the Working Results | 24 |

# MADRAS RAILWAY COMPANY.

## Accounts for the Half-year ending 31st December 1898.

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. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Acts 16th Vict, Sessions 1852-53 | | | | | | | | | |
| 14th June 1853 | | | | | | | | | |
| „ 17th „ do. 1854 | | | | | | | | | |
| 2nd June 1854 | | | | | | | | | |
| „ 18th „ do. 1854-55 | | | | | | | | | |
| 15th June 1855 | | | | | | | | | |
| *Contracts in respect of Share Capital.* | | | | | | | | | |
| Viz. : 22nd December 1852 | 500,000 | | 500,000 | 500,000 | | 500,000 | | | |
| „ 19th December 1855 | 2,500,000 | | 2,500,000 | 2,491,440 | | 2,491,440 | | | |
| „ 13th August 1858 | 1,000,000 | | 1,000,000 | 1,000,000 | | 1,000,000 | | | |
| „ 25th October 1867 | 2,500,000 | | 2,500,000 | 2,498,760 | | 2,498,760 | | | |
| „ 20th July 1875 | 1,828,300 | | 1,828,300 | 1,827,860 | | 1,827,860 | | | |
| | 8,328,300 | | 8,328,300 | | | | | | |
| Less 511, £50 Shares included in the above contracts which were extinguished by resolution of the Board of Directors in October 1905, and by arrangement with the Secretary of State for India | 10,220 | | 10,220 | | | | | | |
| | 8,318,080 | | 8,318,080 | | | | | | |
| * *Contracts in respect of Loans on Debentures.* | | | | | | | | | |
| Viz. : 15th March 1859 | | 1,000,000 | | | 1,000,000 | | | | |
| „ 29th October 1867 | | 1,500,000 | | | 1,500,000 | | | | |
| „ 20th July 1878 | | 171,700 | | | 171,700 | | | | |
| | | 2,671,700 | | | 2,671,700 | | | | |
| Less Debentures paid off and not replaced by Capital or other Loans | | 732,150 | | | 732,150 | | | | |
| Amount converted into stock and replaced by issue of Capital stock | | *1,939,550 | | | 1,939,550 | | | | |
| | | 400,000 | | | 400,000 | | | | |
| 7th October 1879 | | 400,000 | | | 400,000 | | | | |
| 13th March 1883 | | 100,000 | | | 100,000 | | | | |
| Not yet prepared | | 100,000 | | | 100,000 | | | | |
| Do. Calicut-Cannanore Extension | | 1,000,000 | 1,000,000 | | 1,000,000 | | | | |
| | | | | | 2,000 | | | | |
| Less Debentures paid off and not replaced by Capital or other Loans | | | | | 998,000 | 998,000 | | | |
| Balance of borrowing powers authorised under the above Acts | | 2,421,210 | 2,421,210 | | | | | 2,421,210 | 2,421,210 |
| * These complete Debentures that have been converted into stock amounting to £ 1,902,800 | | | | | | | | | |
| Add Capital (stock) raised to replace Debentures paid off „ 36,750 | | | | | | | | | |
| £ 1,939,550 | * 1,939,550 | | 1,939,550 | 1,939,550 | | 1,939,550 | | | |
| Debentures paid off and not replaced £ 732,150 | | | | | | | | | |
| Do. replaced by issue of Capital Stock £ 36,750 | | | | | | | | | |
| Do. converted into Stock £ 1,902,800 | | | | | | | | | |
| £ 2,671,700 | | | | | | | | | |
| | 10,257,630 | 5,421,210 | 15,678,840 | 10,257,630 | 998,000 | 11,255,630 | ... | 2,421,210 | 2,421,210 |

No. II.

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

| Descriptions. | Amount created. | Amount received. | Calls in arrear. | Amount uncalled. | Amount unissued. |
|---|---|---|---|---|---|
| | £ | £ | £ | £ | £ |
| Capital stock bearing interest at the rate of 4½ per cent. per annum for account guaranteed by the Secretary of State | 500,000 | 500,000 | .... | .... | .... |
| Do. at 4½ per cent. | 998,960 | 998,960 | .... | .... | .... |
| Do. at 5 per cent. | 8,757,670 | 8,757,670 | .... | .... | .... |
| Total £ | 10,257,630 | 10,257,630 | .... | .... | .... |

## No. III.

### CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

| | Raised by Loans. | | | | Raised by issues of Debenture Stock. | Total raised by Loans and Debenture Stock. |
|---|---|---|---|---|---|---|
| | At 3½ per cent. | At 3 per cent. | At 2¾ per cent. | At 2½ per cent. | | |
| | £ | £ | £ | £ | £ | £ |
| Existing 30th June 1898 | 100,000 | 332,700 | 60,000 | 405,300 | .... | 898,000 |
| Do. Calicut-Cannanore Extension | ..... | .... | .... | 100,000 | .... | 100,000 |
| Existing 31st December 1898 | 100,000 | 332,700 | 60,000 | 405,300 | .... | 898,000 |
| Do. Calicut-Cannanore Extension | ..... | .... | .... | 100,000 | .... | 100,000 |
| Increase | .... | .... | .... | .... | .... | .... |
| Decrease | .... | .... | .... | .... | .... | .... |

| | |
|---|---|
| Total amount authorised to be raised by Loans and by Debenture Stock in respect of Capital created, as per Statement No. 1 | .... |
| Total amount raised by Loans as above | 3,419,219 |
| Balance being available borrowing powers at 31st December 1898 | 998,000 |
| | 2,421,219 |

## No. IV.

### RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

**Dr.** **Cr.**

| To Expenditure:— | Amount expended to 30th June 1898. | Amount expended during half-year as per Account No. 5. | Total. | By Receipts:— | Amount received to 30th June 1898. | Amount received during half-year. | Total. |
|---|---|---|---|---|---|---|---|
| | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. |
| On Line open for Traffic | 9,509,497 3 5 | 14,319 19 2 | 9,523,817 2 7 | Shares and Stock per last Statement | 10,257,630 0 0 | ... | ... |
| „ Working stock | 1,432,591 2 1 | 3,503 12 9 | 1,436,094 14 10 | ₱ Account No. 2 | ... | ... | 10,257,630 0 0 |
| Total | 10,942,088 5 6 | 17,823 11 11 | 10,959,911 17 5 | Capital not bearing interest | ... | ... | ... |
| | | | | Per last statement | 7,258 3 4 | ... | 7,258 3 4 |
| For Stores | | | * 214,343 13 9 | ₱ Account No. 3 | 898,000 0 0 | ... | 898,000 0 0 |
| | | | | By Balance | 11,162,888 3 4 | ... | 11,162,888 3 4 |
| | | | | | ... | ... | 11,367 7 10 |
| | | | 11,174,255 11 2 | | | | 11,174,255 11 2 |

* Value of Stores in Stock and in Transit per Capital Balance Sheet

| | £ s. d. |
|---|---|
| Add Stores Sales Account | 219,528 3 8 |
| Suspense Account | 3,592 18 8 |
| | 385 6 1 |
| Deduct Stores Purchase Account | 223,506 8 5 |
| | 9,162 14 8 |
| Total | 214,343 13 9 |

## No. IVa.

### RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT, CALICUT-CANNANORE EXTENSION.

**Dr.** **Cr.**

| To Expenditure per No. Va. | Amount expended to 30th June 1898. | Amount expended during half-year as per Account No. 5 a. | Total. | By Receipts:— | Amount received to 30th June 1898. | Amount received during half year. | Total. |
|---|---|---|---|---|---|---|---|
| | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. |
| on Line open for Traffic. | ... | ... | ... | Stock and shares per last statement | ... | ... | ... |
| „ Line in course of construction— | | | | ₱ Account No. II | ... | ... | ... |
| Calicut-Cannanore Extension | 5,415 15 10 | 3,396 11 8 | 8 812 7 6 | Capital not bearing interest | ... | ... | ... |
| Arcot-Ranipet Branch. | 3,369 15 5 | 9,832 3 2 | 13,201 18 7 | Per last statement Dr. £ 1,000 | Dr. 1,000 0 0 | ... | Dr. 1,000 0 0 |
| „ Working stock | ... | ... | ... | | | | |
| „ Docks Steam Boat, &c. | ... | ... | ... | | | | |
| „ Subscriptions to other Railways | ... | ... | ... | | | | |
| Total | 8,785 11 3 | 13,228 14 10 | 22,014 6 1 | | | | |
| | | To Balance | 76,985 13 11 | Loans— | | | |
| | | | 99,000 0 0 | Per last statement | ... | ... | ... |
| | | | | ₱ Account No. 3 | 100,000 0 0 | ... | 100,000 0 0 |
| | | | | | 99,000 0 0 | | 99,000 0 0 |

F. DUNSTERVILLE,
*Chief Auditor.*

F. G. HEAVEN,
*Examiner of Railway Accounts.*

LOUIS S. MOSS,
*Agent and Manager.*

FRANCIS J. E. SPRING,
*Consulting Engineer for Railways.*



## No. V.

### DETAILS OF CAPITAL EXPENDITURE FOR THE HALF-YEAR ENDING 31st DECEMBER 1898.

| **Line open for Traffic.** | Rs. A. P. | Rs. A. P. | Rs. A. P. |
|---|---|---|---|
| *Construction of Line*—Earthwork | 20,453 5 1 | | |
| Bridge work— | | | |
| Minor Bridges | 184 1 6 | | |
| Large Bridges | 4,165 9 4 | | |
| Level Crossings | Cr. 2,101 7 1 | | |
| | | 22,701 8 10 | |
| *Ballast and Permanent Way*—Ballasting | 1,091 0 9 | | |
| Permanent Way | 7,284 8 8 | | |
| | | 8,375 9 5 | |
| *Stations and Buildings*—Stations and Offices | 33,304 3 7 | | |
| Workshops Store Buildings | 13,722 15 9 | | |
| Staff Quarters | 55,732 7 0 | | |
| Station Machinery | 15,228 15 10 | | |
| | | 1,17,988 10 2 | |
| *Plant*—Locomotive Shop Plant | 6,640 14 0 | | |
| Stations and Office Furniture | 511 1 0 | | |
| | | 7,151 15 0 | |
| | | | 1,56,217 11 5 |
| **Working Stock.** | | | |
| Engines and Tenders | ... | 1,203 2 1 | |
| Carriages | ... | 36,701 3 11 | |
| Wagons | ... | 317 2 1 | 38,221 8 1 |
| Total expenditure for half-year as per Account No. 4, £17,823-11-11 at 1/10 exchange | ... | Rupees. | 1,94,439 3 6 |

## No. Va.

### DETAILS OF CAPITAL EXPENDITURE ON CALICUT-CANNANORE EXTENSION.

| **Line in course of construction.** *Calicut-Cannanore Extension.* | Rs. A. P. | Rs. A. P. |
|---|---|---|
| *Preliminary Expenses*—Survey Expenses | 121 6 6 | |
| Plant | 3 15 0 | |
| Establishment | 1,119 8 8 | |
| | | 1,244 14 2 |
| *Construction of Line*—Earthwork | 20,294 8 7 | |
| Minor Bridges | 589 12 10 | |
| Level Crossings | 9 10 1 | |
| | | 20,893 15 6 |
| *Stations and Buildings*—Workshop Store Buildings | ... | 870 5 0 |
| *Plant*—Engineering | 589 11 0 | |
| Stations and Office Furniture | 77 14 10 | |
| | | 667 9 10 |
| *Establishment*—Direction | 174 0 10 | |
| Engineering | 26,249 5 10 | |
| Stores | 824 12 0 | |
| Audit and Accounts | 312 12 10 | 27,560 15 6 |
| Total expenditure for half-year at 15·8599*d.* per Rupee | £3,385 18 10 | |
| Add difference of exchange on Expenditure for half-year ending 30th June 1898 between 15·2769*d.* and 15·3485*d.* per Rupee | „ 10 12 10 | |
| Total expenditure for half-year as per Account No. 4*a* | £3,396 11 8 | 51,237 12 0 |
| *Arcot-Ranipet Branch.* | | |
| *Preliminary Expenses*—Survey Expenses | 4 11 10 | |
| Plant | 7 4 3 | |
| | | 12 0 1 |
| *Construction of Line*—Earthwork | 23,965 10 5 | |
| Bridge work— | | |
| Minor Bridges | 16,940 15 4 | |
| Level Crossings | 2,426 6 5 | |
| Fencing | 195 5 7 | |
| | | 43,528 5 9 |
| *Ballast and Permanent Way*—Ballasting | 654 3 3 | |
| Permanent Way | 81,000 10 11 | |
| | | 81,654 14 2 |
| *Stations and Buildings*—Stations and Offices | 7,863 4 3 | |
| Staff Quarters | 1,903 2 1 | |
| Station Machinery | 5,899 5 11 | |
| | | 15,665 12 3 |
| Electric Telegraph | ... | 3 4 6 |
| *Plant*—Engineering | 1,219 1 6 | |
| Stations and Office Furniture | 671 11 8 | |
| | | 1,890 13 2 |
| *Establishment*—Direction | Cr. 62 12 10 | |
| Engineering | 5,553 15 8 | |
| Stores | 299 13 8 | |
| | | 5,791 0 6 |
| Total expenditure for half-year at 15·8599*d.* per Rupee | £9,816 7 3 | 1,48,546 2 5 |
| Add difference of exchange on expenditure for half-year ending 30th June 1898 between 15·2769*d.* and 15·3485*d.* per Rupee | „ 15 15 11 | |
| Total expenditure for half-year as per Account No. 4*a* | £9,832 3 2 | 1,99,783 14 5 |

## No. VI.

### ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | Total Expenditure from commencement of operations to 31st December 1898. | Further Expenditure | | |
|---|---|---|---|---|
| | | During the Half-year ending 30th June 1899. | In subsequent Half-years. | Total. |
| | Rs. | Rs. | Rs. | Rs. |
| **Lines opened for Traffic** more than two years— | 10,38,96,187 | | | |
| Engineering Department ... ... ... ... | ... | 2,33,738 | ... | 2,33,738 |
| Telegraph do. ... ... ... | ... | 4,826 | ... | 4,826 |
| Traffic do. ... ... ... | ... | 2,200 | ... | 2,200 |
| **Lines opened for Traffic** less than two years ... | ... | ... | ... | ... |
| **Lines in course of construction**— | | | | |
| Extension of line from Arcot to Ranipet ... | 2,01,485 | 70,000 | 38,103 | 1,08,103 |
| Do. Calicut to Cannanore ... | 1,37,540 | 5,00,000 | 67,37,451 | 72,37,451 |
| **Working Stock**— | 1,56,66,488 | | | |
| Gas-making plant, lamps and fittings ... ... | ... | 9,850 | ... | 9,850 |
| Two composite bogie, 17 IIIrd class, 2 IIIrd class with brakes, and 2 ordinary brake vans ... | ... | 3,621 | ... | 3,621 |
| Forty-six IIIrd class carriages ... ... | ... | ... | ... | ... |
| Five bogie Ist, IInd and IIIrd and 5 bogie IIIrd class carriages. ... ... | ... | 75,000 | ... | 75,000 |
| Converting 7 IInd class carriages into composites ... | ... | 12,120 | ... | 12,120 |
| Fitting 10 engines and 50 carriages with automatic vacuum brake. ... | ... | 842 | ... | 842 |
| Do. 4 do. do. ... | ... | 2,216 | ... | 2,216 |
| Do. 6 do. do. ... | ... | 62,907 | ... | 62,907 |
| Do. 200 carriages do. ... | ... | 25,000 | ... | 25,000 |
| Six oil tank wagons ... ... | ... | 4,000 | ... | 4,000 |
| Six Erhardt's weighing machines ... ... | ... | 3,030 | ... | 3,030 |
| One planing machine ... ... ... | ... | 6,270 | ... | 6,270 |
| Two double horse boxes ... ... ... | ... | 4,500 | ... | 4,500 |
| Converting 76 existing single bolster timber trucks into 38 twin timber trucks. ... | ... | 1,520 | ... | 1,520 |
| Rupees ... | 11,99,01,709 | ... | ... | ... |
| Total estimated further expenditure of Capital Rupees... | ... | 10,21,640 | 67,75,554 | 77,97,194 |

## No. VII.

### 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 ... ... ... ... | ..... | | |
| *Capital Account*—Balance at credit thereof (No. 4) ... ... | 2,421,210 | 0 | 0 |
| *Less*—Cash Balance at debit (No. 4) ... ... ... | 214,343 | 13 | 9 |
| | ..... | | |
| | 11,367 | 7 | 10 |
| Total ... | 202,976 | 5 | 11 |
| | 2,624,186 | 5 | 11 |

No. VIII.

## MADRAS RAILWAY COMPANY.

**Dr.** *REVENUE ACCOUNT for the Half-year ending 31st December 1898.* **Cr.**

| EXPENDITURE. | | | | | | | EARNINGS. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Half-year ending 31st December 1897. | Per cent. on Gross Receipts. | | Abstract. | Half year ending 31st December 1898. | Per cent. on Gross Receipts. | Half-year ending 31st December 1897. | | Abstract. | Half-year ending 31st December 1898. | | |
| *Rs. a. p.* | *Rs.* | | | *Rs. a. p.* | *Rs.* | *Rs. a. p.* | | | *Rs. a. p.* | | |
| 6,27,504 2 6 | 11·05 | To Maintenance of Way, Works and Stations. | A | 7,03,740 13 10 | 13·84 | 22,47,822 10 5 | By Coaching Traffic ... ... | H | 17,67,074 14 3 | | |
| 10,79,083 15 1 | 19·01 | „ Locomotive expenses ... ... .. | B | 10,55,341 12 10 | 20·75 | 32,93,436 10 9 | „ Goods Traffic ... ... | I | 32,18,807 12 9 | | |
| 3,11,387 6 6 | 5·49 | „ Carriage and Wagon expenses ... ... | C | 2,35,058 1 8 | 4·62 | 9,769 3 4 | „ Electric Telegraph earnings. ... | | 8,587 7 0 | | |
| 4,21,154 7 7 | 7·42 | „ Traffic expenses ... ... ... ... | D | 4,29,914 6 11 | 8·45 | *Nil.* | „ Steam Boat earnings ... | J | *Nil.* | | |
| 2,82,840 15 11 | 4·98 | „ General charges ... ... ... ... | E | 2,72,281 2 10 | 5·36 | 1,24,723 0 10 | „ Sundries ... ... .. | K | 91,276 13 1 | | |
| *Nil.* | ... | „ Steam Boat service ... ... ... ... | F | *Nil.* | ... | | | | | | |
| 41,229 5 4 | ·73 | „ Special and Miscellaneous expenditure ... | G | 44,394 7 7 | ·87 | | | | | | |
| 27,63,200 4 11 | 48·68 | | | 27,40,730 13 8 | 53·89 | | | | | | |
| 29,12,551 4 5 | 51·32 | „ Balance Net earnings ... ... ... ... | | 23,45,016 1 5 | 46·11 | | | | | | |
| 56,75,751 9 4 | 100·00 | Total ... | ... | 50,85,746 15 1 | 100·00 | 56,75,751 9 4 | Total ... | ... | 50,85,746 15 1 | | |

*Details of outstandings, 8th February 1899.*

| Due by | Amount. |
|---|---|
| | *Rs. a. p.* |
| Government ... ... ... ... ... ... ... | 1,882 0 3 |
| Traffic Department ... ... ... ... ... ... | 7,299 6 11 |
| Other Railways ... ... ... ... ... ... | 9,683 12 2 |
| Total ... | 18,865 3 4 |

F. DUNSTERVILLE,
*Chief Auditor.*

LOUIS S. MOSS,
*Agent and Manager.*

Passed subject to any re-adjustments found necessary on the terms for working the Kolar Gold Fields Railway being finally settled.

F. G. HEAVEN,
*Examiner of Railway Accounts.*

FRANCIS J. E. SPRING,
*Consulting Engineer for Railways.*

MADRAS,
*8th March* 1899.

No. IX.

# ABSTRACT A.

*Maintenance of Way, Works and Stations.*

DECEMBER 1897.

DECEMBER 1898.

| Amount. | | | Amount. | | |
|---|---|---|---|---|---|
| Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. | |
| 51,294 6 0 | | 1st.—*General Superintendence*— | | | |
| 5,299 15 10 | | (1)—Engineers' salaries | 48,476 15 6 | | |
| 33,351 15 0 | | (2)—Allowances of ditto, including travelling | 3,972 3 6 | | |
| 1,286 0 4 | | (3)—Subordinate Superintendents | 33,830 14 1 | | |
| ..... | | (4)—Allowances of ditto, including travelling | 1,504 5 5 | | |
| 29,132 4 5 | | (5)—Overtime allowances | ..... | | |
| | 1,20,364 9 7 | (6)—Office expenses | 32,986 2 11 | | |
| | | | | 1,20,770 9 5 | |
| 1,52,048 13 7 | | 2nd—*Maintenance & Renewal of Permanent Way*— | | | |
| 1,41,936 2 9 | | (1)—Wages | 1,47,175 11 9 | | |
| | 2,93,985 0 4 | (2)—Materials | 1,81,259 6 11 | | |
| | | | | 3,28,435 2 8 | |
| 28,359 5 6 | | 3rd.—*Repairs of Bridges, &c.—Wages & Materials.* | | | |
| | | (1)—Bridges and Tunnels | a 7,546 7 11 | | |
| 23,121 14 8 | | (2)—Miscellaneous, including earth-work, roads, fencing, &c. | 26,008 4 11 | | |
| | 51,481 4 2 | | | | |
| ..... | ..... | 3rd (a)—Conservancy of Rivers | ..... | 33,554 12 10 | |
| | | | | ..... | |
| | | 4th.—*Repairs of Stations and Buildings—Wages and Materials*— | | | |
| 49,182 7 0 | | (1)—Repairs of buildings of every description including station-yards and signals, but excepting quarters of the staff | 42,557 15 10 | | |
| 19,029 1 2 | 68,211 8 2 | (2)—Repairs of staff quarters | 16,490 12 3 | | |
| ..... | ..... | 5th.—*Maintenance by Contract*— | | 59,048 12 1 | |
| ..... | ..... | (1)—Amount paid to contractors | ..... | | |
| | | (2)—Material supplied by the Company | ..... | | |
| ..... | 12,585 0 0 | 6th.—*New Minor Works*— | ..... | ..... | |
| | | 7th.—*Unclassified Expenditure*— | | 9,421 6 7 | |
| 1,423 2 4 | | (1)—Plantations | 1,369 13 4 | | |
| 4,968 1 7 | | (2)—Tools and Plant | 4,278 6 9 | | |
| ..... | | (3)—Loss on Stores, &c. | ..... | | |
| 64,052 3 6 | | (4)—Loss by exchange | 1,08,733 15 2 | | |
| 25,715 10 1 | | (5)—Carriage of Revenue Stores | 54,252 7 10 | | |
| Cr. 175 0 0 | | (6)—Arcot-Ranipet Survey | ..... | | |
| | 95,984 1 6 | | | 1,68,634 11 1 | |
| | 6,42,611 7 9 | | | | |
| | 7 0 0 | Deduct sum chargeable to Fire Insurance Fund | ..... | 7,19,865 6 8 | |
| ..... | 6,42,604 7 9 | | | ..... | |
| ..... | 15,100 5 3 | Total | ..... | 7,19,865 6 8 | |
| | | Do. cost of working Kolar Gold Fields Railway | ..... | 16,124 8 10 | |
| ..... | 6,27,504 2 6 | Total | ..... | 7,03,740 13 10 | |

If done departmentally.

*Mean Mileage maintained by Revenue*—

| | Departmentally. | | | By Contract. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Ms. | Chs. | Ft. | Ms. | Chs. | Ft. | Ms. | Chs. | Ft. |
| Railway Line { Double | 42 | 32 | 34½ | ..... | | | 84 | 65 | 3 |
| Railway Line { Single | 806 | 65 | 30½ | ..... | | | 806 | 65 | 30½ |
| Sidings... | 144 | 68 | 49 | ..... | | | *144 | 68 | 49 |
| Total single track, including sidings | ..... | | | ..... | | | †1,036 | 39 | 16½ |
| Cost per mile of track, including sidings | ..... | | | ..... | | | Rs. 694·53 | | |

a. Includes expenditure on strengthening girder bridges at 313/12 miles, 2nd District ... ... ... Rs. 569 0 0
Do. do. 248/ 9 " 3rd District ... ... ... " 284 10 0
Do. do. 248/15 " do. ... ... ... " 118 3 3
b. Do. do. 263/ 3 " do. ... ... ... " 32 10 11
Revenue portion of the sanctioned works on the 1st District ... ... ... " 14,621 4 8
Do. do. 2nd do. ... ... ... " 2,063 12 11
Do. do. 3rd do. ... ... ... " 4,030 0 8
Value of stores credited to sub-head 2nd (2) ... ... ... ... ... " 3,158 11 3
Do. do. 3rd (1) ... ... ... ... ... " 2,69,763 8 7
Do. do. 3rd (2) ... ... ... ... ... " 6,554 1 4
Do. do. 4th (1) ... ... ... ... ... " 840 10 1
Do. do. 4th (2) ... ... ... ... ... " 7,962 15 4
Do. do. 6th ... ... ... ... ... " 298 13 0
Do. do. 7th (2) ... ... ... ... ... " 404 11 10
* For explanation of the increased sidings, see footnote of the Form No. 13. ... ... ... " 201 5 5
† Madras Railway and Kolar Gold Fields Railway.

NOTE.—Maintenance charges of the Madras-Ennore Railway recorded separately and not included in this abstract. The mean mileage worked is also therefore excluded.



# ABSTRACT B.

*Locomotive Expenses.*

DECEMBER 1897

DECEMBER 1898.

| Amount. | | | Amount. | | |
|---|---|---|---|---|---|
| Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. | |
| 17,315 12 2 | | 1st.—*General Superintendence*— | | | |
| 750 12 1 | | (1)—Salaries of Superintendents and Assistants | 17,356 13 7 | | |
| 27,923 3 11 | | (2)—Allowances of ditto, including travelling | 712 0 0 | | |
| 1,979 11 0 | | (3)—Subordinate Superintendents | 30,840 4 11 | | |
| ... | | (4)—Allowances of ditto, including travelling | 1,730 6 7 | | |
| 18,372 2 0 | 66,341 9 2 | (5)—Overtime allowances | ... | | |
| | | (6)—Office expenses | 21,235 14 6 | 71,875 7 7 | |
| | | 2nd.—*Running Expenses (Wages connected with the working of Locomotive Engines)*— | | | |
| 1,08,533 1 6 | | (1)—Wages of Drivers and Firemen | 1,02,556 0 11 | | |
| 39,842 15 1 | | (2)—Overtime allowances | 38,733 0 4 | | |
| | | (3)—All labour connected with fuelling, cleaning and looking after engines in yards | 30,309 2 9 | | |
| 31,148 4 3 | | (4)—Contingent expenses, including clothing and travelling expenses | 654 8 10 | | |
| 350 2 6 | 1,79,874 7 4 | | | 1,72,743 12 10 | |
| | | 3rd.—*Fuel*— | | | |
| | | 1897. 1898. | | | |
| 2,53,709 0 2 | | Tons 18,410 $\frac{114}{2240}$ (1) Coal ... Tons 18,986 $\frac{224}{2240}$ | 2,60,643 12 8 | | |
| ... | | do. ... (2) Coke ... do. ..... | ... | | |
| 364 8 7 | | do. 17 $\frac{784}{2240}$ (3) Patent Fuel ... do. 12 $\frac{1120}{2240}$ | 265 6 9 | | |
| 2,13,842 7 6 | 4,67,916 0 3 | do. 44,924 $\frac{224}{2240}$ (4) Wood ... do. 44,559 $\frac{896}{2240}$ | 2,12,102 8 3 | | |
| ... | 17,142 13 9 | | | 4,73,011 11 8 | |
| | | 4th.—*Water (including Wages and Stores)* | ... | 18,363 14 1 | |
| ... | 26,318 13 5 | 5th.—*Oil, Tallow and other Stores (expended on Engines in work)* | ... | 26,281 14 8 | |
| 1,27,115 8 3 | | 6th.—*Maintenance and Renewals of Locomotive Engines* | | | |
| 5,998 9 10 | | (1)—Wages | 1,16,677 3 4 | | |
| 1,25,404 1 4 | 2,58,518 3 5 | (2)—Overtime allowances | 6,407 12 6 | | |
| | | (3)—Materials | 1,42,240 6 7 | 2,65,325 6 5 | |
| 3,667 5 8 | | 6th (a)—*Maintenance and Renewals of Machinery, Tools and Plant*— | | | |
| 1,253 14 1 | | (1)—Wages | 3,593 5 2 | | |
| 3,141 14 9 | 8,063 2 6 | (2)—Overtime allowances | 772 13 6 | | |
| ... | ... | (3)—Materials | 2,801 13 8 | 7,168 0 4 | |
| | | 7th.—*New Minor Works* | ... | 534 9 3 | |
| ... | ... | 8th.—*Payments to other Lines*— | | | |
| | | (1)—For haulage of Trains | ... | | |
| ... | ... | 9th.—*Unclassified Expenditure*— | | | |
| | | (1)—Loss on Stores, &c. | ... | | |
| ... | | (2)—Loss by Exchange | 28,188 8 0 | | |
| 44,486 7 3 | | (3)—Carriage of Revenue Stores | 32,429 0 0 | | |
| 37,956 6 7 | 82,442 13 10 | | | 60,617 8 0 | |
| | 11,06,617 15 8 | Total | ... | 10,95,922 4 10 | |
| | ... | Deduct sum chargeable to Fire Insurance Fund | ... | 12,349 2 6 | |
| | 11,06,617 15 8 | | | 10,83,573 2 4 | |
| 21,953 5 3 | | Deduct cost of working Kolar Gold Fields Railway | 24,463 9 2 | | |
| 5,580 11 4 | 27,534 0 7 | Do. do. Madras-Ennore line | 3,767 12 4 | 28,231 5 6 | |
| | 10,79,083 15 1 | Total | ... | 10,55,341 12 10 | |

Value of stores credited to sub-head 4th ... ... ... ... ... ... Rs. 26 5 5
Do. do. 5th ... ... ... ... ... ... " 111 12 5
Do. do. 6th ... ... ... ... ... ... " 36,228 3 7
Do. do. 6th a ... ... ... ... ... ... " 586 11 2

6th Includes cost of 4 new Locomotive Boilers, &c.

# ABSTRACT C.

*Carriage and Wagon Expenses.*

DECEMBER 1897.

| Amount. | | | Amount. | | | | DECEMBER 1898. Amount. | |
|---|---|---|---|---|---|---|---|---|
| Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| | | *1st.—General Superintendence—* | | | | | | |
| 5,172 3 10 | | (1)—Salaries of Superintendents and Assistants. | | | | 4,339 3 5 | | |
| 224 3 11 | | (2)—Allowances of ditto, including travelling.. | | | | 178 0 0 | | |
| 8,340 11 9 | | (3)—Subordinate Superintendents ... ... | | | | 7,710 1 0 | | |
| 591 5 4 | | (4)—Allowances of ditto, including travelling... | | | | 432 9 8 | | |
| ... | | (5)—Overtime allowances ... ... ... | | | | ... | | |
| 5,487 12 9 | | (6)—Office expenses ... ... ... ... | | | | 5,308 15 10 | | |
| | 19,816 5 7 | *2nd.—Repairs and Renewals of Vehicles—* | | | | | 17,968 13 11 | |
| | | | Rs. a. p. | | Rs. a. p. | | | |
| | | Coaching Vehicles. | | | | | | |
| | | | 40,966 4 9 | (1)—Wages ... | 32,078 9 11 | | | |
| | | | 418 15 2 | (2)—Overtime ... | 879 5 7 | | | |
| 71,752 10 6 | | | 30,367 6 7 | (3)—Materials ... | 38,137 11 4 | | | |
| | | Goods Vehicles— | | | | 71,095 10 10 | | |
| | | | 51,962 2 1 | (1)—Wages ... | 39,014 3 4 | | | |
| | | | 889 8 6 | (2)—Overtime .. | 1,113 1 0 | | | |
| 1,57,765 11 10 | | | 1,04,914 1 3 | (3)—Materials ... | 56,173 2 0 | | | |
| | 2,29,518 6 4 | | | | | 96,300 6 4 | 1,67,396 1 2 | |
| | | *2nd (a)—Repairs and Renewals of Machinery, Tools and Plant—* | | | | | | |
| 2,590 1 5 | | (1)—Wages ... ... ... ... ... | | | | 2,131 5 3 | | |
| 889 2 7 | | (2)—Overtime ... ... ... ... ... | | | | 449 4 3 | | |
| 3,018 6 10 | | (3)—Materials ... ... ... ... ... | | | | 1,741 4 10 | | |
| | 6,497 10 10 | | | | | | 4,321 14 4 | |
| | | *3rd.—Cleaning Carriages and Wagons and Oiling—* | | | | | | |
| 20,102 0 5 | | (1)—Labour, including wages of Oilers, Carriage Cleaners and Examiners .. ... .. | | | | 19,756 12 10 | | |
| 17,885 10 3 | | (2)—Stores, including oil, grease, and other stores for consumption on running vehicles ... | | | | 14,831 1 10 | | |
| ... | 37,987 10 8 | *4th.—New Minor Works* ... ... ... ... | | | | ... | 34,587 14 8 | |
| | | *5th.—Unclassified Expenditure—* | | | | | ... | |
| 23,686 7 8 | | (1)—Loss on Stores, &c. .. ... ... ... | | | | ... | | |
| 1,942 1 0 | | (2)—Loss by Exchange ... ... ... ... | | | | 15,561 12 5 | | |
| | 25,628 8 8 | (3)—Carriage of Revenue Stores ... ... | | | | 1,436 14 0 | | |
| ... | 3,19,448 10 1 | | | | | | 16,998 10 5 | |
| ... | ... | Total ... | | | | ... | 2,41,273 6 6 | |
| | 3,19,448 10 1 | Deduct sum chargeable to Fire Insurance Fund ... | | | | ... | ... | |
| 6,450 3 10 | | | | | | | 2,41,273 6 6 | |
| 1,610 15 9 | 8,061 3 7 | Do. cost of working Kolar Gold Fields Railway.. | | | | 5,385 12 10 | | |
| ..... | 3,11,387 6 6 | Do. do. Madras-Ennore line ... | | | | 829 8 0 | 6,215 4 10 | |
| | | Total ... | | | | ..... | 2,35,058 1 8 | |

Value of stores credited to sub-head 2nd Coaching Vehicles (3) ... ... Rs. 4,389 10 5
Do. do. 2nd Goods " (3) ... ... ... ... ... " 7,501 13 3
Do. do. 2nd (a) ... ... ... ... ... ... ... " 372 0 3

* Fo
† Ma
Note

# ABSTRACT D.

*Traffic Expenses.*



DECEMBER 1897.

| Amount. | | | | DECEMBER 1898. Amount. | |
|---|---|---|---|---|---|
| Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| | | *1st.—Salaries, Wages, &c.—* | | | |
| | | | Rs. a. p. | | |
| | | (a)—General Superintendence— | | | |
| | | (1)—Traffic Manager, Asst. do., District Supts. and Traffic Canvassers ... | 44,354 11 3 | 43,996 7 6 | |
| | | (2)—Office Establishment ... | 23,749 4 0 | 24,776 14 7 | |
| | | (3)—Travelling Allowances ... | 3,660 4 9 | 3,494 3 0 | |
| | | (4)—Contingencies | 437 13 3 | 415 5 7 | |
| 72,202 1 3 | | (b)—Station Staff— | | | 77,682 14 8 |
| | | (1)—Station Masters, Clerks, Porters, Pointsmen, Gate-keepers of Level-crossings. Signalmen, Station Servants, &c | ... | ..... | |
| 1,98,523 13 2 | | (c)—Train Staff— | | | 1,94,504 0 7 |
| | | (1)—Guards and Assistant Guards | 61,957 3 3 | 60,799 12 1 | |
| | | (2)—Overtime Allowances .. | 14 7 0 | ..... | |
| 61,971 10 3 | | | | | 60,799 12 1 |
| | 3,32,697 8 8 | | | | 3,32,986 11 4 |
| | | *2nd.—Fuel, Lighting, Water and General Stores—* | | | |
| 36,913 5 4 | | (1)—Fires, lights, water and general stores for carriages, stations, offices, &c. ... ... | | 38,128 7 5 | |
| 2,448 6 0 | | (2)—Wagon covers, ropes, &c. ... ... ... | | 6,196 6 7 | |
| 1,514 3 6 | | (3)—Office and station fittings and furniture ... | | 459 14 5 | |
| | 40,875 14 10 | | | | 44,784 12 5 |
| ... | 5,950 13 7 | *3rd.—Clothing* ... ... ... ... ... ... | | ... | 5,430 15 6 |
| ... | 36,731 11 1 | *4th.—Printing, Stationery and Tickets* ... ... | | ... | 38,541 8 1 |
| ... | 943 5 3 | *5th.—Charges for delivery and collection of Goods, &c.* | | ... | 1,463 12 4 |
| ... | 2,727 15 3 | *6th.—Miscellaneous Expenses* ... ... .. .. | | ... | 2,641 4 2 |
| | | *7th.—Payments to other Lines—* | | | |
| ... | 7,684 0 11 | (1)—Traffic expenses at joint stations ... ... | | ... | 8,344 13 1 |
| | | *8th.—Unclassified Expenditure—* | | | |
| ... | | (1)—Loss on Stores, &c. ... ... ... .. | | ... | |
| 2,153 12 8 | | (2)—Loss by Exchange ... .. ... ... | | 5,887 11 0 | |
| 1,765 2 0 | 3,918 14 8 | (3)—Carriage of Revenue Stores ... ... ... | | 1,324 5 3 | 7,212 0 3 |
| ... | 4,31,530 4 3 | | Total ... | ... | 4,41,405 13 2 |
| ... | ... | Deduct sum chargeable to Fire Insurance Fund ... | | | 120 10 0 |
| | 4,31,530 4 3 | | | | 4,41,285 3 2 |
| 8,199 9 2 | | Do. cost of working Kolar Gold Fields Railway. | | 9,853 3 6 | |
| 2,176 3 6 | 10,375 12 8 | Do. do. Madras-Ennore line ... | | 1,517 8 9 | 11,370 12 3 |
| ... | 4,21,154 7 7 | | Total ... | | 4,29,914 6 11 |

# ABSTRACT E.

*General Charges.*

DECEMBER 1897. DECEMBER 1898.

| Amount. Rs. a. p. | Rs. a. p. | | Amount. Rs. a. p. | Rs. a. p. |
|---|---|---|---|---|
| | | 1st.—*Home Expenditure*— | | |
| 28,482 13 11 | | (1)—Directors and Secretary, or Managing Director ... .. ... ... | 28,579 3 6 | |
| 7,930 12 3 | | (2)—Auditors and Accountants ... .. | | |
| ... | 36,413 10 2 | (3)—Consulting Engr. and Inspecting Officers' fees and travelling allowances ... | 4,715 2 2 | |
| | | (4)—Office expenses ... ... ... | ... | |
| | | 2nd.—*Salaries of Indian Management, including Offices.* | | 33,294 5 8 |

| | Salaries. Rs. A. P. | Travelling Allowances. Rs. A. P. | Contingencies. Rs. A. P. | |
|---|---|---|---|---|
| 30,402 8 5 | (1)—Agent's Office 27,127 7 3 | 615 2 0 | 9 4 0 | 27,751 13 3 |
| 75,049 9 4 | (2)—Auditor's „ / (3)—Accounts' „ / (4)—Cash „ 70,026 1 10 | 2,260 8 9 | 482 8 9 | 72,769 3 4 |
| 10,950 8 8 | (5)—Stores Dept. 11,957 14 7 | 145 15 0 | ... | 12,103 13 7 |
| 15,159 5 9 | (6)—Medical „ .. 14,430 5 8 | 493 13 0 | 480 0 0 | 15,404 2 8 |
| ... | (7)—Rents of buildings and lands ... ... | | | ... |
| 3,656 6 11 | (8)—Furniture, fittings, and other miscellaneous expenses ... ... ... .. | | | 3,889 15 11 |
| 3,929 6 0 | (9)—Printing and Stationery ... ... ... | | | 4,752 6 9 |
| 1,890 8 3 | (10)—Medicine and contributions to Hospitals ... | | | 426 8 5 |
| 1,41,038 5 4 | | | | 1,37,097 15 11 |
| 6,157 12 8 | 3rd.—*Police*— | | | |
| 10,466 2 7 | (1)—Supervision ... ... ... ... | | | 6,233 15 3 |
| 2,576 4 10 | (2)—Constables ... ... ... ... | | | 10,385 12 0 |
| 19,200 4 1 | (3)—Contingencies ... ... ... ... | | | 2,709 3 1 |
| 3,259 7 3 | 4th.—*Advertising (All Advertisements of all Departments).* | | | ... |
| ... | | | | 19,328 14 4 |
| 10,211 15 9 | 5th.—*Electric Telegraph*— | | | 3,147 10 0 |
| 35,740 8 8 | (1)—Salaries of Superintendents and Assistants | | | 9,486 14 5 |
| 1,051 8 0 | (2)—Signallers ... ... ... ... | | | 36,371 4 3 |
| 1,596 12 0 | (3)—Travelling expenses ... ... ... | | | 987 14 1 |
| 21,093 0 3 | (4)—Office expenses, contingencies, &c. ... | | | 1,437 11 1 |
| 894 11 10 | (5)—Maintenance, wages and stores ... .. | | | 22,549 2 10 |
| 70,588 8 6 | (6)—Government Telegraph Department for rent, maintenance and inspection ... ... | | | 894 11 10 |
| ... ... | 6th.—*Clearing accounts with other lines* ... ... | | | ... |
| | | | | 71,727 10 6 |
| ... | 7th.—*Unclassified Expenditure*— | | | ... |
| 4,828 8 1 | (1)—Loss on Stores, &c. ... ... ... | | | ... |
| 18,492 1 4 | (2)—Expenses connected with fire-engines .. | | | 4,960 5 3 |
| 935 14 5 | (3)—Loss by exchange ... ... ... | | | 13,877 10 0 |
| 24,256 7 10 | (4)—Carriage of Revenue Stores ... ... | | | 1,137 11 4 |
| 2,94,756 11 2 | | | | 19,975 10 7 |
| ... 4,828 8 1 | Total ... | | | ... |
| 2,89,928 3 1 | Deduct sum chargeable to Fire Insurance Fund ... | | | ... |
| | | | | 2,84,572 3 0 |
| 5,600 11 8 | | | | 4,960 5 3 |
| 1,486 7 6 7,087 3 2 | Do. cost of working Kolar Gold Fields Railway. | | | 6,352 5 3 |
| ... 2,82,840 15 11 | Do. do. Madras-Ennore Line ... | | | 978 5 8 |
| | | | | 2,79,611 13 9 |
| | Total ... | | | 7,330 10 11 |
| | | | | 2,72,281 2 10 |

Value of stores credited to Sub-head 5th (5) ... ... Rs. 209-0-11.



# ABSTRACT G.

*Special and Miscellaneous Expenditure.*

DECEMBER 1897. DECEMBER 1898.

| Amount. Rs. a. p. | Rs. a. p. | | Amount. Rs. a. p. | Rs. a. p. |
|---|---|---|---|---|
| ... | 869 5 10 | 1st.—*Law Charges* ... ... ... ... | ... | 1,422 2 5 |
| | | 2nd.—*Compensation*— | | |
| 1,599 0 10 | | (1)—For goods lost or damaged ... ... | 3,063 2 10 | |
| ... | | (2)—For personal injury ... ... ... | ... | |
| ... | 1,599 0 10 | (3)—For other claims ... ... ... | ... | 3,063 2 10 |
| ... | 11,919 14 7 | 3rd.—*Rates and Taxes* (including Municipal Water Rates) ... ... ... ... | ... | 11,904 13 1 |
| | | 4th.—*Payments to other lines*— | | |

| 1897. Rs. A. P. | | 1898. Rs. A. P. | | |
|---|---|---|---|---|
| ..... / ..... | (1)—Hire of Locomotives | Gross Charges ..... / „ Receipts ..... | ... | |
| 937 10 0 / 899 3 9 | (2)—Hire of Vehicles. | Gross Charges ..... / „ Receipts ..... | 38 6 3 | |
| ..... / ..... | (3)—Mileage & Demurrage of Foreign Stock | Gross Charges 31,179 7 0 / „ Receipts 30,646 10 0 | ... | 532 13 0 |
| ..... / ..... | (4)—Rent of Stations, &c., jointly occupied. | Gross Charges ..... / „ Receipts ..... | ... | |
| ..... / ..... | (5)—Shunting at joint stations | Gross Charges ..... / „ Receipts ..... | ... | 38 6 3 |
| ... | ... | 5th.—*Prizes for Station Gardens, &c.* ... ... | ... | 532 13 6 / 600 0 0 |
| | | 6th.—*Contributions to*— | | |
| ... | 20,837 15 1 | (1)—Railway Provident Institution ... ... | ... | *19,792 2 4 |
| | | 7th.—*Miscellaneous*— | | |
| ... | | (1)—Loss on light coins ... ... ... | ... | |
| ... | | (2)—Bridge Toll Collection Establishment, &c... | ... | |
| 1,941 11 10 | | (3)—Conservancy... ... ... ... | 1,820 4 11 | |
| 52 8 0 | | (4)—Loss by Exchange ... ... ... | 87 2 7 | |
| 5,291 1 10 | | (5)—Railway Schools ... ... ... | 6,065 11 2 | |
| ... | | (6)—Locomotive School ... ... ... | ... | |
| 4 14 7 | | (7)—Commission and Stamp duty on Debentures. | ... | |
| | | (8)—Grant to employés for passing in the Vernacular ... ... ... .. | 300 0 0 | 8,273 2 8 |
| ... | 7,290 4 3 | | | |
| ... | 42,554 14 10 | Total ... | ... | 45,588 4 4 |
| ... | 302 6 6 | Deduct sum chargeable to Fire Insurance Fund ... | ... | 19 7 0 |
| | 42,252 8 4 | | | 45,568 13 4 |
| 803 9 3 | | Do. cost of working Kolar Gold Fields Railway.. | 1,017 10 1 | |
| 214 9 9 | 1,023 3 0 | Do. do Madras-Ennore line ... | 156 11 8 | 1,174 5 9 |
| ... | 41,229 5 4 | Total ... | ... | 44,394 7 7 |

* Madras Railway Share ... ... Rs. 19,282 4 10
Kolar Gold Fields Railway Share ... „ 441 12 10
Madras-Ennore Railway do. ... „ 68 0 8
19,792 2 4

No. X.

# ABSTRACT H.

*Coaching Traffic.*

DECEMBER 1897. DECEMBER 1898.

| Amount. | Tariff Mileage Fares. Single / Return | First Class. Rs. 0 1 0 — No. | First Class. Rs. 0 1 0 — Amount. | Second Class. Rs. 0 0 6 — No. | Second Class. Rs. 0 0 6 — Amount. | Third Class. Day Rs. 0 0 2 Mail „ 0 0 2½ — No. | Third Class. — Amount. | Total. No. | Total. Amount. |
|---|---|---|---|---|---|---|---|---|---|
| Rs. a. p. | | | Rs. a. p. | | Rs. a. p. | | Rs. a. p. | | Rs. a. p. |
| 18,17,123 8 0 | 1st.—*Passengers*— | | | | | | | | |
| 6,918 13 9 | Single journeys... | 9,254 | 83,896 13 11 | 29,956 | 91,107 0 5 | 3,359,890½ | 12,26,817 4 7 | 3,399,100½ | 14,01,821 2 11 |
| 7,637 1 0 | Excess fares ... | *Nil.* | 2,028 13 9 | *Nil.* | 996 3 4 | *Nil.* | 3,724 2 9 | *Nil.* | 6,749 3 10 |
| 78,222 5 9 | Return journeys. | 164 | 1,887 5 0 | 332 | 1,860 14 0 | 26,371 | 6,789 14 0 | 26,867 | 10,538 1 0 |
| | Troops and Police | 521 | 5,858 7 3 | 4,604½ | 18,306 3 5 | 27,155 | 37,379 0 4 | 32,280½ | 61,543 11 0 |
| | Total... | 9,939 | 93,671 7 11 | 34,892½ | 1,12,270 5 2 | 3,413,416½ | 12,74,710 5 8 | 3,458,248 | 14,80,652 2 9 |
| 13,09,901 12 6 | *Corresponding period of* 1897 ... | 9,343 | 86,345 3 6 | 37,545½ | 1,21,914 6 0 | 4,653,021 | 17,01,642 3 0 | 4,699,909½ | ... |
| ... | Season Tickets *... | 12 | 544 12 9 | 103 | 2,017 1 10 | 1,392 | 2,244 9 6 | 1,507 | 4,806 8 1 |
| 13,773 9 5 | *Corresponding period of* 1897 ... | 26 | 2,684 3 3 | 161 | 4,066 5 1 | 1,650 | 6,128 1 1 | 1,837 | ... |
| 164,361,696 | Passenger Miles ... | 1,578,004 | | 4,292,791 | | 115,867,564 | | 121,738,359 | |
| 62,788 6 4 | 2nd.—*Passengers' Luggage* ... ... ... ... ... ... ... ... ... ... | | | | | | | Ton-miles.... 132,357 | 57,607 2 0 |
| 24,207 5 3 | 3rd.—*Military Baggage* ... ... ... ... ... ... ... ... ... ... | | | | | | | „ 47,505 | 8,619 1 8 |
| 7,784 2 9 | 4th.—*Carriages, Horses, Dogs, &c.*— | | | | | | | | |
| 22,964 6 1 | (1)—Carriages ... ... ... ... ... ... ... ... ... | | | | | | | No. 217 | 7,619 8 0 |
| 2,718 5 11 | (2)—Horses ... ... ... ... ... ... ... ... ... | | | | | | | „ 1,089 | 20,503 4 2 |
| ... | (3)—Dogs, &c. ... ... ... ... ... ... ... ... ... | | | | | | | „ 2,608 | 2,928 11 0 |
| 4,389 14 0 | 5th.—*Military Carriages, Horses, &c.*— | | | | | | | | |
| 44 4 0 | (1)—Carriages ... ... ... ... ... ... ... ... ... | | | | | | | | |
| | (2)—Horses ... ... ... ... ... ... ... ... ... | | | | | | | „ 1 | 61 8 0 |
| | (3)—Dogs, &c. ... ... ... ... ... ... ... ... ... | | | | | | | „ 130 | 3,346 11 0 |
| | 6th.—*Parcels*— | | | | | | | „ 107 | 59 9 4 |
| 1,69,622 9 9 | (1)—For the Public ... ... ... ... ... ... ... ... | | | | | | | Ton-miles. 1,047,228 | 1,49,231 13 0 |
| 3,369 13 4 | (2)—For Revenue ... ... ... ... ... ... ... ... ... | | | | | | | „ 34,548 | 3,178 15 3 |
| 366 0 0 | 7th.—*Special Trains* ... ... ... ... ... ... ... ... ... ... | | | | | | | Train-miles. 879 | 2,570 0 0 |
| 970 8 6 | 8th.—*Miscellaneous*... ... ... ... ... ... ... ... ... ... ... ... | | | | | | | ... | 1,420 0 9 |
| | 9th.—*Post Office*— | | | | | | | | |
| 24,315 8 7 | (1)—Haulage and hire of Post Office Vehicles ... { Number of Vehicles ... ... / Mileage of „ ... ... } | | | | | | | ... | 24,469 15 3 |
| ... | (2)—Special Trains ... ... ... ... ... ... ... ... | | | | | | | Train-miles .. ... | ... |
| ... | (3)—Parcels ... ... ... ... ... ... ... ... ... | | | | | | | Ton-miles ... ... | ... |
| 22,47,822 10 5 | | | | | | | | Total ... ... | 17,67,074 14 3 |
| ... | Less outstandings irrecoverable ... ... ... ... | | | | | | | | ... |
| 22,47,822 10 5 | | | | | | | | Total ... ... | 17,67,074 14 3 |

* Season Tickets, 1st Class (reckoned at the rate of 40 Single Journey Passengers per month) 12 Tickets equal 560
Do. 2nd Class ( do. do. ) 103 do. 8,720
Do. 3rd Class ( do. do. ) 1,392 do. 168,600



# ABSTRACT I.

*Goods' Traffic.*

DECEMBER 1897. DECEMBER 1898.

| Amount. | | Number of tons lifted. | Average Rate per ton per mile. | Ton-miles. | Amount. |
|---|---|---|---|---|---|
| Rs. a. p. | | | Pies. | | Rs. a. p. |
| 29,10,463 14 0 | 1st.—*Merchandise, General* ... ... ... | 371,348 | 9·65 | 53,405,119 | 26,84,124 3 7 |
| 35,235 9 0 | 2nd.—*Military Stores* ... ... ... | 954 | 28·10 | 259,519 | 37,982 15 0 |
| 870 11 0 | 3rd.—*Railway Materials for Construction*... | 1,887 | 6·04 | 172,459 | 5,423 2 6 |
| 29,46,570 2 0 | Total.... | 374,189 | 9·73 | 53,837,097 | 27,27,530 4 7 |
| | 4th.—*Coal*— | | | | |
| 2,51,280 7 0 | (1)—For the Public ... ... ... | 99,459 | 4·26 | 17,169,650 | 3,80,745 0 0 |
| ... | (2)—For the Company (Construction only) ... ... ... ... | ... | ... | ... | ... |
| 23,373 0 0 | (3)—For Locomotive Department (Revenue only) ... ... | 6,902 | 3·88 | 855,607 | 17,279 1 1 |
| 37 10 0 | (4)—For other Departments ... ... | 101 | 4·13 | 5,638 | 121 6 0 |
| 2,74,691 1 0 | Total Coal... | 106,462 | 4·24 | 18,030,895 | 3,98,145 7 1 |
| | 5th.—*Revenue Stores*— | | | | |
| 30,133 14 5 | (1)—For all Departments excepting Coal and Locomotive Fuel ... | 73,297 | 4·20 | 2,614,365 | 57,131 12 8 |
| 11,384 9 0 | (2)—Wood and patent fuel for Locomotive Department ... ... | 27,364 | 3·95 | 604,637 | 12,433 12 9 |
| 41,518 7 5 | Total... | 100,661 | 4·15 | 3,219,002 | 69,565 9 5 |
| 32,62,779 10 5 | Total Goods... | 581,312 | 8·17 | 75,086,994 | 31,95,241 5 1 |
| | | | | No. | |
| | 6th.—*Live Stock*— | | | | |
| 3,358 11 0 | (1)—Horses ... ... ... ... ... ... ... | | | 676 | 3,684 0 0 |
| 4,192 8 6 | (2)—Cattle ... ... ... ... ... ... ... | | | 1,644 | 4,420 6 0 |
| 2,351 3 3 | (3)—Sheep, &c. ... ... ... ... ... ... ... | | | 8,591 | 2,346 7 0 |
| 9,902 6 9 | Total... | | | 10,911 | 10,450 13 0 |
| | 7th.—*Military Live Stock*— | | | | |
| 9,686 6 6 | (1)—Horses ... ... ... ... ... ... ... | | | 167 | 1,918 11 8 |
| ... | (2)—Cattle ... ... ... ... ... ... ... | | | ... | ... |
| ... | (3)—Sheep, &c. ... ... ... ... ... ... | | | ... | ... |
| 9,686 6 6 | Total... | | | 167 | 1,918 11 8 |
| 7,024 8 9 | 8th.—*Rents and Demurrage, Wharfage, Storage, &c.* ... ... | | | ... | 6,861 9 8 |
| ... | 9th.—*Interest on outstanding Bills* ... ... .. ... ... | | | ... | ... |
| 4,043 10 4 | 10th.—*Miscellaneous* ... ... ... ... ... ... ... | | | ... | 4,335 5 4 |
| 32,93,436 10 9 | Total... | | | ... | 32,18,807 12 9 |
| ... | Less outstandings irrecoverable ... ... ... ... | | | ... | ... |
| 32,93,436 10 9 | Total... | | | ... | 32,18,807 12 9 |

Coal, Tons 99,459, Rs. 3,80,745—*Vide* Consulting Engineer's letter, No. 942, dated 30th September 1891.
Coke *Nil.* *Nil.* — „ „ „ „

# ABSTRACT K.

*Sundries.*

DECEMBER 1897.

| Amount. Rs. a. p. | | Amount. Rs. a. p. |
|---|---|---|
| | 1897. Rs. A. P. | |
| | 1,704 1 4 Hire of Locomotives... | |
| 1,704 1 4 | | |
| | Hire of Vehicles ... | |
| | 51,700 13 0 Mileage and Demurrage of | |
| 27,360 8 0 | 24,340 5 0 Vehicles over Foreign lines | |
| | 24,337 11 0 Rent of Stations, &c., jointly | |
| 17,720 9 6 | 6,617 1 6 occupied. | |
| | Shunting at joint stations | |
| | Clearing accounts with other Lines... | |
| | Tolls on Bridges ... ... ... ... ... ... ... | |
| 28,750 8 10 | Rents of Dwelling-houses ... ... ... ... ... ... ... | |
| 12,698 15 11 | Rents of Refreshment-rooms ... ... ... ... ... ... ... | 29,311 1 1 |
| 1,976 9 5 | Fees on Share transfers, &c. ... ... ... ... ... ... ... | 12,292 13 1 |
| 13,915 2 10 | Profits of Workshops for work done for State Railways, &c... ... ... | 1,795 5 10 |
| 1,405 4 6 | Sale of unclaimed and damaged goods... ... ... ... ... ... | 1,570 4 8 |
| 896 1 4 | Unpaid or unclaimed salaries ... ... ... ... ... ... ... | 2,178 14 6 |
| | 1897. Sale of Revenue Stores— 1898. Rs. A. P. | 884 6 2 |
| 826 4 5 | 1.—Maintenance ... ... ... 521 12 10 | |
| 5,285 14 2 | 2.—Locomotive ... ... ... 5,008 10 2 | |
| | 3.—Carriage and Wagon ... ... ... | |
| 202 1 3 | 4.—Traffic ... ... ... ... ... | |
| 626 10 6 | 5.—General ... ... ... ... 132 9 3 | |
| 6,940 14 4 | 810 9 9 | |
| 4,394 12 6 | Miscellaneous Receipts ... ... ... ... ... ... | 6,473 10 0 |
| 5,499 15 8 | From K. G. F. Railway for use of Rolling Stock ... ... ... ... | 7,132 0 5 |
| 1,464 8 8 | „ Madras-Ennore line do ... ... ... ... | 4,898 3 10 |
| | | 892 13 6 |
| 1,24,723 0 10 | Less outstandings irrecoverable ... ... ... ... ... ... | Total ... 91,276 13 1 |
| 1,24,723 0 10 | | Total ... 91,276 13 1 |

No. XI.

## FIRE INSURANCE FUND.

| | Rs. a. p. | Rs. a. p. | | Rs. a. p. |
|---|---|---|---|---|
| To Amount paid for loss by fire, &c., as per Revenue Account, Abstracts B, D, E and G., *viz.*:— | Rs. a. p. | | By Balance in hand at 1st July 1898 ... | 3,55,406 11 7 |
| Cost and Labour incurred in extinguishing fire in coal stacks at Raichur ... | 12,349 2 6 | | | |
| Tarpaulins ... ... ... | 120 10 0 | | | |
| Equipment of fire engines... | 4,960 5 3 | | „ Interest on Government Paper less debits for commission, &c. ... | 5,859 1 2 |
| Sundry claims ... ... | 19 7 0 | | | |
| | 17,449 8 9 | | | |
| To loss between the buying and selling prices of the Government Pro-notes amounting to Rs. 12,000. | 997 8 0 | | | |
| | | 18,447 0 9 | | |
| To Balance on 31st December 1898, *viz.*, invested in the purchase of Rs. 3,27,000 Government Paper... | ...3,43,046 0 2 | | | |
| Cash ... ... ... ... | 2,703 6 2 | | | |
| | | 3,45,749 6 4 | | |
| | | 3,64,196 7 1 | | |
| Deduct amount charged above but unpaid at 31st December 1898 ... ... | | 2,930 10 4 | | |
| Total... | | 3,61,265 12 9 | Total... | 3,61,265 12 9 |



## STATEMENT OF ROLLING-STOCK FOR HALF-YEAR ENDING 31st DECEMBER 1898.

| DESCRIPTION. | 1 Total stock authorized. | 2 Total stock constructed against authorization up to the last day of the previous half-year. | 3 Additions to stock during the half-year. | 4 Reduction of stock. | 5 Total stock on the list at end of the half-year. | 6 Actual stock in running order on the last day of the half-year. | Repairs and Renewals. 7 Number of vehicles repaired during the half-year. | 8 Number of vehicles renewed during the half-year. | 9 Number of vehicles undergoing or awaiting repairs on the last day of the half-year. | 10 Number of vehicles undergoing or awaiting renewals on the last day of the half-year. | 11 Average number undergoing repairs and renewals at any one time. | 12 Stock condemned in this and previous half-years, awaiting replacement. | 13 Average carrying capacity of each description of vehicles. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Engines. Passenger and Mail ... | 168 | 41 | ... | ... | 41 | 134 | 30 | ... | 34 | ... | 11 | ... | ... |
| Mixed ... | | 40 | ... | ... | 40 | | | | | | 6 | ... | ... |
| Goods ... | | 69 | ... | ... | 69 | | | | | | 17 | ... | ... |
| Tank ... | | 18 | ... | ... | 18 | | | | | | 4 | ... | ... |
| Total... | 168 | 168 | ... | ... | 168 | 134 | 30 | ... | 34 | ... | 37 | ... | ... |
| Coaching Vehicles. Saloon, State ... | 2 | 2 | ... | ... | *c* 2 | 2 | 3 | ... | ... | ... | ... | ... | 4·00 |
| 1st Class Carriages including Saloons ... | 32 | 32 | ... | ... | *d* 32 | 29 | 61 | ... | 3 | ... | 4 | ... | 8·00 |
| Inspection Carriages ... ... ... | 3 | 3 | ... | ... | *d* 3 | 3 | 5 | ... | ... | *e* 1 | 1 | ... | 3·00 |
| Composites 1st and 2nd Class Carriages. Ordinary, Sleeping ... ... ... | *a* 46 | 39 | ... | ... | 39 | 39 | 51 | ... | 5 | ... | 3 | ... | 14·00 |
| Do. do. do. Day... | 5 | 5 | ... | ... | 5 | | | | | ... | | ... | 26·00 |
| Do. | 8 | ... | *f* 1 | ... | 1 | 1 | 7 | ... | ... | ... | ... | ... | ... |
| Composite 1st, 2nd and 3rd Class Bogie ... | *a* 63 | 70 | ... | ... | 70 | 66 | 67 | ... | 3 | 1 | 5 | ... | 22·50 |
| 2nd Class Carriages, ordinary ... ... | | 358 | ... | ... | *g* 358 | 352 | 456 | ... | 25 | 9 | 33 | ... | 51·72 |
| 3rd Class Carriages without brakes, ordinary | | 28 | ... | ... | 28 | | | | | | | | 55·00 |
| Do. do. do. Ambulance | | | | | | | | | | | | | |
| Do. and Postal Vans, ordinary ... | 422 | 7 | ... | ... | 7 | 7 | ... | ... | ... | ... | 1 | ... | 30·00 / 3·50 |
| Do. Carriages with brakes, ordinary | | 8 | ... | ... | 8 | 5 | 6 | ... | ... | 3 | 1 | ... | 42·50 |
| Do. „ long bogie ... ... | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Postal Vans ... ... ... ... | 9 | 9 | ... | ... | 9 | *9 | 16 | ... | ... | ... | 1 | ... | 3·25 |
| Carriage Trucks ... ... ... ... | 21 | 21 | ... | ... | 21 | 20 | 17 | ... | ... | 1 | 1 | ... | 6·00 |
| Horse Boxes ... ... ... ... ... | 46 | 46 | ... | ... | 46 | 44 | 54 | ... | 2 | .. | 5 | ... | 3·00 |
| Luggage Vans (Baggage Vans) ... ... | 24 | 24 | ... | ... | 24 | 21 | 21 | ... | 3 | ... | 3 | ... | 6·00 |
| Total... | 686 | 652 | 1 | ... | 653 | 598 | 764 | ... | 41 | 15 | 58 | ... | ... |
| Goods Vehicles. Covered Goods Wagons, ordinary, Iron ... | 400 | 395 | ... | ... | 395 | 381 | 229 | ... | 14 | ... | 46 | 5 | 11·75 |
| Do. do. do. Wooden... | 1,086 | 1,080 | *b* 6 | .. | 1,086 | 1,060 | 692 | 6 | 24 | 2 | | ... | 12·00 / 6·00 |
| High Sided Wagons, ordinary, Iron, 16 Tons... | 50 | 50 | ... | ... | *h* 50 | 47 | 1 | ... | 3 | ... | 1 | ... | 18·50 |
| Do. do. do. Wooden, 10 Tons... | 800 | 800 | ... | ... | 800 | 785 | 458 | ... | 12 | 3 | 27 | ... | 12·00 |
| Do. do. do. do. 8 Tons... | ... | 8 | ... | ... | 8 | 8 | ... | ... | ... | ... | ... | ... | 10·00 |
| Low Sided do. do. do. ... ... | 191 | 191 | ... | ... | 191 | 190 | 20 | 1 | .. | 1 | ... | ... | 12·00 / 6·00 |
| Coal or Coke do. ... ... ... ... | 130 | 60 | ... | ... | 60 | 89 | 6 | ... | 4 | 37 | 4 | ... | 7·00 |
| Fuel Trucks ... ... ... ... | | 70 | ... | ... | 70 | | 22 | ... | ... | | | | |
| Cattle Wagons ... ... ... ... | 50 | 50 | ... | ... | 50 | 44 | 31 | ... | 2 | 4 | 1 | ... | 6·33 |
| Platform Wagons ... ... ... | 3 | 3 | ... | ... | *j* 3 | 3 | 3 | ... | ... | ... | ... | ... | 20·00 / 12·00 |
| Powder Vans ... ... ... ... ... | 4 | 4 | ... | ... | 4 | 4 | 1 | ... | ... | ... | ... | ... | 7·50 |
| Tool or Accident Vans ... ... ... | 12 | 12 | ... | ... | 12 | 10 | 3 | ... | ... | 2 | ... | ... | 6·50 |
| Timber Trucks, Wooden, double bolster ... | 175 | 60 | ... | ... | 60 | 171 | 124 | ... | ... | ... | 5 | ... | 12·00 |
| Do. do. do. single do. ... | | 115 | ... | ... | 115 | | | | 3 | 1 | 3 | ... | 10·00 |
| Rail Trucks ... ... ... ... ... | 50 | 50 | ... | ... | *k* 50 | 48 | 49 | ... | ... | ... | 4 | ... | 18·00 |
| Do. ... ... ... 12 Tons .. | 20 | 20 | ... | ... | 20 | | | ... | 2 | 20 | ... | ... | ... |
| Travelling Oil Tanks ... ... ... ... | *n* 18 | 12 | ... | ... | 12 | 11 | 19 | ... | 1 | ... | 1 | ... | 12·00 |
| Do. Water do. ... ... ... ... | 4 | 4 | ... | ... | 4 | 4 | ... | ... | ... | ... | ... | ... | 11·50 / 5·75 |
| Do. Cranes ... ... ... ... | 7 | 7 | ... | ... | *k* 7 | 6 | 4 | ... | 1 | ... | 4 | .. | 15·00 / 10·00 / 3·00 |
| Brake Vans ... ... ... ... ... | *l* 177 | 177 | ... | ... | *m* 177 | 163 | 193 | ... | 12 | 2 | 13 | ... | 8·00 / 4·70 |
| Trucks to carry gas holders ... ... ... | 5 | 5 | ... | ... | 5 | 5 | 1 | ... | ... | ... | ... | ... | ... |
| Support Wagon for 15 Tons Travelling Crane | 1 | 1 | ... | ... | 1 | 1 | ... | ... | ... | ... | ... | ... | ... |
| Total... | 3,183 | 3,174 | 6 | ... | 3,180 | 3,030 | 1,856 | 7 | 78 | 72 | 109 | 5 | ... |

The particulars of Composite Carriages are as follows :—

| | 1st Class. | 2nd Class. | 3rd Class. |
|---|---|---|---|
| 44 Carriages... | ½ | ½ | 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 ½ of a Carriage.

*a.* *Vide* G.O., No. 939 Ry., dated 18th July 1898.
*b.* G.O., No. 561 Ry., dated 17th May 1889. The eight 8 ton wagons in excess of sanction will be broken up as the vehicles pass through the Workshops.
*c.* These are six-wheeled vehicles.
*d.* One of these is six-wheeled.
*e.* This renewal is in place of one of the vehicles shewn in column 5 which will be condemned.
*f.* G.O., No. 136 R., dated 18th February 1896.
*g.* Twenty-five 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 29th January 1886.
*h.* These are six-wheeled vehicles.
*j.* One of these is eight-wheeled.
*k.* Three of these are six-wheeled.
*l.* Temporary increase of 4—G.O., No. 461 R., dated 12th July 1895,—reduced by 1 vehicle broken up last half-year. Three only are a temporary addition to stock.
*m.* Twenty of these are six-wheeled.
*n.* G.O., No. 1133 Ry., dated 13th September 1898.

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

| Number of Coaching Vehicles fitted for Ambulance. | | | | | | | |
|---|---|---|---|---|---|---|---|
| First class. | Upper class. | Second class. | Intermediate class. | Lower class. | Third class. | Total. | Percentage of column 7 on entire stock of First, Upper, Second, Intermediate, Lower and Third class carriages on the Line included in column 5 of above statement. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| ... | ... | ... | ... | ... | 23 | 28 | 5·64 |

| Number of Coaching Vehicles fitted with hooks or racks for suspending rifles. | | | | | | | |
|---|---|---|---|---|---|---|---|
| First class. | Upper class. | Second class. | Intermediate class. | Lower class. | Third class. | Total. | Percentage of column 15 on entire stock of First, Upper, Second, Intermediate, Lower and Third class carriages on the Line included in column 5 of above statement. |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ... | ... | 70 | ... | ... | 322 | 392 | 79·03 |

| 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. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Capable of carrying 12 Horses. | Capable of carrying 8 Horses. | Capable of carrying 6 Horses. | Capable of carrying 4 Horses. | Capable of carrying 3 Horses. | Capable of carrying 2 Horses. | Wooden. | Iron. | Total. | Percentage of column 25 on entire stock of covered Wooden and Iron Goods 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 5 of above statement. |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| ... | ... | 2 | ... | 44 | ... | 1,069 | 395 | (a) 1,464 | 98·85 | ... | 132 | 132 | 12·01 |

(a) Fitted for carriages of 8 horses each.



## No. XIII.

### MILEAGE STATEMENT.

| | Double Line. | | | Single Line. | | | Total. | | | Sidings. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ms. | Chs. | Ft. | Ms. | Chs. | Ft. | Ms. | Chs. | Ft. | Ms. | Chs. | Ft. |
| Lines owned by Company, sanctioned, not commenced ... ... | ... | | | ... | | | ... | | | ... | | |
| " " " under construction ... ... ... ... | ... | | | *30 | 28 | 0 | 30 | 28 | 0 | ... | | |
| " " " constructed, but not worked ... ... | ... | | | ... | | | ... | | | ... | | |
| " " " " and worked by Company ... | 42 | 32 | 34½ | 796 | 65 | 30½ | 839 | 17 | 65 | †141 | 0 | 55 |
| " " " " " by others ... | ... | | | ... | | | ... | | | ... | | |
| Total ... | 42 | 32 | 34½ | 827 | 13 | 30½ | 869 | 45 | 65 | 141 | 0 | 55 |
| Lines worked by Company— Its own ... ... ... ... ... ... ... ... | 42 | 32 | 34½ | 796 | 65 | 30½ | 839 | 17 | 65 | 141 | 0 | 55 |
| Foreign— Kolar Gold Fields Railway ... ... ... ... ... | ... | | | 10 | 0 | 0 | 10 | 0 | 0 | † 3 | 67 | 60 |
| Madras-Ennore line ... ... ... ... ... | ... | | | 8 | 36 | 8 | 8 | 36 | 8 | 2 | 21 | 38 |
| Total ... | 42 | 32 | 34½ | 815 | 21 | 38½ | 857 | 54 | 7 | 147 | 10 | 21 |
| Foreign Lines worked over by Company... ... ... ... ... | ... | | | ... | | | ... | | | ... | | |
| Total mean mileage worked (including mileage worked over) during the half-year ... ... ... ... ... ... ... | 42 | 32 | 34½ | 815 | 21 | 38½ | 857 | 54 | 7 | 147 | 10 | 21 |

| | Ms. | Chs. | Ft. |
|---|---|---|---|
| * Calicut-Cannanore Extension ... ... | 26 | 0 | 0 |
| Arcot-Ranipet Branch ... ... | 4 | 28 | 0 |
| | 30 | 28 | 0 |

| | Miles. |
|---|---|
| † Increased Mileage of sidings— | |
| 1st District ... ... ... | ·4356 |
| 2nd do. ... ... ... | ·1505 |
| 3rd do. ... ... ... | ·0132 |
| K. G. F. Railway ... ... | ·3295 |
| Total ... | ·9288 |
| Less sidings removed from 3rd District ... | ·2909 |
| Net increase ... | ·6379 |

## No. XIV.

### STATEMENT OF TRAIN MILEAGE FOR THE HALF-YEAR ENDING 31st DECEMBER 1898.

| | Railways. | | | | |
|---|---|---|---|---|---|
| | Madras. | Kolar Gold Fields. | Madras-Ennore. | Total. | Total estimated Locomotive expenses. |
| | Miles. | Miles. | Miles. | Miles. | Rs. |
| (1). Train miles run for Public Traffic. Passengers ... ... ... | 455,462 | ... | 72 | 455,534 | 3,16,499 |
| Goods ... ... ... ... | 134,440 | 4,674 | ... | 139,114 | 96,654 |
| Mixed (a) ... ... ... | 625,983 | 14,720 | 11,992 | 652,695 | 4,53,483 |
| Light (b) ... ... ... | 26,863 | 530 | ... | 27,393 | 19,032 |
| (2). " " for Locomotive Department ... ... ... ... | 17,344 | ... | ... | 17,344 | 12,050 |
| (3). " " for Maintenance ... ... ... ... ... | 10,892 | ... | ... | 10,892 | 7,568 |
| Total Train-mileage... | 1,270,984 | 19,924 | 12,064 | 1,302,972 | 9,05,286 |
| (4). Miles of assisting engines (actual distance) ... ... ... ... | 547 | 6 | ... | 553 | 384 |
| (5). " of engines shunting and standing in steam for traffic purposes, calculated at five miles an hour ... ... ... ... | 229,795 | 835 | 95 | 230,725 | 1,60,305 |
| (6). " run for miscellaneous services (actual distance) ... ... ... | 25,274 | 6 | 48 | 25,328 | 17,598 |
| Total Miscellaneous Engine-mileage... | 255,616 | 847 | 143 | 256,606 | 1,78,287 |
| Total Engine-mileage... | 1,526,600 | 20,771 | 12,207 | 1,559,578 | 10,83,573 |
| (a) Coaching ... ... | 143,673 | 5,999 | 8,500 | 158,172 | ... |
| (a) Goods ... ... ... | 482,310 | 8,721 | 3,492 | 494,523 | ... |
| Total... | 625,983 | 14,720 | 11,992 | 652,695 | ... |
| (b) Coaching ... ... | 5,627 | ... | ... | 5,627 | ... |
| (b) Goods ... ... ... | 21,236 | 530 | ... | 21,766 | ... |
| Total... | 26,863 | 530 | ... | 27,393 | ... |

## 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 ... ... ... ... | 111 | 4 | 0 | 33,294 | 5 | 8 | 33,405 | 9 | 8 |
| Engineering ... ... ... ... ... | 31,803 | 5 | 6 | 1,20,770 | 9 | 5 | 1,52,573 | 14 | 11 |
| Locomotive ... ... ... ... ... | ... | | | 89,844 | 5 | 6 | 89,844 | 5 | 6 |
| Carriage and Wagon ... ... ... ... | | | | | | | | | |
| Traffic ... ... ... ... ... | ... | | | 77,682 | 14 | 8 | 77,682 | 14 | 8 |
| Agency ... ... ... ... ... | ... | | | 27,751 | 13 | 3 | 27,751 | 13 | 3 |
| Audit, Account and Cash ... ... ... | 312 | 12 | 10 | 72,769 | 3 | 4 | 73,082 | 0 | 2 |
| Stores ... ... ... ... ... | 1,124 | 9 | 8 | 12,103 | 13 | 7 | 13,228 | 7 | 3 |
| Medical ... ... ... ... ... | ... | | | 15,404 | 2 | 8 | 15,404 | 2 | 8 |
| Police ... ... ... ... ... | ... | | | 6,233 | 15 | 3 | 6,233 | 15 | 3 |
| Electric Telegraph ... ... ... ... | ... | | | 11,912 | 7 | 7 | 11,912 | 7 | 7 |
| Total ... | 33,352 | 0 | 0 | 4,67,767 | 10 | 11 | 5,01,119 | 10 | 11 |

Dr. No. XVII.—NET REVENUE ACCOUNT. Cr.

| | | Rs. | A. | P. | | Rs. | A. | P. |
|---|---|---|---|---|---|---|---|---|
| To Guaranteed interest repayable to Secretary of State for the half-year as under :— | | | | | By net profits of the half-year as per Form No. VIII. ... | 23,45,916 | 1 | 5 |
| **On Subscribed Capital.** | | | | | | | | |
| £ 8,757,670 at 5 per cent. Stock ... | £ 218,941 15 0 | | | | By Balance being net amount carried to the guaranteed interest account. | 6,02,069 | 7 | 4 |
| £ 999,960 at 4¾ „ „ ... | „ 23,749 1 0 | | | | | | | |
| £ 500,000 at 4½ „ „ ... | „ 11,250 0 0 | | | | | | | |
| | 253,940 16 0 | | | | | | | |
| **On Debentures.** | | | | | | | | |
| £ 100,000 at 3½ per cent. | £ 1,625 0 0 | | | | | | | |
| £ 332,700 at 3 „ ... | „ 4,990 10 0 | | | | | | | |
| £ 60,000 at 2¾ „ ... | „ 825 0 0 | | | | | | | |
| £ 405,300 at 2½ „ ... | „ 5,066 5 0 | | | | | | | |
| | 12,506 15 0 | | | | | | | |
| | £ 266,447 11 0 | 29,06,700 | 8 | 9 | | | | |
| Contribution to Provident Institution under revised rules. | | 40,385 | 0 | 0 | | | | |
| Total Rs. | | 29,47,085 | 8 | 9 | Total Rs. | 29,47,085 | 8 | 9 |

Dr. No. XVIIa.—NET REVENUE ACCOUNT. Cr.

| | Rs. | A. | P. | | Rs. | A. | P. |
|---|---|---|---|---|---|---|---|
| To Guaranteed interest (Gross) due and payable, but not received in respect of | | | | By balance ... | 18,915 | 10 | 1 |
| CALICUT-CANNANORE EXTENSION. | | | | | | | |
| **On Debentures.** | | | | | | | |
| †£ 100,000 at 2½ per cent. £ 1,250 at 15·8599 *d.* per rupee. | 18,915 | 10 | 1 | | | | |
| Total Rs. | 18,915 | 10 | 1 | Total Rs. | 18,915 | 10 | 1 |

† Interest payable 1st May and 1st November in each year.

Dr. No. XVIII.—CAPITAL BALANCE SHEET. Cr.

| | Rs. | A. | P. | | Rs | A. | P. | Rs. | A. | P. |
|---|---|---|---|---|---|---|---|---|---|---|
| To Govt. of India Capital Account ... | 4,30,07,989 | 5 | 2 | **Construction Accounts.** | | | | | | |
| „ London Office Home Payments Account | 57,05,101 | 8 | 5 | By Line open for Traffic... | | | | | | |
| „ London Office Store Account ... ... | 7,31,87,878 | 15 | 7 | Preliminary Expenses ... ... .. | ... | | | 10,38,96,186 | 14 | 10 |
| „ Stores Purchase Account... ... ... | 99,957 | 1 | 11 | Construction of Line ... ... .. | 1,03,912 | 11 | 7 | | | |
| | | | | Brickwork and Masonry ... ... .. | 1,93,84,408 | 14 | 7 | | | |
| **Suspense Accounts.** | | | | Additional Works... ... ... .. | 1,82,05,715 | 12 | 2 | | | |
| To Refunds to Government ... 18,643 9 3 | | | | Ballast and Permanent Way ... .. | 11,90,265 | 4 | 9 | | | |
| „ Cheques Payable Capital... 5,434 8 7 | | | | Stations and Buildings ... .. | 3,94,56,624 | 8 | 1 | | | |
| | 24,078 | 1 | 10 | Electric Telegraph ... ... .. | 1,02,14,979 | 7 | 8 | | | |
| | | | | Plant ... ... ... .. | 11,62,153 | 7 | 8 | | | |
| | | | | Maintenance ... ... ... .. | 12,17,191 | 4 | 0 | | | |
| | | | | Establishment ... ... ... .. | 4,92,039 | 4 | 1 | | | |
| | | | | Contingencies ... ... ... .. | 78,47,908 | 9 | 9 | | | |
| | | | | „ Rolling Stock ... ... ... .. | 46,20,087 | 10 | 6 | | | |
| | | | | **Store Accounts.** | ... | | | 1,56,66,488 | 1 | 7 |
| | | | | By General Store Account ... ... | | | | | | |
| | | | | „ Locomotive Store and Workshop Account | 3,13,317 | 7 | 3 | | | |
| | | | | „ Engineering Store and Workshop Account | 11,46,819 | 5 | 1 | | | |
| | | | | „ Telegraph Store and Workshop Account | 7,68,623 | 11 | 9 | | | |
| | | | | „ Stores in Transitu... ... ... .. | 1,25,445 | 11 | 7 | | | |
| | | | | „ Stores Sales Account ... ... .. | 40,085 | 15 | 9 | | | |
| | | | | „ Materials Lost Account ... ... .. | 39,195 | 10 | 4 | | | |
| | | | | „ Traffic Store Account ... ... ... | 377 | 12 | 0 | | | |
| | | | | | 182 | 15 | 6 | 24,34,048 | 9 | 3 |
| | | | | **Suspense Accounts.** | | | | | | |
| | | | | By Cashier ... ... ... ... ... | 18,514 | 8 | 4 | | | |
| | | | | „ Advance Account... ... ... ... | 7,115 | 0 | 0 | | | |
| | | | | „ Government of India Capital Advance Account ... ... ... | 2,351 | 11 | 8 | | | |
| | | | | „ Final Location of Shoranur-Cochin Extension ... ... ... ... | 300 | 3 | 3 | 28,281 | 7 | 3 |
| Total ... | 12,20,25,005 | 0 | 11 | Total ... | | | | 12,20,25,005 | 0 | 11 |



Dr. CALICUT-CANNANORE EXTENSION. Cr.

| | Rs. | A. | P. | | Rs. | A. | P. | Rs. | A. | P. |
|---|---|---|---|---|---|---|---|---|---|---|
| To Government of India Capital Account— | | | | **Construction Accounts.** | | | | | | |
| „ Calicut-Cannanore Extension... ... | 3,25,406 | 10 | 9 | By Line in course of construction. | | | | 3,39,034 | 2 | 9 |
| „ London Office Home Payments Accounts—Calicut-Cannanore Extension | 13,198 | 14 | 9 | *Calicut-Cannanore Extension.* | | | | | | |
| „ London Office Store Account—Calicut-Cannanore Extension ... ... | 94,180 | 6 | 8 | By Preliminary Expenses | 68,463 | 2 | 1 | | | |
| | | | | „ Construction of Line. | 22,168 | 6 | 1 | | | |
| **Suspense Account.** | | | | „ Ballast and Permanent Way ... ... | 3 | 6 | 0 | | | |
| „ Government of India Capital Advance Account—Calicut-Cannanore Extension ... ... ... ... | 110 | 6 | 8 | „ Stations and Buildings. | 870 | 5 | 0 | | | |
| | | | | „ Plant ... ... | 4,797 | 15 | 3 | | | |
| „ Arcot-Ranipet Branch ... ... | 80 | 9 | 7 | „ Establishment ... | 41,245 | 12 | 3 | | | |
| | | | | | 1,37,548 | 14 | 8 | | | |
| | | | | *Arcot-Ranipet Branch.* | | | | | | |
| | | | | By Preliminary Expenses | 6,157 | 5 | 6 | | | |
| | | | | „ Construction of Line. | 58,161 | 0 | 8 | | | |
| | | | | „ Ballast and Permanent Way ... ... | 1,08,912 | 1 | 9 | | | |
| | | | | „ Stations and Buildings | 16,270 | 4 | 3 | | | |
| | | | | „ Electric Telegraph ... | 3 | 4 | 6 | | | |
| | | | | „ Plant ... ... | 2,416 | 10 | 7 | | | |
| | | | | „ Establishment ... | 9,564 | 8 | 10 | | | |
| | | | | | 2,01,485 | 4 | 1 | | | |
| | | | | **Suspense Account.** | | | | | | |
| | | | | By Calicut-Cannanore Extension. ... | 41,877 | 3 | 4 | | | |
| | | | | „ Stores in Transitu ... | 52,065 | 10 | 4 | | | |
| | | | | | | | | 93,942 | 13 | 8 |
| | 4,32,977 | 0 | 5 | | | | | 4,32,977 | 0 | 5 |

REVENUE BALANCE SHEET.

Dr. Cr.

| | Rs. | A. | P. | Rs. | A. | P. | | Rs. | A. | P. | Rs. | A. | P. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| To Government of India Revenue Account ... ... ... | 9,314 | 2 | 4 | | | | By Traffic Cash Account ... ... | 1,40,899 | 2 | 5 | | | |
| „ Cheques Payable Revenue ... ... | 65,774 | 8 | 0 | | | | „ Refreshment Rooms Account .. | 9,775 | 15 | 10 | | | |
| „ Revenue Establishment ... ... | 2,72,087 | 8 | 9 | | | | „ Cashier ... ... ... ... | 2,29,414 | 14 | 4 | | | |
| „ Income Tax ... ... ... ... | 2,619 | 5 | 4 | | | | „ Foreign Railways Account ... ... | 25,373 | 15 | 4 | | | |
| „ Unpaid Salaries and Wages... .. | 7,725 | 4 | 3 | | | | **Special Funds.** | | | | 4,05,463 | 15 | 11 |
| „ Municipal Tolls collected by the Company ... ... ... ... | 2,007 | 12 | 6 | | | | By Government of India Special Funds Account ... ... ... ... | 3,88,272 | 14 | 0 | | | |
| | 1,357 | 2 | 11 | | | | „ Government and other Securities, Madras Railway Provident Institution... ... ... ... ... | 8,71,299 | 0 | 0 | | | |
| „ Railway Schools Account ... ... | 15,799 | 1 | 0 | | | | „ Bank of Madras, Madras Railway Fire Insurance Funds ... ... | 2,703 | 6 | 2 | | | |
| „ Government of India Revenue Advance Account ... ... ... | 28,212 | 9 | 11 | | | | „ Government Securities, Madras Railway Fire Insurance Funds .. | 3,43,046 | 0 | 2 | | | |
| „ Kolar Gold Fields Railway... ... | 183 | 1 | 3 | | | | | 50 | 0 | 0 | | | |
| „ Home Payments Suspense Account. | 139 | 9 | 0 | 4,05,220 | 1 | 3 | „ Cashier ... ... ... ... ... | | | | | | |
| „ General Suspense Account ... ... | | | | | | | „ Government Securities, Employés Guarantee Fund ... ... ... | 3,11,800 | 0 | 0 | | | |
| **Special Funds.** | | | | | | | „ Government Securities, Contractors Security Fund ... ... ... | 20,000 | 0 | 0 | 19,37,171 | 4 | 4 |
| To Madras Railway Employés Guarantee Fund... ... ... ... | 6,21,883 | 11 | 1 | | | | **Private Funds.** | | | | | | |
| „ Madras Railway Contractors Security Fund ... ... ... | 78,876 | 13 | 9 | | | | By Government Securities, Sick and Allowance Fund ... ... ... | 79,041 | 0 | 0 | | | |
| „ Madras Railway Provident Institution ... ... ... ... | 8,90,905 | 3 | 10 | | | | „ Government Securities, Madras Railway Library Association ... | 9,450 | 0 | 0 | | | |
| „ Buildings Plant and Stores Fire Insurance Fund ... ... ... | 3,07,513 | 7 | 10 | | | | „ Bank of Madras General Account... | 6,249 | 6 | 7 | | | |
| | 38,235 | 14 | 6 | 19,37,415 | 3 | 0 | „ Cashier... ... ... ... ... | 19 | 14 | 0 | 94,760 | 4 | 7 |
| Goods Traffic Fire Insurance Fund.. | | | | | | | | | | | | | |
| **Private Funds.** | | | | | | | | | | | | | |
| To Madras Railway Sick and Allowance Fund ... ... ... ... | 83,874 | 4 | 10 | | | | | | | | | | |
| „ Madras Railway Library Association | 10,885 | 15 | 9 | 94,760 | 4 | 7 | | | | | | | |
| | | | | 24,37,395 | 8 | 10 | | | | | 24,37,395 | 8 | 10 |

ABSTRACT OF RETURNED STORES.

| | Rs. | A. | P. |
|---|---|---|---|
| Balance in hand at the end of the previous half-year ... ... ... ... ... ... ... ... ... | 2,66,630 | 8 | 9 |
| Add—Value of stores returned to stock during the half-year ... ... ... ... ... ... ... ... | 5,15,680 | 4 | 8 |
| Total... | 7,82,310 | 13 | 5 |
| Deduct—Value of stores issued or otherwise disposed of during the half-year ... ... ... ... ... | 4,13,339 | 2 | 4 |
| Balance... | 3,68,971 | 11 | 1 |

# ABSTRACT OF PRINCIPAL COMMODITIES.

| DESCRIPTION OF COMMODITY. | Quantity. Second Half of | | Receipts. Second Half of | | Quantity. | | Receipts. | |
|---|---|---|---|---|---|---|---|---|
| | 1897. | 1898. | 1897. | 1898. | Increase. | Decrease. | Increase. | Decrease. |
| | Tons. | Tons. | Rs. | Rs. | Tons. | Tons. | Rs. | Rs. |
| I. Coal & Coke carried for the Public and Foreign Railways ... | 66,015 | 99,459 | 2,51,280 | 3,80,745 | 33,444 | ... | 1,29,465 | ... |
| II. Cotton— | | | | | | | | |
| 1. Raw ... ... ... ... | 3,913 | 9,418 | 59,092 | 1,14,777 | 5,505 | ... | 55,685 | ... |
| III. Cotton, Manufactured— | | | | | | | | |
| 1. Twist and Yarn, European ... | 2,479 | 1,989 | 36,384 | 27,108 | ... | 490 | ... | 9,276 |
| 2. Do. Indian ... | 2,997 | 2,515 | 32,378 | 26,141 | ... | 482 | ... | 6,237 |
| 3. Piece Goods, European ... | 1,120 | 951 | 20,133 | 17,728 | ... | 169 | ... | 2,405 |
| 4. Do. Indian ... ... | 3,088 | 2,977 | 39,810 | 40,881 | ... | 111 | 1,071 | ... |
| IV. Drugs and Chemicals— | | | | | | | | |
| 1. Intoxicating other than Opium | 13 | 6 | 98 | 77 | ... | 7 | ... | 21 |
| 2. Non-intoxicating— | | | | | | | | |
| (a) Cinchona Bark ... | 374 | 456 | 3,424 | 4,247 | 82 | ... | 823 | ... |
| (b) Others ... ... ... | 1,416 | 1,686 | 13,243 | 17,297 | 270 | ... | 4,054 | ... |
| V. Dyes and Tans— | | | | | | | | |
| 1. Indigo ... ... ... ... | 352 | 404 | 4,888 | 6,924 | 52 | ... | 2,036 | ... |
| 2. Myrabolams ... ... ... | 1,310 | 965 | 8,665 | 6,433 | ... | 345 | ... | 2,232 |
| 3. Cutch ... ... ... ... | 1 | 3 | 4 | 13 | 2 | ... | 9 | ... |
| 4. Turmeric ... ... ... | 893 | 975 | 6,716 | 7,472 | 82 | ... | 756 | ... |
| 5. Aniline Dyes ... ... ... | ... | 9 | 3 | 51 | 9 | ... | 48 | ... |
| 6. Others ... ... ... ... | 10,031 | 6,873 | 84,348 | 62,207 | ... | 3,158 | ... | 22,141 |
| VI. Grain and Pulse— | | | | | | | | |
| 1. Wheat ... ... ... ... | 864 | 853 | 6,556 | 4,875 | ... | 11 | ... | 1,681 |
| 2. Rice in the husk ... ... | 10,021 | 9,099 | 41,434 | 66,839 | ... | 922 | 25,405 | ... |
| 3. Rice not in the husk ... ... | 41,402 | 19,986 | 2,44,652 | 1,11,727 | ... | 21,416 | ... | 1,32,925 |
| 4. Jawar and Bajra ... ... | 22,442 | 15,438 | 1,42,323 | 1,43,246 | ... | 7,004 | 923 | ... |
| 5. Gram and Pulse ... ... | 20,519 | 14,917 | 1,35,214 | 79,656 | ... | 5,602 | ... | 55,558 |
| 6. Others ... ... ... ... | 31,286 | 32,380 | 1,88,407 | 2,50,365 | 1,094 | ... | 61,958 | ... |
| VII. Hides and Skins— | | | | | | | | |
| 1. Hides of Cattle— | | | | | | | | |
| (a) Dressed or Tanned ... | 1,185 | 581 | 12,607 | 5,558 | ... | 604 | ... | 7,049 |
| (b) Raw ... ... ... | 4,890 | 1,496 | 61,378 | 10,702 | ... | 3,394 | ... | 50,676 |
| 2. Skins of Sheep, &c.— | | | | | | | | |
| (a) Dressed or Tanned ... | 4,074 | 2,069 | 59,654 | 31,056 | ... | 2,005 | ... | 28,598 |
| (b) Raw ... ... ... | 9,626 | 8,849 | 1,02,330 | 92,025 | ... | 786 | ... | 10,305 |
| VIII. Horns ... ... ... ... | 63 | 117 | 615 | 1,020 | 54 | ... | 405 | ... |
| IX. Jute— | | | | | | | | |
| 1. Raw ... ... ... ... | 30 | 23 | 223 | 250 | ... | 7 | 27 | ... |
| 2. Gunny Bags and Cloth ... | 3,478 | 2,369 | 32,817 | 22,143 | ... | 1,109 | ... | 10,674 |
| Carried forward ... | 243,882 | 236,854 | 15,88,676 | 15,31,563 | 40,594 | 47,622 | 2,82,665 | 3,39,778 |



| DESCRIPTION OF COMMODITY. | Quantity. Second Half of | | Receipts. Second Half of | | Quantity. | | Receipts. | |
|---|---|---|---|---|---|---|---|---|
| | 1897. | 1898. | 1897. | 1898. | Increase. | Decrease | Increase. | Decrease. |
| | Tons. | Tons. | Rs. | Rs. | Tons. | Tons. | Rs. | Rs. |
| Brought forward ... | 243,882 | 236,854 | 15,88,676 | 15,31,563 | 40,594 | 47,622 | 2,82,665 | 3,39,778 |
| X. Lac— | | | | | | | | |
| 1. Stick ... ... ... ... | 57 | 27 | 608 | 317 | ... | 30 | ... | 291 |
| 2. Shell ... ... ... ... | 23 | 30 | 189 | 263 | 7 | ... | 74 | ... |
| XI. Leather, Manufactured ... ... | 123 | 110 | 2,968 | 2,727 | ... | 13 | ... | 241 |
| XII. Liquors— | | | | | | | | |
| 1. Beer ... ... ... ... | 1,620 | 1,497 | 22,778 | 20,919 | ... | 123 | ... | 1,859 |
| 2. Spirits ... ... ... ... | 3,241 | 2,426 | 24,077 | 20,148 | ... | 815 | ... | 3,929 |
| 3. Wines ... ... ... ... | 72 | 58 | 1,382 | 1,212 | ... | 14 | ... | 170 |
| XIII. Metals— | | | | | | | | |
| 1. Copper, Unwrought ... ... | 79 | 37 | 767 | 327 | ... | 42 | ... | 440 |
| 2. Brass, „ ... ... | 311 | 139 | 2,966 | 1,386 | ... | 172 | ... | 1,580 |
| 3. Copper, Wrought ... .. | 48 | 14 | 514 | 178 | ... | 34 | ... | 336 |
| 4. Brass, „ ... ... | 177 | 140 | 2,377 | 1,983 | ... | 37 | ... | 394 |
| 5. Iron ... .. ... .. | 8,707 | 4,566 | 87,530 | 54,355 | ... | 4,141 | ... | 33,175 |
| 6. Others ... ... ... ... | 302 | 221 | 4,144 | 3,704 | ... | 81 | ... | 440 |
| XIV. Oils— | | | | | | | | |
| 1. Kerosine ... ... .. | 6,170 | 7,019 | 70,099 | 87,743 | 849 | ... | 17,644 | ... |
| 2. Castor ... ... ... ... | 1,099 | 843 | 4,007 | 4,377 | ... | 256 | 370 | ... |
| 3. Cocoanut ... ... .. | 682 | 689 | 6,470 | 6,634 | 7 | ... | 164 | ... |
| 4. Others ... ... ... ... | 1,897 | 1,702 | 14,266 | 13,773 | ... | 195 | ... | 493 |
| XV. Oil Seeds— | | | | | | | | |
| 1. Linseed ... ... ... | 9 | 52 | 49 | 126 | 43 | ... | 77 | ... |
| 2. Rape and Mustard ... ... | 29 | 69 | 255 | 545 | 40 | ... | 290 | ... |
| 3. Til or Jinjili ... ... ... | 7,344 | 5,971 | 42,185 | 43,242 | ... | 1,373 | 1,057 | ... |
| 4. Poppy ... ... ... ... | 59 | 68 | 738 | 688 | 9 | ... | ... | 50 |
| 5. Earthnuts ... ... ... | 2,184 | 1,182 | 7,915 | 3,927 | ... | 1,002 | ... | 3,988 |
| 6. Castor ... ... ... ... | 3,375 | 1,528 | 24,831 | 8,965 | ... | 1,847 | ... | 15,866 |
| 7. Others ... ... ... ... | 4,722 | 6,984 | 27,490 | 59,446 | 2,262 | ... | 31,956 | ... |
| XVI. Opium ... ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| XVII. Paper and Paste Board ... ... | 308 | 232 | 5,665 | 4,087 | ... | 76 | ... | 1,578 |
| XVIII. Provisions— | | | | | | | | |
| 1. Ghee ... ... ... ... | 1,176 | 1,287 | 15,908 | 17,530 | 111 | ... | 1,622 | ... |
| 2. Dried Fruits and Nuts ... | 1,036 | 865 | 8,653 | 5,789 | ... | 171 | ... | 2,864 |
| 3. Others ... ... ... ... | 28,437 | 25,874 | 2,12,315 | 2,09,631 | ... | 2,563 | ... | 2,684 |
| XIX. Railway Plant and Rolling Stock *carried for the Public and Foreign Railways*— | | | | | | | | |
| 1. Loco. Engines and Tenders and parts thereof ... ... | 23 | 818 | 91 | 3,050 | 795 | ... | 2,959 | ... |
| 2. Carriages and Trucks do. | ... | 394 | ... | 104 | 394 | ... | 104 | ... |
| 3. Materials— | | | | | | | | |
| (a) Steel Rails and Fish Plates ... ... ... | 7,275 | 390 | 1,522 | 594 | ... | 6,885 | ... | 928 |
| (b) Sleepers and Keys of steel and cast iron ... | ... | 8 | ... | 6 | 8 | ... | 6 | ... |
| (c) Other sorts ... ... | 105 | 1,808 | 411 | 4,434 | 1,703 | ... | 4,023 | ... |
| Carried forward ... | 324,572 | 303,902 | 21,81,846 | 21,13,773 | 46,822 | 67,492 | 3,43,011 | 4,11,084 |

ABSTRACT OF PRINCIPAL COMMODITIES—(*Continued*).

| DESCRIPTION OF COMMODITY. | Quantity. Second Half of 1897. | Quantity. Second Half of 1898. | Receipts. Second Half of 1897. | Receipts. Second Half of 1898. | Quantity. Increase. | Quantity. Decrease | Receipts. Increase. | Receipts. Decrease. |
|---|---|---|---|---|---|---|---|---|
| | Tons. | Tons. | Rs. | Rs. | Tons. | Tons. | Rs. | Rs. |
| Brought forward... | 324,572 | 303,902 | 21,81,846 | 21,13,773 | 46,822 | 67,492 | 3,43,011 | 4,11,084 |
| XX. Salt ... ... .. ... | 28,162 | 29,227 | 1,50,549 | 1,61,526 | 1,165 | ... | 10,977 | ... |
| XXI. Saltpetre, &c.— | | | | | | | | |
| 1. Saltpetre ... ... ... | 77 | 58 | 824 | 449 | ... | 19 | ... | 375 |
| 2. Other Saline substances... | 7 | 13 | 127 | 232 | 6 | ... | 105 | ... |
| XXII. Silk, Raw— | | | | | | | | |
| 1. Foreign ... ... ... | ... | 9 | ... | 192 | 9 | ... | 192 | ... |
| 2. Indian ... ... .. | 65 | 65 | 1,350 | 1,282 | ... | ... | ... | 68 |
| XXIII. Silk Piece Goods— | | | | | | | | |
| 1. Foreign ... ... ... | 9 | 8 | 334 | 292 | ... | 1 | ... | 42 |
| 2. Indian ... ... ... | 29 | 25 | 673 | 661 | ... | 4 | ... | 12 |
| XXIV. Spices— | | | | | | | | |
| 1. Betel nuts ... ... | 5,242 | 4,695 | 48,804 | 50,747 | ... | 547 | 1,943 | ... |
| 2. Pepper ... ... ... | 542 | 495 | 6,534 | 6,350 | ... | 47 | ... | 184 |
| 3. Ginger ... ... ... | 261 | 282 | 1,826 | 1,867 | 21 | ... | 41 | ... |
| 4. Chillies ... ... .. | 2,331 | 1,995 | 25,419 | 22,062 | ... | 336 | ... | 3,357 |
| 5. Cardamoms ... ... | 2 | ... | 17 | 2 | ... | 2 | ... | 15 |
| 6. Others ... .. ... | 1,068 | 659 | 6,700 | 4,203 | ... | 409 | ... | 2,497 |
| XXV. Stone and Lime ... ... | 27,379 | 18,290 | 40,274 | 38,935 | ... | 9,089 | ... | 1,339 |
| XXVI. Sugar— | | | | | | | | |
| 1. Refined or crystallized including Sugarcandy ... | 4,769 | 6,165 | 31,425 | 39,125 | 1,396 | ... | 7,700 | ... |
| 2. Unrefined, *viz.*, Molasses & Jaggery or Gur & other Saccharine produce .. | 11,754 | 15,828 | 56,740 | 61,885 | 4,074 | ... | 5,145 | ... |
| XXVII. Tea— | | | | | | | | |
| 1. Foreign ... ... .. | 4 | 6 | 90 | 458 | 2 | ... | 368 | ... |
| 2. Indian ... ... ... | 225 | 254 | 5,261 | 6,142 | 29 | ... | 881 | ... |
| XXVIII. Timber ... ... ... | 58,493 | 52,695 | 2,20,353 | 2,10,497 | ... | 5,798 | ... | 9,856 |
| XXIX. Tobacco— | | | | | | | | |
| 1. Unmanufactured... ... | 5,528 | 4,691 | 39,918 | 37,133 | ... | 837 | ... | 2,785 |
| 2. Manufactured— | | | | | | | | |
| (*a*) Cigars ... ... | 445 | 390 | 6,198 | 5,214 | ... | 55 | ... | 984 |
| (*b*) Other sorts ... | 494 | 599 | 6,214 | 7,951 | 105 | ... | 1,737 | ... |
| XXX. Wool, Raw ... ... ... | 262 | 336 | 2,694 | 4,094 | 74 | ... | 1,400 | ... |
| XXXI. Wool, Manufactured— | | | | | | | | |
| 1. Piece Goods, European ... | 40 | 40 | 986 | 1,215 | ... | ... | 229 | ... |
| 2. Do. Indian ... | 321 | 281 | 4,456 | 3,963 | ... | 40 | ... | 493 |
| 3. Shawls ... ... ... | 1 | 14 | 4 | 249 | 13 | ... | 245 | ... |
| XXXII. All other Articles of Merchandise ... ... ... | 37,204 | 30,639 | 3,57,364 | 3,22,353 | ... | 6,565 | ... | 35,011 |
| TOTAL... | 509,286 | a 471,761 | 31,96,980 | b 31,02,852 | 53,716 | 91,241 | 3,73,974 | 4,68,102 |

| | | Tons. | Rs. |
|---|---|---|---|
| ABSTRACT I.—1st Merchandise, General | ... | 371,348 | 26,84,124 |
| 2nd Military Stores | ... | 954 | 37,983 |
| 4th Coal, (1).—For the Public | ... | 99,459 | 3,80,745 |
| | | a 471,761 | b 31,02,852 |



# 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.

E. W. STONEY,
*Chief Engineer.*

*4th February* 1899.

JOHN B. DUNCAN,
*Ag. Telegraph Engineer.*

*8th February* 1899.

## 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.*

*10th February* 1899.

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

FRANCIS J. E. SPRING,
*Senior Government Inspector of Railways and Consulting Engineer for Railways to the Government of Madras.*

*18th February* 1899.

# MADRAS RAILWAY.

## Analysis of the working results for the Half-year ending December 1898.

### A.—PASSENGER TRAFFIC.

| | | |
|---|---|---|
| Average length open ... ... ... ... ... ... ... | Miles. | 839·22 |
| 1.—Receipts from Coaching Traffic ... ... ... ... ... ... | Rs. | 17,67,075 |
| 2.—Passenger Train miles run ... ... ... ... ... ... | No. | 604,762 |
| 3.—Average Passenger Train mile receipts ... ... ... ... ... | Rs. | 2·92 |
| 4.—Number of Passengers carried one mile ... ... ... ... | No. | 144,817,714 |
| 5.—Average sum received for carrying a Passenger one mile ... ... ... | Ans. | ·20 |
| 6.—Average number of Passengers in a train at any one time ... ... | No. | 239 |
| 7.—Average number of Passenger trains per diem each way, supposing each train to traverse the whole line open ... ... ... ... | " | 1·96 |
| 8.—Average number of Passengers passing over each mile of line daily (both ways) ... ... ... ... ... ... ... | " | 938 |
| 9.—Total working expenses for both Goods and Passengers, deducting from them telegraph, special and miscellaneous receipts and demurrage on goods ... ... ... ... ... ... ... | Rs. | 26,34,005 |
| 10.—Average cost of running a train mile: Passenger and Goods miles assumed to cost the same ... ... ... ... ... ... | " | 2·07 |
| 11.—Average cost of carrying a Passenger one mile ... ... ... ... | Ans. | ·09 |

### B.—GOODS TRAFFIC.

| | | |
|---|---|---|
| Average length open ... ... ... ... ... ... ... | Miles. | 839·22 |
| 1.—Receipts from Goods Traffic, exclusive of demurrage on Goods ... ... | Rs. | 32,11,946 |
| 2.—Goods Train miles run ... ... ... ... ... ... | No. | 666,222 |
| 3.—Average Goods Train mile receipts ... ... ... ... ... | Rs. | 4·82 |
| 4.—Tons of Goods carried one mile ... ... ... ... ... | Tons. | 75,377,674 |
| 5.—Average sum received for carrying one ton one mile ... ... ... | Ans. | ·68 |
| 6.—Average number of tons in a Goods train at any one time ... ... | Tons. | 113 |
| 7.—Average number of Goods trains per diem each way, supposing each train to run over the whole line open ... ... ... ... ... | No. | 2·16 |
| 8.—Average number of tons of Goods passing over each mile of line daily (both ways) ... ... ... ... ... ... ... | Tons. | 488 |
| 9.—Total working expenses for both Goods and Passengers, deducting from them telegraph, special and miscellaneous receipts and demurrage on Goods ... ... ... ... ... ... ... | Rs. | 26,34,005 |
| 10.—Average cost per train mile: Goods and Passenger miles assumed to cost the same ... ... ... ... ... ... ... | " | 2·07 |
| 11.—Average cost of carrying a ton of goods one mile ... ... ... ... | Ans. | ·38 |

TELEPHONE.

From Aus

To QR

Dated 15/3/99 Time 1-30 P.m

Very many thanks to you both.

DR
15/3.

C.R. FJS
15/3

Seen
JGT 15/3/99

REPLY.

From

To

Dated Time

RAILWAY BR

C. No.

NOTE FOR Telephone

T. Agent. M.

R

you

a saving

to the

Government Treasury to

account immediately

clause over his a

effect that t

subsequent

to the M

15/3/97

Put this Myson

K.G.T.R. Agreement file

JH

15/3

31

a.

b.

my dear Spring

The delay in submitting the Inne 1895 accounts to Englands caused complications in London & special powers had to be obtained to hold the half yearly meeting after the legal authorised date. The delay was due to an untenable position taken up by Waller with reference to surplus profits. My Board have written me very strongly on the subject & if I had not assured my Chairman privately that there was an established of delay occurring again I quite think would have gone to the Secretary of State.

The Board have promptorily demanded the receipt of last half years accounts before the end of March. We have tried to comply with the Boards wishes & now after the accounts have been prepared & closed Hearn returns them to us with, in my opinion, an objection equally as untenable as that Waller put forward.

The old agreement with the mysore State authorities expired on the 30th of June last year & that agreement is dead.

I contend we

that year under Norcross stock &

accounts under the present agreement & in accordance with the minutes of the Bangalore meeting & I shall be glad if you will explain to Hearle that I am not prepared to act upon an out of date agreement.

We shall of course be prepared to correct keypennies in future accounts & that is as far as I can go.

My Board's instructions are so peremptory that unless you can induce Hearle to agree I must go direct to India & protest against the delay.

It is not fair to us to keep back the accounts after my staff has been working night & day to get them ready for London.

The Rangoon has a staff at Rayapuram sitting at the Shipp auditors elbow & if objections are to be raised they should be raised before & not after the accounts have been closed.

Surely any reasonable Rangoon have either sat at the Shipp auditors table or have visited Rayapuram 3 or 4

half year under review

the past to put me to the great expense & trouble that has lately been thrown upon me.

We are in no way responsible for the delay in executing the new agreement for the Polar line. The delay is apparently with the Empire Government & remembering that the old agreement was not signed by the Empire authorities while a month or so before it expired I am bound by my Board protest most strongly against the sins of others being visited upon me.

Please kindly telephone to me & say if your answer is satisfactory with Heaven.

Yours sincerely

L. Sims

(No. I.)

No. 11590 A.
326

**MADRAS RAILWAY.**

AGENT AND MANAGER'S OFFICE,

Madras, 24th March 1899

CONSULTING ENGIN... 28 MAR 1899 ...WAYS MADRAS

1627
28.3.99

From

*The Agent and Manager.*
*M. Ry. Co.*

To

*The Consulting Engineer for Railways.*
*Chepauk.*

Sir,

In reply to your telephone message of the 24th instant, I have the honour to state that the cause of excess in the Maintenance Expenditure for last year is chiefly due to heavy charges for "Carriage" and "Loss by Exchange."

2. With regard to the large credit in question, I beg to state that it is on account of the value of old rails taken into stock during the same period.

I have the honour to be,
sir,
Your most obedient servant.
Agent and Manager.

Enclosure.

31

Brief Note by the Committee of Engineers for Railways, Inland Navigation, on the Capital and Revenue Accounts of the Trunk Railways for the half year ended the 31st December 1898.

---

The Gross Earnings are now below the average of the preceding nine half years while the working expenses are the highest since the first half of 1894 with the exception of the figures for the year 1896 and for the second half of 1897.

Gross earnings per train mile are 4·001 and are the lowest since the 1st half of 1894

Passenger traffic is far below the average both in numbers and receipts. ~~The decrease is due to the decrease in the number of third class passengers by 267 on the average and a fall also in the receipts which is attributed to the effects of plague regulations.~~

The weight of goods lifted is less than those of the preceding seven half years. The goods tonnage is also less than those of the nine previous half years. The goods receipts are much below the average.

Capital outlay to end of the half year under review stood at £m

the books at Rs 12,18,96,766 and is
exceeded by Rs 2,45,848 than
in the previous half year. The
increase appears chiefly under "Stores" Locomotive Accounts.
balance of London Store and Workshop Accounts and Stores in Transit
under Store Accounts.

31 The details of the half years
earnings were as follows:-

| | |
|---|---|
| Passengers .. .. .. .. | Rs 14,19,108 |
| Other items of coaching traffic | 347.967 |
| Merchandise General .. | 2684,124 |
| Other items of Goods traffic | 534,684 |
| Electric Telegraph & Sundries | 99864 |
| Total | Rs 50,85,747 |

The first item "Passengers" has
been commented on elsewhere.

"Other items of coaching traffic"
amounts to Rs 347,967 or Rs 70,781 less than
that of the preceding half years. The de-
crease appears in "Troops and
Police", "Parcels Luggage" and "Military
Luggage".

Merchandise General is the
largest figure on record since 1st half
of 1894. The amount of "rice cut in the husk" carried has fallen over 50 per
"grain & Pulse", "hides of cattle", "skins of sheep" and "metals" have also fallen show to
Other items of Goods traffic shows (decreases
an increase. This occurs chiefly under
"Coal for the public" & "Revenue stores".

3. The details of the half years
expenditure were as follows:-

| | |
|---|---|
| Maintenance .. .. .. | Rs 703741 |
| Locomotive .. .. .. | 1055,342 |
| Carriage & wagon .. .. .. | 235,058 |
| Traffic .. .. .. .. .. | 429.915 |
| General charges .. .. .. | 272,281 |
| Special & miscellaneous .. | 44394 |
| Total | Rs 27,40,731 |

"Maintenance" is a good deal
above the average, being 5% in fact
highest on record. The principal
appear under "Maintenance & Renewal of Permanent Way" "Repairs of Stations and Buildings" & "Loss by Exchange"
appears under Locomotive & renewal of Permanent Way

"Locomotive expenses" are less
than those of the preceding half year
The decrease is due to
additional outlay under "Fuel" and "Maintenance
and renewals of Locomotive Engines".

The expenditure under other
heads has not fluctuated to any
considerable extent.

4. The net revenue for the
half year under review amounts
to Rs 23,45,016 which, taken con-
verted into sterling at 1s 6d, gives
a return of 3·84 percent per
annum on the Capital outlay.

5 The results of the working
of the lines since June 1894 are shown
in detail in the accompanying state-
ments.

Tables A & B.

Form No. 7.

~~Phone~~ URGENT
TELE~~GRAM~~ ORDINARY
DEFERRED

FROM . TO

E R. A.M.

I am unable to send Capital and Revenue Account to Secretary of State until I receive full particulars of abnormal outlay on maintenance in ~~[illegible]~~ last half year ~~[illegible]~~. It appears as if maintenance was neglected in Surplus half year at cost of following non-Surplus half year. I know of course about replacement of flat by rail by others. But I must have a serious and detailed treatment of the whole situation before I can send on the accounts. Story's Note does not deal adequately with the matter.

7 pm
7/4/99

Despatched
12-25 P.M.
7/4/99

TELEPHONE.

From ER
To AM
Dated 10th April/99 Time

The submission of Capital and Revenue Accounts to the Govt of India is seriously delayed pending the receipt of a reply to my telephone of 7th inst. Will you please expedite.

Dept:
Disp: 4-10 P.M.
10/4/99.
4-99
10

for ER
10.4.99.

REPLY.

From
To
Dated Time

Madras Railway Company

No C/555. Chief Engineer's Office,
Madras, 7th April 1899.

The Agent and Manager.

Dear Sir,

With reference to your endorsement dated 7th instant on copy of Consulting Engineer's Telephone message of the same date, I beg to give below the information asked for.

1. The renewals of Rails for the last four half years have been as follows:—

| | | Miles |
|---|---|---|
| Half year ending | 30th June 1897. | 27.58 |
| Do | 31st December 1897. | 25.15 |
| Do | 30th June 1898. | 17.38 |
| Do | 31st December 1898. | 47.0 |

In the Chief Engineer's report for the half year ending 30th June 1898, end of para 6, it is stated that "The prescribed rate of "renewals has hitherto been 25 miles per half "year but the decrease during the half year "under review is partly due to the unavoidable "delay in releasing the required number of 2 "feet double headed steel rails by the insertion "of new 30 feet steel rails of the bull headed section

Section".

2. The Iron rails worn out on the 2nd and 3rd Districts were renewed by double headed 20 feet Steel rails taken up from the 1st District. These had to be replaced by new 30 feet bull headed rails, and the Chief Engineer was waiting for the new Section of these which did not arrive till the end of July 1898, he having decided not to lay any more of the flat top Section of the Bull headed Rails on the 1st District

3 The 47.09 miles taken out consisted of

9.38 miles worn out Iron rails
8.70 miles Bull headed 30 feet flat top taken out for renewal on K.G.Jr.Ry.
18.65. Double headed 20 feet Steel rails for renewals of Iron rails.
10.36. Iron rails for renewals.

These were replaced by

29.92 miles 30 ft Bull headed rails
9.30 miles 20 ft 2nd Hand Double headed Steel rails.
7.87 miles 2nd Hand double head 20 ft Iron rails.

47.09

4

" address, 8th April 189[illegible] the pro-

4 The maintenance expenditure per mile for the past 4 half years was as follows:—

| | | Rs. | A. | P. |
|---|---|---|---|---|
| Half year ending | 30th June '97 | 610 | 14 | 10 |
| Do | 31st Decr. '97 | 619 | 10 | 10 |
| Do | 30th June '98 | 532 | 10 | [illegible] |
| Do | 31st Decr. '98 | 694 | 8 | 3 |

At the end of para 9, Chief Engineer's Report for half year ending 31st December 1898, it is stated that:—

"The nett increase in the maintenance
"Expenditure of ~~Rs~~ 76,237/- for the half
"year ending 31st December '98 over the
"corresponding half year in 1897 is
"chiefly due to heavy charges for carriage
"and loss by exchange, ~~Rs~~ 28,537/- and
"~~Rs~~ 44,682/- respectively together equal
"to ~~Rs~~ 73219/-".

Yours, &c,
Sd/ E. C. Stoney
Chief Engineer

/True copy/
D. Williams
for Chief Clerk.

E. I. 3 Encr. 1869/99
377 10-4-99
AM

requested to the pro-
Late Chief
Madras, 8th April 1899.

No. 6/559.

The Agent & Manager.

Dear Sir,

Renewals of rails for half year ending 31st Dec. '98.

In continuation of my letter No. 6/555 of 7th Current, I beg to submit the following further information.

The Consulting Engineer telephoned on the 7th instant regarding the abnormal outlay on maintenance during that period as follows:-

"It appears as if maintenance was "neglected in surplus half-year ending "30-6-98 at cost of the following non- "surplus half year ending 31-12-98."

Taking these two half-years together with the aggregate mileage of rails renewed was 64.47 miles or an averag of 32.24 per half year being 5.87 mil in excess of the average renewals of two preceding half years. The averag expenditure in renewals per mile during the 2 half years in 1898 is -

MADRAS RAILWAY.

*From*

*To*

The Agent and Manager.

The Consulting Engineer
for Railways.

*Dated* 188

*Read.*

No.

letter attention is requested to the pro-
-gramme introduced by the late Chief
Engineer Mr. Wesh. Vide his letter No. 6714
of 24th January '98 to the 1st District Engine
who decided that no more flat topped
30 ft. rails should be laid on the 1st
District in consequence of the excessiv
oscillation complained of by passeng
and that the stock of these flat top
Bull-headed rails was to be utilized
on the 2nd District for the release of 20
Steel rails for the 1st & 3rd Districts pen
the receipt of 30 ft Bull-headed Rai
a new Section which did not arri
till the end of July.

On receipt of these latter rails r
newals on the 1st District were reco
menced
mended in the 2nd half of 1898 a
the renewals had been restricted
the 1st half of the year for the reas

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.



above stated renewals over the whol line were consequently considerably increased during the half year ending. 31st Decr '98.

I herewith enclose a comparative abstract showing the difference in expenditure in the maintenance of Way & Works, &c, during the half years ending 30th June & 31st December '98.

From this abstract it will beseen that the total excess expenditure in the latter half year viz:. Rs. 1,62,226/- is more than accounted for under the following sub-heads.

—Materials
Loss by Exchange
Carriage of Revenue Stores.

yours faithfully
(Sd). E. W. Stoney.
Chief Engineer

(True Copy).
D. Sridharan
for. Chief Clerk.

1869/99
377 10.4.99
Am

Encl/one.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

Recd.

No.

188

Comparative Statement of

(A. 11.)

500—4-96.

# ABSTRACT A.

## *Maintenance of Way, Works and Stations.*

| | Expenditure for June 1898 A. Rs. | As. | P. | Expenditure for December 1898 B. Rs. | As. | P. | Difference between Columns A and B. | | |
|---|---|---|---|---|---|---|---|---|---|
| 1ST.—GENERAL SUPERINTENDENCE— | | | | | | | | | |
| (1).—Engineers' salaries | 49,023 | " | " | 48,477 | " | " | — 546 | " | " |
| (2).—Allowances of ditto, including travelling | 4,636 | " | " | 3,972 | " | " | — 664 | " | " |
| (3).—Subordinate Superintendents | 34,663 | " | " | 33,831 | " | " | — 832 | " | " |
| (4).—Allowances of ditto, including travelling | 1,945 | " | " | 1,504 | " | " | — 441 | " | " |
| (5).—Overtime allowances | " | " | " | " | " | " | " | " | " |
| (6).—Office expenses | 29,704 | " | " | 32,986 | " | " | + 3,282 | " | " |
| 2ND.—MAINTENANCE AND RENEWAL OF PERMANENT-WAY— | | | | | | | | | |
| (1).—Wages | 1,41,352 | " | " | 1,47,176 | " | " | + 5,824 | " | " |
| (2).—Materials | 1,08,279 | " | " | 1,81,260 | " | " | + 72,981 | " | " |
| 3RD.—REPAIRS OF BRIDGES, &c.—WAGES AND MATERIALS— | | | | | | | | | |
| (1).—Bridges and Tunnels | 32,646 | " | " | 7,546 | " | " | — 25,100 | " | " |
| (2).—Miscellaneous, including earth-work, roads, fencing, &c. | 21,545 | " | " | 26,008 | " | " | + 4,463 | " | " |
| 3RD (*a*).—CONSERVANCY OF RIVERS | | | | | | | | | |
| 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 | 38,477 | " | " | 42,558 | " | " | + 4081 | " | " |
| (2).—Repairs of staff quarters* | 13,840 | " | " | 16,491 | " | " | + 2651 | " | " |
| 5TH.—MAINTENANCE BY CONTRACT— | | | | | | | | | |
| (1).—Amount paid to Contractors | | | | | | | | | |
| (2).—Materials supplied by the Company | | | | | | | | | |
| | 9,378 | " | " | 9,421 | " | " | + 43 | " | " |
| 6TH.—NEW MINOR WORKS— | | | | | | | | | |
| 7TH.—UNCLASSIFIED EXPENDITURE— | | | | | | | | | |
| (1).—Plantations | 1,310 | " | " | 1,370 | " | " | + 60 | " | " |
| (2).—Tools and Plant | 4,274 | " | " | 4,278 | " | " | + 4 | " | " |
| (3).—Loss on Stores, &c. | " | " | " | " | " | " | " | " | " |
| (4).—Loss by Exchange | 36,181 | " | " | 1,08,734 | " | " | + 72,553 | " | " |
| (5).—Carriage of Revenue Stores... | 30,443 | " | " | 54,253 | " | " | + 23,810 | " | " |
| (6).—Arcot & Ranipet Branch | or 5952 | " | " | " | " | " | + 5,952 | " | " |
| TOTAL... | 5,51,744 | " | " | 7,19,885 | " | " | + 1,68,121 | " | " |
| Deduct Value of stores returned to stock | 10,229 | " | " | 16,124 | " | " | + 5,895 | " | " |
| Deduct Sum chargeable to ~~&c.~~ S.I.G.P. Railway Fund | | | | | | | | | |
| TOTAL... | 5,41,515 | " | " | 7,03,741 | " | " | + 1,62,226 | " | " |

If done Departmentally.

| MEAN MILEAGE MAINTAINED BY REVENUE | Departmentally. Miles. | By Contract. Miles. | TOTAL. Miles. |
|---|---|---|---|
| RAILWAY LINE ... Double | | | |
| RAILWAY LINE ... Single | | | |
| SIDINGS | | | |
| Total single track, including sidings | | | |

8th

MADRAS RAILWAY.

*From*

The Agent and Manager.

*To*

The Consulting Engineer
for Railways.

*Dated*

*Recd.*

188

No.

Note:- Total Excess Expenditure during half year ending 31st Dec 1898 over preceding half year = to Rs. 162,226 Chiefly made up as follows:-

Materials
Loss by Exchange
Carriage of Revenue Stores

2.
377
1869/99
10 4-99
Am

April 1899.

I/c/ E. W. Stoney
Chief Engineer.

MADRAS RAILWAY.

*From*

The Agent and Manager.

*To*

The Consulting Engineer
for Railways.

*Dated*

188

*Read.*

No.

*Comparative Statement of*

(A. 11.)

500—4-96.

# ABSTRACT A.

## *Maintenance of Way, Works and Stations.*

If done Departmentally.

| | Expenditure for June 1898 Rs. | As. | P. | Expenditure for December 1898 Rs. | A. | P. | Difference between Columns A and B | | |
|---|---|---|---|---|---|---|---|---|---|
| | A. | | | B. | | | | | |
| 1ST.—GENERAL SUPERINTENDENCE— | | | | | | | | | |
| (1).—Engineers' salaries | 49,023 | . | . | 48,477 | . | . | — 546 | . | . |
| (2).—Allowances of ditto, including travelling | 4,636 | . | . | 3,972 | . | . | — 664 | . | . |
| (3).—Subordinate Superintendents | 34,663 | . | . | 33,831 | . | . | — 832 | . | . |
| (4).—Allowances of ditto, including travelling | 1,945 | . | . | 1,504 | . | . | — 441 | . | . |
| (5).—Overtime allowances | . | . | . | . | . | . | . | . | . |
| (6).—Office expenses | 29,704 | . | . | 32,986 | . | . | + 3,282 | . | . |
| 2ND.—MAINTENANCE AND RENEWAL OF PERMANENT-WAY— | | | | | | | | | |
| (1).—Wages | 1,41,352 | . | . | 1,47,176 | . | . | + 5,824 | . | . |
| (2).—Materials | 1,08,279 | . | . | 1,81,260 | . | . | +72,981 | . | . |
| 3RD.—REPAIRS OF BRIDGES, &c.—WAGES AND MATERIALS— | | | | | | | | | |
| (1).—Bridges and Tunnels | 32,646 | . | . | 7,546 | . | . | — 25,100 | . | . |
| (2).—Miscellaneous, including earth-work, roads, fencing, &c. | 21,545 | . | . | 26,008 | . | . | + 4,463 | . | . |
| 3RD (*a*).—CONSERVANCY OF RIVERS | | | | | | | | | |
| 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 | 38,477 | . | . | 42,558 | . | . | + 4081 | . | . |
| (2).—Repairs of staff quarters* | 13,840 | . | . | 16,491 | . | . | + 2651 | . | . |
| 5TH.—MAINTENANCE BY CONTRACT— | | | | | | | | | |
| (1).—Amount paid to Contractors | | | | | | | | | |
| (2).—Materials supplied by the Company | | | | | | | | | |
| | 9,378 | . | . | 9,421 | . | . | + 43 | . | . |
| 6TH.—NEW MINOR WORKS— | | | | | | | | | |
| 7TH.—UNCLASSIFIED EXPENDITURE— | | | | | | | | | |
| (1).—Plantations | 1,310 | . | . | 1,370 | . | . | + 60 | . | . |
| (2).—Tools and Plant | 4,274 | . | . | 4,278 | . | . | + 4 | . | . |
| (3).—Loss on Stores, &c. | . | . | . | . | . | . | . | . | . |
| (4).—Loss by Exchange | 36,181 | . | . | 1,08,734 | . | . | + 72,553 | . | . |
| (5).—Carriage of Revenue Stores... | 30,443 | . | . | 54,253 | . | . | + 23,810 | . | . |
| (6).—Arcot & Ranipet Branch | er 5952 | . | . | . | . | . | + 3952 | . | . |
| TOTAL... | 5,51,744 | . | . | 7,19,885 | . | . | +1,68,121 | . | . |
| Deduct { Value of stores returned to stock ... Sum chargeable to &c. ... Fund | 10,229 | . | . | 16,124 | . | . | + 5,895 | . | . |
| TOTAL... | 5,41,515 | . | . | 7,03,741 | . | . | +1,62,226 | . | . |

S. G. F. Railway

| MEAN MILEAGE MAINTAINED BY REVENUE | Departmentally. Miles. | By Contract. Miles. | TOTAL. Miles. |
|---|---|---|---|
| RAILWAY LINE ... Double ... | | | |
| RAILWAY LINE ... Single ... | | | |
| SIDINGS ... | | | |

ABSTR

*Maintenance of Way,*

(No. I.)

No. 377

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
11 APR 1899
MADRAS.
&F CO

**MADRAS RAILWAY.**

AGENT AND MANAGER'S OFFICE,

Madras, 10th April, 1899

*From* O

clean proof for the approval of E. R's
13.4.99

1869
11.4.99

*To* The *Agent and Manager.*

M. R. C.

The *Consulting Engineer for Railways.*

Madras.

Sir,

Your telephone message of the 7th instant on the subject of maintenance charges for the past half year.

I have the honour to forward copies of two letters from the Chief Engineer dated respectively the 7th and 8th instant together with a comparative statement of expenditure on account of Abstract A for the half years ended 30th June and 31st December 1898.

You are aware that throughout the years 1897 and 1898, the new type of rail laid on the 1st Division of the line gave the management very grave anxiety and that repeated trials were made by inspection trains run at high speed to determine if possible the reason of the great oscillation of the vehicles attached to the fast trains.

No satisfactory explanation being arrived at the late Chief Engineer wisely, in my opinion, decided to wait the arrival of the new rails ordered from home before determining to proceed further with heavy renewals.

The disposal of the flat-topped rails of which have some 60 miles ~~still~~ on hand is still, as you are aware, under discussion and in my opinion these rails should only be used where fast running need not be expected for some years

6/3/10 1898- 995-1105-04

RAILWAY LINE ... (Single ... brel 18

SIDINGS ... ... ... ...

Total single track, including sidings

come.

You will notice from the Chief Engineer's letter of the 8th instant that the average expenditure in renewals per mile during the two half years of 1898 amounted to only Rs.613-8-0 against an average for the two half years of 1897 of Rs.615-0-0.

I beg here to repeat what I have previously stated, viz: that no orders were issued by me to save money during the half year ended June 1898 at the cost of the December 1898 or any other half year, nor do I think for one moment that the then Chief Engineer -Mr.West- in issuing his orders for renewals of rails in the early part of 1898 had under consideration any question of saving money during that half year.

I have the honor to be,

Sir,

Your most Obedient Servant,

Francis Spring

Agent and Manager.

RAILWAY LINE ... { Double ... / Single ... } brief 18.

SIDINGS ... ... ... ...

FORM No. 1.

A

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Papers to be read in Proceedings:—

| | | | |
|---|---|---|---|
| Again G.O., dated | | | 189 , No. |
| Again G.O., dated | | | 189 , No. |
| Current No. | of 189 , dated | | , from |
| " " | " 189 , " | | , " |
| " " | " 189 , " | | , " |

4 Copies of the Capital and Revenue Accounts of the Madras Railway for the half year ended the 31st Dec.r 1898.

ORDER

No 448 Rys of 20/4/99

Ordered that four copies of the Capital and Revenue Accounts of the Madras Railway for the half year ended the 31st Dec.r 1898, together with a brief note thereon by the Com.r Engr: for Rys, be forwarded to the Govt of India and to the Secy of State.

To The Agent & Secretary M & S.W. Railway Co.
" Examiner, Rlt Accts, Madras
" Com.r Engr. for Rys.

Despatched on 5/5/99

H. S. No 449 Rys of 20 April/99

Forwarded.

H. S. No 7/448 Rys of 20 April/99

The Rt Hon.ble the Secy of State for India in Council,

My Lord,

We have the honour to forward, herewith, a copy of

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

Dated

Recd.

No.

188

SIDINGS ... ... ... ...

Total single track, including sidings

of our Rep.ᵗ No 448 Dᵉ 720 Cᵗʰ C.ᵒ
1899, embodying the Capital
and Revenue Accounts of
the Waikato Railway for the
half year ended the 31ˢᵗ
Decᵉ 1898, with a letter of
note thereon. by the Cᵒⁿ.
Engr: for Rly.

£ 27/4/99.

BR

Despatched on

P
19/4-99