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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

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THE
REVENUE ACCOUNT

OF THE
MADRAS RAILWAY,

FOR THE
HALF-YEAR ENDED 30TH JUNE 1877.

MADRAS:
PRINTED BY E. KEYS, AT THE GOVERNMENT PRESS.
1877.

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MADRAS RAILWAY COMPANY.

ACCOUNTS FOR THE HALF-YEAR ENDING 30TH JUNE 1877.

PART I.

No. 1.

Statement of Capital Authorized and Created.

Contracts with the Secretary of State or other Authority.	CAPITAL AUTHORIZED.			CAPITAL CREATED OR SANCTIONED.			BALANCE.		
	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.
Act 16th Viak, Sessions 1852-53, 14th June 1853.	£	£	£	£	£	£	£	£	£
Do. 17th do. do. 1854, 2nd June 1854.	500,000	...	500,000	500,000	...	500,000	...	...	...
Do. 18th do. do. 1854-55, 15th June 1855.	2,500,000	...	2,500,000	2,500,000	...	2,500,000	...	...	...
CONTRACTS IN RESPECT OF SHARE CAPITAL.	1,000,000	...	1,000,000	1,000,000	...	1,000,000	...	...	...
Viz., 22nd December 1852	2,500,000	...	2,500,000	2,500,000	...	2,500,000	...	...	...
" 19th do. 1855	1,000,000	...	1,000,000	1,000,000	...	1,000,000	...	...	...
" 13th August 1858	2,500,000	...	2,500,000	2,500,000	...	2,500,000	...	...	...
" 28th October 1867	1,828,300	...	1,828,300	1,828,300	...	1,828,300	...	...	...
" 23rd May 1875	1,000,000	...	1,000,000	1,000,000	...	1,000,000	...	...	...
*CONTRACTS IN RESPECT OF LOANS ON DEBENTURES.	1,500,000	...	1,500,000	1,500,000	...	1,500,000	...	...	...
Viz., 13th March 1860	1,500,000	...	1,500,000	1,500,000	...	1,500,000	...	...	...
" 28th October 1867	171,700	...	171,700	171,700	...	171,700	...	...	...
" 28th July 1875	750,910	...	750,910	750,910	...	750,910	...	...	...
Balance of borrowing powers authorized under the above Acts	8,328,300	3,422,610	11,750,910	8,328,300	2,671,700	11,000,000	...	750,910	750,910
* These comprise Debentures that have been converted into stock amounting to:—	£ 1,903,800			1,939,550			...		
Capital to replace Debentures paid off	£ 23,750			1,939,550			...		
Debentures paid off	£ 1,903,800			83,750			...		
Do.	781,700			765,500			...		
Do. converted	1,903,800			1,903,800			...		
	£ 2,671,300			10,267,850	400		...		

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No. 2.
Statement of Stock and Share Capital Created, showing the proportion received.

Description.	Amount created.	Amount received.	Calls in arrears.	Amount unpaid.	Amount unpaid.
Capital Stock bearing interest at the rate of 4½ per cent. per annum for amount guaranteed by the Secretary of State ...	£ 500,000	£ 500,000	£ ...	£ ...	£ ...
Do. at 4½ per cent. ...	1,000,000	999,970	30	...	...
Do. at 5 " ...	8,767,850	8,751,787	7,675	8,388	...
	10,267,850	10,251,757	7,705	8,388	...

No. 3.
Capital raised by Loans and Debenture Stock.

	Raised by Loans.		Total raised by Loans and by Debenture Stock.
	At 5 per Cent.	At 4½ per Cent.	
Existing at 31st December 1876 ...	£ 38,300	£ 400	£ 38,700
" at 30th June 1877 ...	...	400	38,700
Increase ...	...	...	...
Decrease ...	...	...	...
Total amount authorized to be raised by Loans and by Debenture Stock in respect of Capital created, as per Statement No. 1 ...	38,300	...	3,422,610
Do. raised by Loans and by Debenture Stock, as above ...	...	...	400
Balance, being available borrowing powers at 30th June 1877 ...	...	...	3,422,210

* Debentures for this sum matured on the 1st January 1876 but remained unclaimed on the 30th June 1877.

No. 4.
Receipts and Expenditure on Capital Account.

Dr.	Amount expended to 31st December 1876.	Amount expended during Half-year as per Account No. 5.	Total.	By Receipts—	Amount received to 31st December 1876.	Amount received during Half-year.	Total.
To EXPENDITURE—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
On Line open for traffic ...	8,495,103 15 4	45,821 5 6	8,539,925 1 0	Shares and Stock per last Statement ...	10,246,045 0 0	5,112 0 0	10,251,157 0 0
" Refreshment Station ...	20,985 14 2	81 4 6	40,066 18 8	Per Account No. 2 ...	...	...	9,897 19 11
" Working Stock ...	1,036,356 13 5	4,716 1 4	1,041,142 14 9	Capital not bearing interest ...	...	...	...
" Plant ...	110,836 2 5	...	110,836 2 5	Loans ...	...	...	...
" Establishment ...	87,075 1 9	2,365 18 4	89,342 0 1	per last Statement ...	...	...	...
Contingencies ...	1,115 10 0	...	1,115 10 0	Debit account paid off during half-year ...	...	...	...
	9,779,215 0 3	53,023 0 9	9,832,238 1 0	Per Account No. 3 ...	...	...	400 0 0
Balance ...	...	...	429,816 18 11		10,256,942 19 11	5,112 0 0	10,262,054 19 11

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No. 5.
Details of Capital Expenditure for the Half-year ending 30th June 1877.

	RS.	A.	P.	RS.	A.	P.
LINE OPEN FOR TRAFFIC—						
Brick-work and Masonry	1,389	6	8			
Madras Terminal Station and Perambore Works ...	2,920	0	3			
Telegraph Department	2,922	0	5			
Cheyair Bridge	792	3	6			
Stations and Buildings	72,032	7	2			
Construction of Line	1,47,339	2	2			
Ballast and Permanent-way	2,72,583	6	1			
	4,99,978	10	3			
DEDUCT CREDIT—						
Madras Central Station	1	2	3			
				4,99,977	8	0
RAICHORE STATION				886	1	3
WORKING STOCK—						
Engines and Tenders	3,578	6	2			
Wagons	48,196	14	5			
				51,775	4	7
ESTABLISHMENT—						
Direction	3,749	5	10			
Engineering	12,789	7	2			
Locomotive	4,111	0	11			
Stores	636	10	3			
Audit, Account and Cashier's	2,834	6	5			
Medical	609	1	3			
				24,729	15	10
CONTINGENCIES—						
Direction				1,064	4	4
Total expenditure of half-year as per Account No. 4 ..				5,78,433	2	0

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No. 6.
Estimate of Further Expenditure on Capital Account.

	Total Expenditure from commencement of operations to 30th June 1877.	FURTHER EXPENDITURE.		Total.
		During the Half-year ending 31st Dec. 1877.	In subsequent Half-years.	
<i>Lines opened for Traffic more than two years.</i>	Rs.	Rs.	Rs.	Rs.
		3,70,000	9,75,000	13,45,000
<i>Lines in course of Construction—</i>	9,59,2,858			
Double Line between Avady and Arcunum		5,60,000	...	5,60,000
WORKING STOCK—*	1,11,7,524	...	...	...
Engines with tenders 20		7,35,000	...	7,35,000
Constructing and fitting cow-catchers to Engines 3	1,900	300	...	300
Do. do. do. 51	5,591	9,369	...	9,369
Fitting sun-shades to vehicles	1,263	4,968	4,969	9,937
Do. axle-box keeps oil to wagons.	3,173	1,527	...	1,527
Do. additional plate to springs for vehicles	8,414	9,079	9,078	18,157
Do. Third-class carriages with shutters	612	788	...	788
Goods brake-vans, iron 6		36,000	...	36,000
Passengers' luggage vans 12	6,443	392	...	392
Covered goods to be converted from open-sided goods wagons 30		...	29,285	29,285
Second-class sleeping carriages 3		...	12,114	12,114
Tools and plant		37,000	42,928	79,928
Total estimated further expenditure of Capital, Rupees	10,72,0,778	17,64,423	16,73,374	28,37,797

No. 7.
Capital Powers and other Assets available to meet further Expenditure as per Account No. VI.

	£	£	s.	d.
SHARE AND LOAN CAPITAL AUTHORIZED OR CREATED BUT NOT YET RECEIVED—				
Shares (No. II) Calls in arrear	7,705			
Amount uncalled	8,388	16,093	0	0
Loans (No. III)				
Available borrowing powers		3,422,210	0	0
<i>Capital Account—Balance at credit thereof</i>				
(Account No. IV)		429,816	18	11
Total ...		3,868,119	18	11

* The increase in the present estimate over the previous half-year is owing to the non-completion of works as anticipated.

Dr. Revenue Account for the half-year ending 30th June 1877.

Cr.

Expenditure.			Per Cent. of Revenue.	Earnings.		
RS.	A.	P.		RS.	A.	P.
To Maintenance of Way, Works, and Stations. (Abstract A)	5,53,520	2 8	10.93	By Coaching Traffic. (Abstract H)	12,95,310	9 11
„ Locomotive Expenses. (Abstract B)	10,74,382	8 9	21.22	„ Goods Traffic. (Abstract I)	36,55,737	4 11
„ Carriage and Wagon Expenses. (Abstract C)	2,83,301	0 1	5.60	„ Electric Telegraph Earnings	10,240	0 6
„ Traffic Expenses. (Abstract D)	4,04,567	2 7	7.99	„ Steam-boat Earnings (Abstract J)	Nil.	
„ General Charges. (Abstract E)	2,12,233	10 10	4.19	„ Sundries. (Abstract K)	1,01,325	6 5
„ Steam-boat Service. (Abstract F)	Nil.					
„ Special and Miscel- laneous Expenditure. (Abstract G)	1,93,752	8 9	3.83			
	27,21,757	1 8	53.76			
„ Balance Net Earnings.	23,40,856	4 1	46.24			
Total...	50,62,613	5 9	100.00	Total ...	50,62,613	5 9

Maintenance of Way, Works, and Stations.

1ST.—GENERAL SUPERINTENDENCE—			RS.	A.	P.	RS.	A.	P.
(1.)—Engineers' salaries ...	...	...	60,262	12	10			
(2.)—Allowances of do. including travelling ...	...	...	10,567	10	11			
(3.)—Subordinate Superintendents ...	...	...	27,608	11	6			
(4.)—Allowances of do. including travelling ...	...	...	464	0	3			
(5.)—Overtime allowances ...	...	...	...	...	...			
(6.)—Office expenses ...	...	...	29,437	15	3			
						1,28,341	2	9
2ND.—MAINTENANCE AND RENEWAL OF PERMANENT- WAY—			RS.	A.	P.	RS.	A.	P.
(1.)—Wages ...	...	...	1,89,545	0	8			
(2.)—Materials ...	...	...	90,454	1	6			
						2,79,999	2	2
3RD.—REPAIRS OF BRIDGES, &C.—WAGES AND MATE- RIALS—			RS.	A.	P.	RS.	A.	P.
(1.)—Bridges and Tunnels ...	...	...	48,251	8	3			
(2.)—Miscellaneous, including earth-works, road- fencing, &c. ...	...	...	9,790	9	5			
						58,042	1	8
4TH.—REPAIRS OF STATIONS AND BUILDINGS—WAGES AND MATERIALS—			RS.	A.	P.	RS.	A.	P.
(1.)—Repairs of buildings of every description, including station-yards and signals, but excepting quarters of the staff ...	...	...	43,425	9	3			
(2.)—Repairs of staff quarters ...	...	...	11,821	9	0			
						55,247	2	3
5TH.—MAINTENANCE BY CONTRACT—			RS.	A.	P.	RS.	A.	P.
(1.)—Amount paid to contractors ...	...	...	...	...	...			
(2.)—Materials supplied by the Company ...	...	...	...	...	...			
						5,673	4	10
6TH.—NEW MINOR WORKS —			RS.	A.	P.	RS.	A.	P.
7TH.—UNCLASSIFIED EXPENDITURE—			RS.	A.	P.	RS.	A.	P.
(1.)—Plantations ...	...	...	...	...	...			
(2.)—Tools and Plant ...	...	...	25,933	8	10			
(3.)—Loss on Stores, &c. ...	...	...	...	...	...			
(4.)—Boundary wall round Cemetery at Raichore.	...	...	298	12	2	26,220	1	0
Total...						5,53,523	2	8
Deduct { Value of stores returned to stock ...								
{ Sum chargeable to Fire Insurance								
{ Fund, &c. ...			3	0	0	3	0	0
Total...						5,53,520	2	8

MEAN MILEAGE MAINTAINED BY REVENUE—			Departmental Average.			By Contract Average.			Total Average.		
Ms.	Chs.	Ft.	Ms.	Chs.	Ft.	Ms.	Chs.	Ft.	Ms.	Chs.	Ft.
Railway Line { Double ...	...	...	6	47	60	...	...	...	13	15	54
{ Single ...	...	...	851	38	36	...	...	...	851	38	36
Sidings ...	...	...	91	5	39	...	...	...	91	5	39
Total single track, including sidings ..									955	59	63

Reconstruction of the new Cheyair Bridge	...	...	...	...	...	3,961	1	10
Doubling the line between Perambore and Umbathore	...	...	...	...	...	34,050	8	10
Laying new Permanent-way over girder bridges, S. V. L.	...	...	...	...	...	7,573	14	11
Do. do. N. W. L.	...	...	...	...	...	6	10	8
Value of stores returned to stock and credited in Store Accounts	...	...	...	...	...	126	4	8

ABSTRACT B.
Locomotive Expenses.

1ST.—GENERAL SUPERINTENDENCE—		RS.	A.	P.	RS.	A.	P.
(1.)—Salaries of Superintendents and Assistants...		9,881	13	1			
(2.)—Allowances of do. including travelling...		1,019	8	5			
(3.)—Subordinate Superintendents		27,368	3	5			
(4.)—Allowances of do. including travelling...		6,148	4	11			
(5.)—Overtime allowances...		1,481	15	0			
(6.)—Office expenses		19,464	11	4			
2ND.—RUNNING EXPENSES (WAGES CONNECTED WITH THE WORKING OF LOCOMOTIVE ENGINES)—					65,364	8	2
(1.)—Wages of Drivers and Firemen		1,02,711	12	5			
(2.)—Overtime allowances		38,556	11	3			
(3.)—All labor connected with fuelling, cleaning and looking after engines in yards		21,136	0	0			
(4.)—Contingent expenses, including clothing and travelling expenses		9,000	12	11			
3RD.—FUEL—					1,71,405	4	7
(1.)—Coal	Tons 1,404,480	28,084	8	9			
(2.)—Coke	" 4,860,227	1,31,227	10	10			
(3.)—Patent fuel	" 5,849,224	1,28,687	10	1			
(4.)—Wood	" 61,966,224	2,16,882	0	6			
4TH.—WATER (including Wages and Stores)					5,04,881	14	2
5TH.—OIL, TALLOW, AND OTHER STORES (expended on Engines in work)					27,588	1	11
6TH.—MAINTENANCE AND RENEWALS* OF LOCOMOTIVE ENGINES AND MACHINERY—					22,245	11	7
(1.)—Wages		1,05,025	2	9			
(2.)—Overtime allowances		22,790	3	6			
(3.)—Materials		1,55,081	10	1			
7TH.—PAYMENTS TO OTHER LINES—					2,82,897	0	4
(1.)—For haulage of Trains							
8TH.—UNCLASSIFIED EXPENDITURE—							
Loss on Stores, &c.							
Total					10,74,382	8	9
Deduct { Credits received for work done in work-shops for other departments							
{ Value of stores returned to stock							
{ Sum chargeable to ———— Fund, &c....							
Total					10,74,382	8	9

Value of stores credited to sub-heads..

Rs. 26,961-9-4

No. 9—(Continued.)
ABSTRACT C.
Carriage and Wagon Expenses.

1ST.—GENERAL SUPERINTENDENCE—		RS.	A.	P.	RS.	A.	P.
(1.)—Salaries of Superintendents and Assistants	...	2,562	2	0			
(2.)—Allowances of do., including travelling	...	266	8	10			
(3.)—Subordinate Superintendents	...	7,073	10	1			
(4.)—Allowances of do., including travelling	...	1,685	15	6			
(5.)—Overtime allowances	...	382	13	11			
(6.)—Office expenses	...	5,034	0	9			
					17,005	3	1
2ND.—REPAIRS AND RENEWALS OF VEHICLES AND MACHINERY—							
Coaching Vehicles—(1.)—Wages		16,392	3	6			
(2.)—Overtime		2,727	5	5			
(3.)—Materials		25,834	1	4			
					44,953	10	3
Goods Vehicles—(1.)—Wages		56,352	12	3			
(2.)—Overtime		8,439	14	5			
(3.)—Materials		1,17,354	6	11			
					1,82,147	1	7
					2,27,100	11	10
3RD.—CLEANING CARRIAGES AND WAGONS, AND OILING—							
(1.)—Labor, including wages of Oilers, Carriage Cleaners and Examiners		10,367	8	10			
(2.)—Stores, including oil, grease and other stores for consumption on running vehicles		28,827	8	4			
					39,195	1	2
4TH.—UNCLASSIFIED EXPENDITURE—							
Loss on stores, &c.							
Total					2,83,301	0	1
Deduct { Credits received for work done in work-shops for other departments, &c.							
{ Value of stores returned to stock							
{ Sum chargeable to ———— fund, &c.							
Total					2,83,301	0	1

Value of stores credited to sub-heads ..

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No. 10—(Continued).

ABSTRACT I.
Goods Traffic.

	Number of Tons Lifted.	Rate per Ton per Mile.	Ton Miles.	Amount.
1st.—MERCHANDIZE, GENERAL—				
Special		PIES.		RS. A. P.
1st class	409,614	7-58	66,268,107	26,15,892 12 7
2nd do.	60,221	9-33	9,581,402	4,65,648 13 0
3rd do.	25,787	12-30	4,756,491	3,04,779 3 0
4th do.	7,810	16-74	1,283,357	1,11,917 1 6
5th do.	1,909	20-82	448,358	48,625 14 6
	557	34-89	113,698	20,661 5 4
Total	505,898		82,451,323	35,67,525 1 11
2nd.—MILITARY STORES	2,287	16-82	682,646	59,819 2 0
3rd.—RAILWAY MATERIALS FOR CON- STRUCTION	692	9-75	76,245	3,870 6 0
4th.—COAL—				
(1.)—For the Public				
(2.)—For the Company (construc- tion only)				
Total, Minerals				
Total, Goods	508,877		83,210,213	36,31,214 6 11
5th.—STORES CARRIED FREE FOR REVE- NUE	1 546	NIL.	1,645,139	NIL.
6th.—LIVE STOCK—				
(1.)—Horses		No.	236	2,414 3 0
(2.)—Cattle			1,506	4,493 6 0
(3.)—Sheep, &c.			4,109	1,064 12 0
Total			5,851	7,882 5 0
7th.—MILITARY LIVE STOCK—				
(1.)—Horses				
(2.)—Cattle				
(3.)—Sheep, &c.			704	6,284 13 0
			49	471 10 0
			22	15 4 0
Total			775	6,771 11 0
8th.—RENTS AND DEMURRAGE, WHARF- AGE, STORAGE, &c.				
9th.—INTEREST ON OUTSTANDING BILLS.				
10th.—MISCELLANEOUS				
Total				9,635 6 0
				233 8 0
Less outstandings irrecoverable				36,55,737 4 11
Total				36,55,737 4 11

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No. 10—(Continued).
ABSTRACT L.
Sundries.

	Amount
	RS. A. P.
Interest on Revenue balances deposited with Government	17 5 1
Hire of Locomotives	8,632 5 4
Hire of Vehicles	21,950 5 1
Mileage of Vehicles over Foreign Lines	20,475 11 7
Rent of Stations, &c., jointly occupied	
Clearing accounts with other Lines	32,492 7 6
Tolls on Bridges	6,379 3 9
Rents of Dwelling-houses	6,071 0 2
Rents of Refreshment Rooms	1,274 1 7
Fees on Share Transfers, &c.	114 4 7
Profits of Workshops for work done for State Railways, &c.	845 4 1
Sale of unclaimed and damaged goods	
Unpaid or unclaimed salaries	
Sale of Revenue Stores	RS. A. P.
1.—Maintenance	525 11 7
2.—Locomotive	0 2 9
3.—Carriage and Wagon	2,404 13 5
4.—Traffic	142 9 11
5.—General	
Total	3,073 5 8
Less outstandings irrecoverable	1,01,325 6 5
Total	1,01,325 6 5

No. 11.
FIRE INSURANCE FUND.

	RS. A. P.	RS. A. P.
To amount paid for loss by fire as per Revenue Account, as per Abstracts A, D, and G	7,987 14 11	By Balance in hand at 1st January 1877
		5,07,831 9 2
		Interest on Government Paper less debits for commission, &c.
		10,561 4 4
Paid on account of skins destroyed	1,502 4 0	
Do. rice do.	2,156 14 0	
Do. cotton do.	1,483 12 5	
Do. tarpaulins do.	1,141 0 5	
Sundry claims	1,639 0 1	
Balance in hand on the 30th June 1877	5,10,454 14 7	
Government paper for	4,80,400 0 0	
	5,08,939 1 11	
Cash	2,415 12 8	
Total	5,18,442 13 6	Total
		5,18,442 13 6

No. 2—(Continued).
ABSTRACT G.
Special and Miscellaneous Expenditure.

	RS.	A.	P.	RS.	A.	P.
1ST.—LAW CHARGES	...	...	...	7,665	4	5
2ND.—COMPENSATION.—						
(1).—For goods lost or damaged...	...	...	...	11,262	2	2
(2).—For personal injury	...	...	...	26,901	13	0
(3).—For other claims	...	...	...	3,186	4	0
3RD.—RATES AND TAXES including (Municipal Water-rates)...	...	...	...	41,350	3	2
4TH.—INTEREST ON REVENUE BALANCES—	...	...	...	6,712	10	3
5TH.—PAYMENTS TO OTHER LINES—						
(1).—Hire of locomotives	...	...	...	92,995	3	3
(2).—Hire of vehicles	...	...	...	...		
(3).—Mileage of foreign stock	...	...	...	51,004	5	10
(4).—Rent of stations, &c., jointly occupied	...	...	...	...		
(6).—	...	...	...	1,43,099	9	1
(7).—	...	...	...	...		
Total	...	...	...	1,99,727	10	11
Deduct sum chargeable to Fire Insurance Fund	...	...	...	5,975	2	2
Total	...	...	...	1,93,752	8	9

No. 19.
ABSTRACT H.
Coaching Traffic.

	FIRST-CLASS.			SECOND-CLASS.			THIRD-CLASS.			FOURTH (COOLY) CLASS.			TOTAL.
	Rs.		No.	Rs.		No.	Rs.		No.	Rs.		No.	
	A.	P.		A.	P.		A.	P.		A.	P.		
1st. Passengers—													
Single journeys ..	3,167 4	64,174 8 0	7,898	31,990 1 0	6,921,104 8 6	297,135 1/2	533,520 1/2	2,41,830 1 0	1,24,731 1/2	9,54,999 3 11			
Return journeys ..	2,831	1,163 8 0	8,591	572 6 0	1,747 8 3	14,825	..	622 1 0	26,200	4,004 4 3			
Groups and Police ..	123	22,162 6 0	3,552 1/2	29,892 4 0	13,518 3 0	23,632 1/2	731 1/2	276 1 0	27,919 1/2	68,812 13 0			
Total ..	6,121 1/2	81,047 12 0	20,094 1/2	82,716 10 0	6,99,803 4 8	735,493	540,252	2,42,628 3 6	1,301,941	11,06,195 14 2			
Season Tickets ..	16	295 0 0	24	289 0 0	78 12 0	3	..	..	37	892 12 0			
2nd. Passengers—													
3rd. "													

No. 10—(Continued).

ABSTRACT I.

Goods Traffic.

	Number of Tons lifted.	Rate per Ton per Mile.	Ton Miles.	Amount.
1ST.—MERCHANDIZE, GENERAL—				
Special		PIES.		RS. A. P.
1st class	409,614	7-58	66,268,107	26,15,892 12 7
2nd do.	60,221	9-33	9,581,402	4,65,648 13 0
3rd do.	25,787	12-30	4,756,491	3,04,779 3 0
4th do.	7,810	16-74	1,283,357	1,11,917 1 6
5th do.	1,909	20-82	448,358	48,625 14 6
	557	34-89	113,698	20,661 5 4
Total	505,898		82,451,323	35,67,525 1 11
2ND.—MILITARY STORES	2,287	16-82	682,645	59,819 2 0
3RD.—RAILWAY MATERIALS FOR CON- STRUCTION	692	9-75	76,245	3,870 8 0
4TH.—COAL—				
(1.)—For the Public				
(2.)—For the Company (construc- tion only)				
Total, Minerals				
Total, Goods	508,877		83,210,213	36,31,214 6 11
5TH.—STORES CARRIED FREE FOR REVE- NUF	1 546	Nil.	1,645,139	Nil.
6TH.—LIVE STOCK—				
(1.)—Horses		No.	236	2,414 3 0
(2.)—Cattle			1,506	4,403 6 0
(3.)—Sheep, &c.			4,109	1,064 12 0
Total			5,851	7,882 5 0
7TH.—MILITARY LIVE STOCK—				
(1.)—Horses			704	6,284 13 0
(2.)—Cattle			49	471 10 0
(3.)—Sheep, &c.			22	15 4 0
Total			775	6,771 11 0
8TH.—RENTS AND DEMURRAGE, WHARF- AGE, STORAGE, &c.				
9TH.—INTEREST ON OUTSTANDING BILLS.				
10TH.—MISCELLANEOUS				
Total				9,635 6 0
				233 8 0
Less outstandings irrecoverable				36,55,737 4 11
Total				36,55,737 4 11

No. 10—(Continued).

ABSTRACT I.

Sundries.

	Amount
	RS. A. P.
Interest on Revenue balances deposited with Government	17 5 1
Hire of Locomotives	8,632 5 4
Hire of Vehicles	21,950 5 1
Mileage of Vehicles over Foreign Lines	20,475 11 7
Rent of Stations, &c., jointly occupied	
Clearing accounts with other Lines	32,492 7 6
Tolls on Bridges	6,379 3 9
Rents of Dwelling-houses	6,071 0 2
Rents of Refreshment Rooms	1,274 1 7
Fees on Share Transfers, &c.	114 4 7
Profits of Workshops for work done for State Railways, &c.	815 4 1
Sale of unclaimed and damaged goods	
Unpaid or unclaimed salaries	
Sale of Revenue Stores	RS. A. P.
1.—Maintenance	525 11 7
2.—Locomotive	0 2 9
3.—Carriage and Wagon	2,404 13 5
4.—Traffic	142 9 11
5.—General	
Total	3,073 5 8
Less outstandings irrecoverable	
Total	1,01,325 6 5

No. 11.

FIRE INSURANCE FUND.

FIRE INSURANCE

	RS.	A.	P.		RS.	A.	P.
To amount paid for loss by fire as per Revenue Account, as per Abstracts A, D, and G ..	7,987	14	11	By Balance in hand at 1st January 1877	5,07,581	9	2
				" Interest on Government Paper less debits for commission, &c.	10,561	4	4
Paid on account of skins destroyed ..	1,502	4	0				
Do. rice do. ..	2,166	14	0				
Do. cotton dq. ..	1,453	12	5				
Do. tarpaulins do. ..	1,141	6	5				
Sundry claims.. ..	1,639	0	1				
Balance in hand on the 30th June 1877 ..	5,10,454	14	7				
Government paper for ..	4,50,400	0	0				
	5,08,039	1	11				
Cash—	2,416	12	8				
Total ..	5,18,442	13	6	Total ..	5,18,442	13	6

Statement of Rolling Stock for half-year ending 30th June 1877.

Description.	Total Stock authorized.	Total Stock constructed against authorization up to the last day of the previous half-year.	Additions to Stock during the half-year.	Reduction of Stock.	Total Stock on the last day of the half-year.	Actual Stock in running order on the last day of the half-year.	REPAIRS AND RENEWALS.				Average number undergoing repairs and renewals at any one time.
							Number of Vehicles repaired during the half-year.	Number of Vehicles renewed during the half-year.	Number of Vehicles undergoing or awaiting repairs on the last day of the half-year.	Number of Vehicles undergoing or awaiting renewals on the last day of the half-year.	
1	2	3	4	5	6	7	8	9	10	11	
Engines											
Tank ..	20	20									
Passenger ..	2	2			20						
Goods ..	106	106			2	97	26	6	23	8	23
Total ..	128	128			128	97	26	6	23	8	23
Coaching Vehicles											
Saloon Carriages ..	2	2			2	2	1				
Sleeping ..	4	4			4	4					
1st-class ..	15	15			15	15					
Double Saloon 1st-class Night Carriages ..	12	12			12	23	65		8		8
2nd-class Carriages ..	64	64			12	52	94		12		7
3rd ..	181	181			64	117	193		20		19
3rd " with brakes ..	30	30			181	151	193		20		19
3rd " upper storied ..	2	2			30	28	32		4		5
Composite Carriages ..	25	25			2	1			1		
Night Composite Carriages ..	12	12			25	1					
Covered Carriages or Cooly Class ..	40	40			12	30	28		7		6
Engineers' Inspection Carriage ..	1	1			40	38	36		2		2
Inspection Carriage for Consulting Engineer ..	1	1			1	1	2				
Invalid Carriage ..	2	2			1	1					
Carriage Trucks ..	30	30			2	2					
Passengers' Luggage Vans ..	37	37			30	28	9		2		7
Horse Boxes ..	50	50			25	18	27	3	7		5
Total ..	508	496			496	428	581	3	68		67
Goods Vehicles											
Open Goods Wagons ..	232	232			232	213	124		19		18
Open Sided Goods Wagons ..	1,567	1,567			1,057	1,782	1,614	6	135	40	144
High Sided Open Goods Wagons ..	5	5			4	5	6				
Ballast Wagons ..	244	200			200	176	79		24		23
Coke ..	358	370			870	276	197		61	33	38
Cattle ..	35	35			65	25	97		9		6
Road ..	7	7			7	5	4		1		1
Road Brake Wagons ..	79	48			22	12	17	1	10	1	4
Covered Goods ..	150	144			43	47	72		7		5
Timber Trucks ..	6	6			144	124	81		20		16
Platform ..	4	4			6	6	2		1		2
Water ..	60	60			4	4					
Goods Brake Vans ..	3	3			60	46	46	2	14		10
Gun Powder ..	2	2			3	3	3		1		1
Oil Store ..	4	4			3	3	2				
Traveling Crane on Trucks ..	4	4			4	4	2				
Total ..	3,162	3,100			3,100	2,751	2,816	16	206	74	262

* The Consulting Engineer's letter No. 1,166, dated 21st August 1877.
 † Engine No. 10 lent to the South Indian Railway Company.
 With reference to the usual proportion allotted to each class of seats may be taken as—
 First-class 7. Second-class 20. The following are exceptions—
 1. Vehicles .. 1st-class .. 2nd-class .. 3rd-class ..
 2. " .. 8 .. 12 .. 30 ..
 3. " .. 3 .. 12 .. 30 ..
 4. " .. 3 .. 12 .. 30 ..
 5. " .. 3 .. 12 .. 30 ..
 The following carriages have been fitted up for the accommodation of the Post Office—
 1. Full carriage for the Overland Mail.
 2. Compartments, each of a second-class carriage, fitted with pigeon holes complete for sorting purposes.
 3. Compartments, each of a second-class carriage, fitted with pigeon holes.
 4. Compartments in second-class carriages.
 5. Compartments in third-class Mail brakes.

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 ..	+ 29 42 37			
" " " under construction ..				
" " " constructed, but not worked ..	12 69 29	845 18 29	858 7 58	93 61 48
" " " and worked by Company ..				
" " " " by others ..	12 69 29	845 18 29	858 7 58	93 61 48
Total ..	12 69 29	845 18 29	858 7 58	93 61 48
Lines worked by Company—				
Its own ..	12 69 29	845 18 29	858 7 58	93 61 48
Foreign ..				
Total ..	12 69 29	845 18 29	858 7 58	93 61 48
Foreign lines worked over by Company ..				

Statement of Train Mileage.

Statement of Train Mileage.

				No.	Estimated Locomotive Expenses.
				MILES.	RS.
(1.) Train miles run for Traffic Department, viz.—					
	Passenger	..	6,926		
	Goods	..	853,669		
	Mixed	..	907,941		
				1,768,736	8,19,696
(2.)	"	for Locomotive Department	..	24,329	11,371
(3.)	"	for Maintenance	..	26,003	12,042
Total ..				1,819,078	8,42,409
				Estimated Number of Miles.	HOURS.
					RS.
			323	50	149
(4.)	Hours of assisting engines	..	479,789	50,511	2,22,182
(5.)	" of shunting, putting, &c.	..	20,805	3,549	9,636
(6.)	" of miscellaneous services	..			
Total ..				500,917	54,110
				Total Cost ..	10,74,382

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 ..	2,705 3 2	32,398 3 4	35,103 6 6
Engineering ..	12,789 7 2	1,28,341 2 9	1,41,130 9 11
Locomotive ..	4,111 0 11	82,369 11 3	86,480 12 2
Carriage and Wagon ..	1,044 2 8	61,407 15 9	61,407 15 9
Traffic ..	1,538 10 5	21,331 0 3	22,375 2 11
Agency ..	457 10 10	33,032 14 11	34,571 9 4
Audit ..	838 1 2	9,273 10 5	9,731 5 3
Account ..	636 10 3	18,479 12 2	19,317 14 4
Paymaster's (Cashier's) ..	609 1 3	13,088 5 5	13,724 15 8
Stores ..		13,794 6 9	14,403 8 0
Medical ..		1,860 0 0	1,860 0 0
Police ..		6,987 13 0	6,987 13
Electric Telegraph ..			
Total ..	24,729 15 10	4,22,365 1 0	4,47,095 0

* The additional line of rails between Avady and Arcanum.

Profit Statement for half-year ending 30th June 1877.

	Current half-year.			Previous half-years.			Total.		
	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
Traffic earnings paid into the Bank of Madras during the half-year...	46,59,442	14	2	2,606	0	7	46,62,108	14	9
Do. during the month of July 1877.	4,13,699	8	0	...	...	...	4,13,699	8	0
Do. do. Aug. "	12,881	14	9	...	...	...	12,881	14	9
Total ...	50,86,024	4	11	2,606	0	7	50,88,690	5	6
Deduct amount of through traffic earnings in suspense, realized and paid into the Bank during this half-year	...	...	...	...	...	...	45,044	5	11
Less working expenses of half-year as per Revenue Account	...	...	...	...	...	...	50,43,645	15	7
Balance net profits ...	...	...	...	...	...	...	27,21,757	1	8
	...	...	...	...	...	...	23,21,888	13	11

	RS.	A.	P.
Balance outstanding at date of submission of account (1st September 1877), viz. --			
Due from Construction Account	...	...	...
Do. Government	...	...	...
Do. Public Companies and Traders	...	...	...
Do. G. I. P. Railway	490	12	4
Do. Traffic Department	1,957	1	8
Do. Sundries	25,373	8	9
	27,821	6	9

(Signed) J. CRAMP,
Chief Accountant.(Signed) R. B. ELWIN,
Agent and Manager.

Examined and found correct.

(Signed) F. CHURCH,
Chief Auditor.(Signed) P. LAMBERT, Major, R.E.,
Govt. Examiner of Ry. Accounts

Approved and passed.

(Signed) J. H. M. SHAW-STEWART, Lt.-Col. R.E.,
Consulting Engineer to Government for Railways.MADRAS,
2nd October 1877.

Dr.

Net Revenue Account.

	£	s.	d.		£	s.	d.
To guaranteed interest (gross) received from the Secretary of State for the half-year ending 30th June 1877, as under:—				By net profits of the half-year as per Form No. 16. Rs. 23,21,888-13-11 at 1/10 exchange	212,839	16	3
ON SUBSCRIBED CAPITAL.							
£8,748,799 at 5 per cent.	218,691	3	2				
£999,970 at 4½ per cent.	23,749	5	9	" Balance, being net amount carried to the Guaranteed Interest Account	40,850	12	8
£500,000 at 4½ per cent.	11,250	0	0				
	253,690	8	11	Total ...	253,690	8	11
Total ...	253,690	8	11				

Dr.

Capital Balance Sheet.

	RS.	A.	P.		RS.	A.	P.
To Govt. of India Capital Account	5,77,62,674	1	7	By line open for traffic ...	9,31,62,928	2	11
" Govt. of India Capital Advance Acct.	2,61,863	7	4	" rolling stock ...	1,13,57,920	13	8
" London Office, Home Payments Account.	23,56,559	8	6	" Raichore Station ...	4,37,093	13	4
" " Store Account.	5,15,46,288	3	4	" Establishment ...	9,74,640	1	4
SUSPENSE ACCOUNTS.				" Contingencies ...	1,23,347	3	11
To unpaid salaries and wages	12,484	10	11	" Plant ...	12,05,848	9	2
" Profit and Loss Account	5,638	2	5	STORE ACCOUNTS.			
" Refunds to Government	19,117	12	0	By General Store Account	8,49,069	14	10
" Grain shed, Goudacul	75	14	3	" Loco. Store & Workshop Account	10,96,225	13	10
" Grain shed, Adoni	1,095	5	0	" Engineering Store & Workshop Account	7,62,203	0	0
STORE ACCOUNT.				" Stores in transitu	16,65,420	5	11
" Traffic Store Account.	741	10	7	" Materials Lost Account	22,662	6	4
				SUSPENSE ACCOUNTS.			
Total Rs. ...	11,19,66,538	11	11	By General Storekeeper.	77	3	11
				" Cashier	33,444	11	3
				" Loco. Supt's Advance Account	6,653	7	1
				" Chief Engineer's Advance Account	41,547	14	6
				" Suspense Account for general averages	1,651	6	6
				" Home Payments, Suspense Account	9,903	2	9
				" Cheyair Embankment Relief Work	5,227	0	3
				CASH ON HAND.			
				By Bank of Madras, General Account	2,11,673	8	5
				Total ...	11,19,66,538	11	11

No. 18—(Continued).
Revenue Balance Sheet.

Dr.	RS.	A.	P.	Cr.	RS.	A.	P.
To Government of India Revenue Account ...	87,538	10	1	By Traffic Cash Account ...	3,99,386	15	1
" Government of India Revenue Advance Account ...	70,814	11	1	INVESTMENTS.			
FIRE INSURANCE FUNDS.				By Government Securities ...	5,08,039	1	11
To Buildings, Plant, and Stores, Fire Insurance Fund ...	4,65,554	9	6	SUSPENSE ACCOUNT.			
" Goods Traffic, Fire Insurance Fund ...	44,900	5	1	By Traffic Manager's Advance Account ...	14,836	6	10
SUSPENSE ACCOUNTS.				CASH ON HAND.			
To Revenue Establishment ...	2,82,670	7	9	By Bank of Madras, General Account ...	54,656	0	9
" Refreshment-rooms Account ...	667	15	11	" Bank of Madras, Madras Railway Fire Insurance Funds ...	2,415	12	8
" General Suspense Account.	26,887	9	10				
Total Rs. ...	9,79,334	5	3	Total Rs. ...	9,79,334	5	3

CERTIFICATES.

Certificate respecting the Permanent-way, &c.

I 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.

13th July 1877.

(Signed) W. R. ROBINSON,
Chief Engineer.

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.

17th July 1877.

(Signed) F. H. TREVITHICK,
Locomotive Superintendent.

I HEREBY certify that the certificates given above by the Railway Officials are correct.

MADRAS,
19th July 1877.

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Consulting Engr. to the Govt. of Madras for Railways.

Note on the Revenue Account of the Madras Railway for the Half-year ended 30th June 1877.

The general results for the last five half-years are compared in the following table:—

Half-year ended	Gross Earnings.	Expenditure.	Net Revenue.	Percentage of Expenses to Receipts.	Receipts per Open Mile per Week.
	RS.	RS.	RS.	RS.	RS.
30th June 1875 ...	32,18,512	22,09,732	10,08,780	68.66	145.1
31st December 1875 ...	32,11,240	23,08,870	9,02,371	71.90	142.4
30th June 1876 ...	30,87,397	22,46,040	8,41,357	72.75	138.4
31st December 1876 ...	40,26,376	23,83,738	16,92,638	57.96	178.5
30th June 1877 ...	50,62,613	27,21,757	23,40,856	53.76	228.2

The large increase in receipts is due entirely to the grain traffic induced by the famine. The working expenses were increased considerably by the extra work performed, and include the following two special items which do not appear in the accounts of former half-years:—

Famine Allowance to employes drawing less than Rs. 10 per mensem ...	RS. 56,311
Hire of engines ...	92,995
	1,49,306

Deducting these amounts, the working expenses become 50.8 per cent. The net profits give a dividend at the rate of 4.2 per cent. per annum on the capital bearing interest.

2. The earnings under coaching and goods were as follow:—

Half-year ended	COACHING.		GOODS.		Total.
	Amount.	Per Open Mile per Week.	Amount.	Per Open Mile per Week.	
	RS.	RS.	RS.	RS.	RS.
30th June 1875 ...	12,38,350	55.82	18,73,458	84.67	31,16,808
31st December 1875 ...	12,27,643	54.43	18,79,983	83.86	31,07,626
30th June 1876 ...	12,76,946	57.24	17,07,748	76.55	29,84,694
31st December 1876 ...	13,12,546	58.26	25,89,382	114.81	39,01,928
30th June 1877 ...	12,95,311	58.39	36,55,737	164.78	49,51,048

3. The train mileage and earnings per mile:—

Half-year ended	Mean Mileage worked.	Traffic Train Mileage.	Average Number of Trains each Way per Day over the whole Line.	PER TRAFFIC TRAIN MILE.		
				Gross Earnings.	Expenses.	Profits.
				RS.	RS.	RS.
30th June 1875 ...	858	1,048,134	3.375	3.071	2.108	0.963
31st December 1875 ...	858	1,079,625	3.419	2.974	2.133	0.836
30th June 1876 ...	858	1,009,094	3.231	3.050	2.226	0.834
31st December 1876 ...	858	1,324,356	4.204	3.040	1.762	1.278
30th June 1877 ...	858	1,768,736	5.695	2.862	1.539	1.323

As compared with the corresponding half of 1876, there is an increase of 75.3 per cent. in the train mileage, which occurs entirely under goods trains. The earnings per train mile are smaller than in any previous half-year, a result due to the lower average rate at which goods were carried. Although the goods traffic was nearly all in one direction and the hired engines were of low power, it will probably be found that the average freight-load was greater than in any other of the half-years included in the statement.

It will be seen that the average number of trains in both directions over the whole line was 11.4, but the greatest pressure took place between Arcunum and Madras, where the largest number of trains run on any one day was 26, while the average daily number during the month of June was 22.6.

4. PASSENGER TRAFFIC.—The numbers of passengers (exclusive of troops and police) carried in each class were as follow:—

	First Class.	Second Class.	Third Class.	Fourth or Cooly Class.	Total.
30th June 1875	NO.	NO.	NO.	NO.	NO.
31st December 1875	6,445	23,043	971,214	415,342	1,416,044
30th June 1876	6,552	21,667	832,413	422,625	1,283,257
31st December 1876	6,697	21,587	882,874	479,544	1,390,702
30th June 1877	5,789	18,160	852,537	494,328	1,370,814
	6,049	16,492	711,960	539,521	1,274,022

5. The receipts from each class will be found in the following table:—

Half-year ended	First Class.	Second Class.	Third Class.	Fourth or Cooly Class.	Total.
30th June 1875	RS.	RS.	RS.	RS.	RS.
31st December 1875	66,021	57,484	7,32,251	1,68,858	10,64,614
30th June 1876	65,760	57,552	6,72,465	1,73,676	9,69,453
31st December 1876	74,524	62,983	7,16,532	2,04,374	10,57,413
30th June 1877	78,692	64,997	7,41,657	2,19,171	11,04,517
	78,024	58,684	6,38,449	2,42,352	10,17,509

The revised first and second class fares introduced on 1st July 1876* were in force during the half-year under review. Compared with the first half of 1876, the numbers with about equal receipts. In the two lower classes the total number was less than in previous half-years, but the receipts were proportionally greater owing to the longer average mileages travelled, which were as follow:—

	AVERAGE MILEAGES.	
	Third Class.	Cooly Class.
1876, first half	RS.	RS.
1876, second half	50	40
1877, first half	53	42
	53	43

6. The other items of coaching traffic are compared in the following table:—

Half-year ended	Troops and Police including Military Baggage and Horses.	Passengers' Luggage.	Carriages, Horses, &c.	Parcels.	Special Trains.
	RS.	RS.	RS.	RS.	RS.
30th June 1875	73,764	20,158	40,165	51,525	26,569
31st December 1875	1,00,786	21,098	44,999	54,366	35,314
30th June 1876	82,684	24,424	46,739	52,650	11,268
31st December 1876	52,000	24,904	37,661	71,324	24,726
30th June 1877	99,946	34,173	45,362	68,060	28,850

The increase in receipts from luggage is attributed by the Traffic Manager to the unwillingness of the public to risk detention by goods train during the pressure of traffic. Parcels include exceptional receipts on account of remittances of specie to famine districts.

7. Goods Traffic.—Some particulars of the goods traffic are compared in the following table:—

Half-year ended	GENERAL MERCHANDISE.				MILITARY STORES.		RAILWAY MATERIALS.	
	Tons lifted.	Receipts.	Average Receipts per Ton.	Average Receipts per Ton Mile.	Tons lifted.	Receipts.	Tons lifted.	Receipts.
30th June 1875	197,313	RS. 18,09,089	9.12	31,225,154	10-149	2,021	53,964	233
31st December 1875	213,634	18,13,425	8.49	33,218,538	10-178	1,833	42,391	563
30th June 1876	245,939	16,35,453	6.66	29,365,695	10-695	1,850	55,518	339
31st December 1876	363,567	26,02,671	6.89	52,144,280	9-224	2,797	65,089	546
30th June 1877	305,898	35,67,525	7.06	82,451,323	8-308	2,297	59,319	693

In addition to the extra tonnage worked, the average mileage of all goods increased, so that, excluding Harbour material, the ton mileage was nearly three times as great as during the corresponding half of 1876. The average rate per ton-mile was however less by upwards of 20 per cent.

8. The following table shows the increase and decrease in the chief commodities carried:—

	INCREASE.			DECREASE.	
	Tonnage.	Receipts.		Tonnage.	Receipts.
Commisariat Stores...	671	RS. 11,691	Cloth and piece-goods.	847	19,118
Food-grains ...	3,29,385	21,38,549	Coffee ...	1,569	20,797
Salt ...	4,067	25,942	Cotton ...	8,043	1,26,900
Salt fish ...	1,654	16,984	Seeds ...	3,139	42,562
Sundries ...	2,957	38,389	Tamarind ...	2,934	17,050
			Timber ...	1,811	14,610
			Twist ...	599	14,748
			Harbour Materials ...	59,402	14,538
			Railway Stock ...	999	11,126
Total ...	3,38,734	22,31,555	Total ...	79,343	2,81,449

9. The total quantity of food-grains carried over the whole system was 374,705 tons, yielding a revenue of Rupees 24,8,690. The distribution of the bulk of this tonnage will be found in a statement* G.O., dated 11th September 1877, No. 407 R. already submitted to Government.

10. The decrease in cotton is due to the entire failure of the crop; the quantity carried in the half-year being 967 tons, of which 634 tons only were contributed by stations in the Madras Presidency.

11. The total quantity of salt carried was 27,161 tons as against 28,376 tons (the highest tonnage attained) in the second half of 1876. There was an increase in sea-salt to the North-west Line and Bangalore Branch, but a falling off to Salem and stations to the west. The tonnage of earth-salt fell to 210 tons as against 1,635 in the previous half-year.

12. The increase in sundries is due chiefly to the large quantity of bones carried. The falling off in cloth and piece-goods, twist, and timber is attributed to the poverty of the people, and in all other staples to the want of seasonable rains.

13. *Working Expenses.*—The working expenses for the last five half-years compare as follows:—

Half-year ended	Mainten- ance.	Locomo- tive.	Carriage and Wagon.	Traffic.	General Charges.	Special and Miscel- laneous.	Total.
30th June 1876	RS.	RS.	RS.	RS.	RS.	RS.	RS.
31st December 1875	8,53,234	7,21,543	1,10,078	3,02,036	2,07,949	14,802	22,09,732
30th June 1876	8,95,126	7,41,614	1,06,337	3,20,421	2,27,151	7,022	23,08,670
31st December 1876	7,20,285	7,53,843	2,03,353	3,22,090	2,24,909	21,660	22,46,040
30th June 1877	6,58,813	8,08,790	1,89,782	3,43,032	2,25,283	53,045	22,39,738
	6,53,520	10,74,342	2,83,301	4,04,567	2,13,234	1,93,753	27,31,737

During the past half-year the expenditure was largely increased by the heavy traffic worked. It will be observed that an increase is shown in all departments except Engineering.

14. Under "Maintenance" the principal decrease occurs under repairs of bridges. Separating the extraordinary expenditure, the last three half-years compare thus:—

	Ordinary.	Extra- ordinary.	Total.
1876, first half	RS.	RS.	RS.
1876, second half	6,32,402	87,883	7,20,285
1877, first half	5,12,042	1,41,774	6,53,816
	*5,07,920	45,600	5,53,520

* Includes Rupees 27,053 on account of "Famine allowance" to servants drawing less than Rupees 10 per month, and Rupees 16,781 under Tools and Plant for renewal of ballast wagons.

The total expenditure for last half-year works out to Rupees 645 per mile, and the ordinary expenditure to Rupees 592 per mile, or less than Rupees 100 per mensem, which is an improvement on previous periods. Deducting extraordinary items, the expenditure under the two principal heads was as follows:—

	Permanent- way.	Bridges.
1876, first half	RS.	RS.
1876, second half	3,07,185	1,18,432
1877, first half	2,26,942	82,071
	2,38,360	54,081

15. Under "Locomotive" the increase over the preceding half-year is due entirely to the extra traffic worked, and occurs in running expenses, fuel, and stores. The amount expended on repairs being about the same. The repairs of borrowed engines are included, but not the hire. The "Famine allowance" in this department amounted to Rupees 7,655.

16. There was a marked increase in the train and engine mileage, the large excess shown by the latter being due to extra shunting and to light running. The traffic being nearly all one way, the number of return (empty) trains was smaller than those running from the grain depôts, and consequently some of the engines, including those used for banking were run back light. The average number of engines on stock, including those hired was 143, and they averaged 12,369 train, or 16,224 engine, miles, a very high mileage all round. Allowing for engines under repair, those at work performed upwards of 15,000 train, and close on 20,000 engine, miles during the half-year. No engine was laid by for repairs until it was unsafe to run any longer. This accounts for the small number through the shops, viz, 32, as against 59 in the preceding half-year; when an engine came in, however, the repairs required were heavy.

17. The cost per engine mile for the last three half-years thus compares:—

	Fuel.	Repairs.	Superintend- ence.	Other Items.	Total.
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
1876, first half	0 4 0	0 2 8	0 0 8	0 1 7	0 8 11
1876, second half	0 3 6	0 2 6	0 0 6	0 1 6	0 8 0
1877, first half	0 3 6	0 1 11	0 0 5	0 1 6	0 7 4

18. The following table shows the quantity of fuel used per train mile and per engine mile for five half-years.

Half-year ended	Total Fuel consumed expressed in Coal.	Average Cost per Ton.	Traffic Train Miles.	Lbs. per Traffic Train Mile.	Engine Miles.	Lbs. per Engine Mile.	Percentage of Engine Mile- age in excess of Traffic Train Mile- age.
30th June 1875	TONS.	RS.	1,048,134	37.28	1,385,111	28.21	32.1
31st December 1875	17,445	20.2	1,079,625	39.51	1,402,853	30.40	29.9
30th June 1876	19,041	19.5	1,009,094	40.44	1,355,750	30.10	34.3
31st December 1876	18,216	18.5	1,324,356	41.23	1,738,619	31.41	23.68
30th June 1877	24,377	15.6	1,768,736	41.50	2,319,095	31.64	31.2

There was a decrease in consumption per mile by engine. Burning coal, but a considerable increase by those burning wood, the figures per engine mile for three half-years being as follows:—

	Engines burning Coal.	Engines burning Wood.	Wood for Lighting all Engines.
	LBS.	LBS.	LBS.
1876, first half	29.6	82.8	4.8
1876, second half	27.1	95.5	4.5
1877, first half	26.2	100.5	4.2

Notwithstanding the increased consumption, the cost of fuel per mile compares favorably with previous half-years owing to the low rate (Rupees 3-8-0 per ton) at which wood was issued.

19. The expenditure* under "Carriage and Wagon" was heavy, though, calculated on the vehicle mileage, it was less than in the corresponding half of 1876. The whole stock averaged 37 miles per day, a small mileage considering the pressure of traffic. Owing to the want of engine power, it was not possible to work the wagons round quickly. During last half-year 2,897 vehicles were repaired and 13 renewed. At its close 74 vehicles were undergoing renewal. A number of ballast wagons and coke wagons which had been laid by for some time were put in order, and such of them as were too old have been broken up for renewal. A large number of wagons require new tyres.

20. The increased expenditure in the Traffic Department is due generally to the extra work performed. The amount shown against "Charges for delivery and collection of goods" is due to the introduction of the system of contracts at all stations. This system prevailed formerly only at Beypore and Tiroor, and the expenditure was charged under Contingencies [1st (4)].

21. The decrease in "General Charges" is due chiefly to reduced expenditure in the maintenance of telegraph. The higher cost of Police is due to additional watchmen required for the grain traffic.

22. The "Special and Miscellaneous" expenditure shows a large increase. It includes Rupees 30,038 for compensation in connection with the Amboor collision, and the higher law charges are due to the prosecution in this and other accidents. Mileage of foreign stock shows an increase of Rupees 25,679 over the preceding half-year, and hire of engines Rupees 86,079. Of the latter excess the sum of Rupees 36,415 represents the haulage of 22 engines by the East Indian and Great Indian Peninsula Railways.

23. The outstandings (Rupees 25,374) against the Traffic Department shown in Form No. 16 are made up of the outstanding balances at each station for four half-years. None of these balances exceed Rupees 1,000, except Salt Cotaurs (Rupees 11,326) and Bangalore goods (Rupees 5,606). They are composed of items of goods not received and not delivered, and of items under adjustment with the Audit Office on account of over and under charges, &c. The outstandings for half-years ended 31st December 1875 and 30th June 1876 are very small.

MADRAS,
26th October 1877.

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Consulting Engineer for Railways.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

6th November 1877, No. 622 R.

Ra

Read the following paper :—
No. 35. Endorsement of the Cons
29th Oct
FORWARDING Revenue Account of the Ma
30th Ja

Engineer for Railways, dated Madras,
No. 522.
Railway for the half-year ended the
1.

SUBMITTED to Gc
(Signed) J. H. M.

ent.
W-STEWART, Lt.-Col., R.E.,
Consulting Engineer for Railways.

No. 36. ORDER THEREON, 6th November 1877, No. 622 R.
ORDERED to be forwarded to the Government of India and to the Secretary of
State.

(True Extract.)

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

(True copy) Mantuom

Lieu Coll P.D.

Joint Secy to Govt. P.W.D.

Ry Branch

To the Consulting Engineer for Railways.
" Examiner of Railway Accounts

" Note kept with reference to
para 11 of Cons Engineer's notes

Exd. A. F. Goodall.

Spare Copies

Revenue 3/11 Sep
No 4932
RAILWAY

Govt. of 1877 Madras
PUBLIC WORKS.

TO CONSULTING ENGINEER
FOR RAILWAYS.

Dated November 18th

Forwarded

26 do

Encl. 1

G. O. No. 114 November 1877, No. 621 B

NOVEMBER.

Nos. 35-36.

No 6434
Communicated to
Board of Revenue.

W

28. Nov 77

Revenue Account of the Madras Railway for
the half-year ended the 30th June 1877
forwarded to the Government of India and
the Secretary of State.

With Order

136 429 Revenue 8000-7
(with the Board)