

Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 401-2 Ry.

DATED 21st March

[Despatch Abstract.]

Revenues account of the hellore branch of the
Villuputam - Dharmavararam Railway for the
second half of 1888. — Ordered that the explana-
tion of the arrears pointed out by the Govt of
India in the —, be forwarded to that Govern-
ment.

Forwarded.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	619-20	Rys	31-5-89				
	1380	- a	12-12-89				

FURTHER PAPERS.

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

NOTE ON THE REVENUE ACCOUNT, NELLORE BRANCH, OF THE VILLUPURAM-DHARMAVARAM RAILWAY, FOR THE HALF-YEAR ENDED 31ST DECEMBER 1888.

The following table shows in one view the principal features of the working during the last three half-years:—

		Period of 1887 (from 15th September).	First half of 1888.	Second half of 1888.
Average miles open	...	48	83	83
		RS.	RS.	RS.
Gross earnings	...	48,452	1,18,311	1,17,348
Working expenses	...	71,280	1,27,023	1,49,216
	Loss	22,828	8,712	31,868
Gross earnings per open mile per week.		38.40	54.82	53.79
Percentage of expenses to receipts	...	147.11	107.36	127.16
		NO.	NO.	NO.
Train mileage	...	33,143	69,436	79,844
		RS.	RS.	RS.
Gross earnings per train mile	...	1.462	1.704	1.470
Passenger traffic (exclusive of troops and police)—				
		NO.	NO.	NO.
Numbers	{ First class	161	380	458
	{ Second class	647	1,351	1,069
	{ Third class	93,858	284,904	306,631
	Total	94,666	286,635	308,158
		RS.	RS.	RS.
Receipts	{ First class	408	935	1,051
	{ Second class	770	1,347	1,211
	{ Third class	27,631	80,253	79,089
	Total	28,809	82,535	81,351
Goods traffic (exclusive of railway materials, military stores and coal)—				
		NO.	NO.	NO.
Tons lifted	...	4,130	9,934	11,965
Ton miles	...	198,519	394,008	550,734
		RS.	RS.	RS.
Receipts	...	10,013	20,331	23,073

2. No useful comparison can be made with the corresponding period of 1887, as the line was opened for traffic in the middle of that half-year.

3. The gross earnings, however, as compared with those of the previous half-year are unsatisfactory, as the traffic does not show such signs of development as might be expected on a new line.

4. The working expenses show an increase under all heads, but principally under "Maintenance," "Locomotive" and "General charges," the last on account of the whole of the Government audit charges being debited to Revenue instead of to Capital as was previously done.

5. The increased train mileage is due to the running of an additional train each way from 1st April 1888. The earnings per train mile show a decrease.
6. The receipts from passenger traffic show a falling off as compared with those of the previous half-year, though the number of third-class passengers was greater.
7. Excluding military and revenue stores and railway materials, the receipts under goods traffic show a slight increase.

(Signed) SIDNEY SMITH, Major, R.E.,
for Consulting Engineer for Railways.

31st MAY 1889, No. 619 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 22nd April 1889, No. 209.

Four copies of the Revenue Account for the Nellore Branch of the Villupuram-Dharmavaram Railway for the half-year ended the 31st December 1888, with brief note thereon.

Submitted to Government for transmission to the Director-General of Railways with reference to letter from the Government of India, No. 204 R.E., dated 23rd March 1888, embodied in the Proceedings of Government, No. 274 R., dated 6th April 1888.

ORDER—dated 31st May 1889, No. 619 R., Public Works.

Ordered to be forwarded to the Director-General of Railways and to the Secretary of State.

2. The attention of the Agent of the South Indian Railway will be drawn to the results recorded in this Revenue Account.

3. The scale of establishments, and the train service should be at once reconsidered and a report be submitted to Government, giving the actual outlay incurred by the several departments of the South Indian Railway in working this branch.

(Here enter No. 620 R., dated 31st May 1889.)

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.

ENDORSEMENT—dated 31st May 1889, No. 620 R., Public Works.

Forwarded.

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. J. Henricus.
Spare Copies

RAILWAY.

Govt. of {1889} Madras.

PUBLIC WORKS.

Dated May, 31st.

Recd.

Encl.

G.O., 31st May 1889, Nos. 619 R.,
620 R.

MAY.

Capital and Revenue Accounts
of the Nellore BranchForwarding the — of the Villupuram-
Dharmavaram Railway for the second half
of 1888, with brief note thereon.

Note by the Director General of Railways on the Capital and Revenue
Accounts of the Villupuram-Dharmavaram Railway, Nellore Branch,
for the half-year ended 31st December 1888.

CAPITAL.

Statement No. V.—The Capital expenditure during the half-year amounts to Rs. 1,22,804, of which Rs. 67,848 have been incurred on "Construction of line," Rs. 13,518 on "Stations and Buildings," and Rs. 31,890 on "Rolling Stock."

Statements Nos. VI and XVIII.—The total Capital expenditure on final head from the commencement of operations to the end of December 1888, amounts to Rs. 61,51,393, and the expenditure, including suspense, to Rs. 63,70,823. The former gives an average of Rs. 74,319 per mile of line open.

REVENUE.

General Results.

	From 15th September to 31st December 1887.	2nd half, 1888.
	Miles.	Miles.
Mean mileage worked	82.77	82.77
Train-mileage	33,143	79,844
	No.	No.
Average number of trains over whole line daily in both directions	3.71	5.24
	Rs.	Rs.
Gross earnings	48,452	1,17,348
Working expenses	71,280	1,49,216
Net earnings	—22,828	—31,868
Percentage of working expenses to gross earnings ...	147.11	127.16
Percentage of net earnings on Capital outlay, including suspense	—0.37	—0.50

No useful comparison can be made with the corresponding period of 1887, as the line was opened for traffic in the middle of that half-year.

An additional train was introduced each way from 1st April 1888.

The gross earnings per mean mile open per week amount to Rs. 55 and have been realised at a cost of 127.16 per cent.

The percentage of working expenses to gross earnings for the year 1888 amounts to 117.22.

Gross Earnings.

					From 15th September to 31st December 1887.	2nd-half, 1888.
					Rs.	Rs.
Coaching	...	...	...	...	29,953	84,886
Goods	...	...	...	...	18,111	30,925
Electric Telegraph	...	...	...	...	388	706
Steam-Boat	...	...	...	...	...	...
Sundries	...	...	...	...	...	831
TOTAL					48,452	1,17,348

Abstract H—Coaching Traffic.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :—

	1ST CLASS.		2ND CLASS.		INTERMEDIATE CLASS.		3RD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		Rs.		Rs.		Rs.		Rs.		Rs.
2nd-half of 1887 (three and a half months).	161	408	654	776	...	...	94,253	27,761	95,068	28,945
2nd-half of 1888	458	1,051	1,117	1,247	...	...	308,485	79,595	310,060	81,893

The average number of passengers in a train at any one time was 167.03, and the average sum received for carrying one passenger unit one mile, pias 2.04.

The "Other Coaching" receipts amount to Rs. 2,993, of which Rs. 1,427 are derived from "Passengers' luggage;" Rs. 672 from "Carriages, horses, dogs," &c.; Rs. 597 from "Parcels for the public," and Rs. 244 from "Special trains."

Abstract I—Goods traffic.—Out of a total of Rs. 30,925 received from Goods traffic, Rs. 23,073 are derived from "Merchandise, General;" Rs. 1,442 from "Railway materials for construction," and Rs. 6,290 from "Revenue Stores."

The total weight of goods lifted amounts to 56,441 tons, and the total ton-mileage of goods carried to 912,956.

The following statement shows the tonnage of, and the receipts from, the principal commodities carried during the half-year :—

	Tons.	Rs.
Rice	1,411	2,627
Other grains	1,428	3,105
Provisions	820	2,049

	Tons.	Rs.
Salt	2,504	4,463
Sugar	353	921
Timber	2,114	2,636

The average number of tons in a goods train was 28.52 tons, and the average sum received for carrying one ton of goods one mile, pias 6.50.

Abstract K—Sundries.—The miscellaneous earnings are made up principally of Rs. 797 realised on account of "Rents of Dwelling-houses."

Working Expenses.

				FROM 15TH SEPTEMBER TO 31ST DECEMBER 1887.	2ND HALF, 1888.		
				Amount.	Per cent. on gross earn- ings.	Amount.	Per cent. on gross earn- ings.
				Rs.		Rs.	
Maintenance	...	...		35,677	73.63	55,979	47.70
Locomotive	...	...		16,446	33.94	44,870	38.24
Carriage and Wagon	...	...		4,300	8.87	10,315	8.80
Traffic	...	...		7,102	14.66	16,760	14.28
General	...	...		7,814	15.10	20,411	17.39
Steam-Boat	...	...		...	...	...	...
Special and Miscellaneous	...	...		441	0.91	881	0.75
TOTAL				71,280	147.11	1,49,216	127.16

Abstract A.—Maintenance of Way, Works and Stations.—The expenses are principally under the following heads :—

	Rs.
General Superintendence	24,923
Maintenance and Renewal of Permanent-way	22,144
Repairs of Bridges, &c.	5,474
Repairs of Stations and Buildings	2,571

It is observed that out of a total outlay of Rs. 22,144 under "Maintenance and Renewal of Permanent-way," Rs. 15,674 have been incurred on account of "Wages," and Rs. 6,470 on account of "Materials." No rails were renewed, but 1,860 wooden sleepers were laid during the half-year.

The cost of the Department per mile of track, including sidings, amounts to Rs. 621.29.

Abstracts B—(Locomotive Expenses), C—(Carriage and Wagon Expenses), D—(Traffic Expenses), E—(General Charges), and G—(Special and Miscellaneous Expenditure).—Excepting the expenses for "General Superintendence" on account of transfer, from Southern Mahratta Railway, of share of the Locomotive Superintendent's salary and office establishment from 1st April to 30th September 1888, Rs. 1,169, entered in Abstract B (Locomotive Expenses),

and the "Salaries of Indian Management, including Offices," Rs. 6,696, entered in Abstract E (General Charges), the expenses in the other Abstracts are not shown in detail.

The total amount charged by the South Indian Railway for working this line amounts to Rs. 85,372, which have absorbed 72.75 per cent. of the gross earnings.

Statements comparing the earnings and expenses, cost of supervision, &c., and passenger fares and special goods rates of this line with those of certain other railways form Appendices A to C to this note.

ERRORS, OMISSIONS, &c.

Abstract A—Under "Unclassified expenditure," a new sub-head "Miscellaneous" has been opened. This is opposed to Rule 8 of the general instructions appended to the standard form of half-yearly Revenue Accounts.

Appendix A to the Note by the Director General of Railways on the Capital and Revenue Accounts of the Villupuram-Dharmavaram Railway, Nellore Branch, for the half-year ended 31st December 1888.

Statement showing, in comparison, the gross earnings and working expenses, &c., on the following Railways, for the half-year ended 31st December 1888.

Railways.	Gross earnings.	Working expenses.	Percentage of working expenses upon gross earnings.	Gross earnings (excluding Steam-boat) per mean mile open per week.	Working expenses (excluding Steam-boat Service) per train-mile.	Mean mileage worked.
	Rs.	Rs.		Rs.	Rs.	Miles.
Villupuram-Dharmavaram, Nellore Branch	1,17,348	1,49,216	127.16	55	1.87	82.77
Rajputana-Malwa	83,35,488	43,67,183	52.39	193	1.51	1,664.42
North Western (excluding Military lines)	1,11,58,671	(a) 69,62,495	(b) 62.40	269	(b) 2.34	(h) 1,586.53
South Indian	(c) 27,51,196	(d) 18,44,733	(e) & (d) 67.05	(e) 162	(d) 1.79	654.59
Great Indian Peninsula (including Branches)	1,66,45,181	(f) 94,16,686	(b) 56.57	427	(b) 2.36	1,499.85
Bombay, Baroda and Central India (including Patri Branch)	53,27,876	27,34,243	51.30	445	2.53	460.90
Oudh and Rohilkhand	29,46,378	(g) 17,55,183	(g) 59.57	164	(g) 1.86	692.55
Bengal and North-Western	9,01,247	5,75,392	63.84	83	1.52	376.00

(a) Includes Rs. 51,256 on account of rent of leased lines.

(b) Calculated upon total working expenses, including rent of leased lines.

(c) Includes the amount received for working the Pondicherry Railway.

(d) Includes the cost of working the Pondicherry Railway.

(e) Calculated upon the mileage of the South Indian Railway only.

(f) Includes Rs. 1,34,384 on account of rent of leased lines.

(g) Excludes amount set apart as a provision for bonus to staff, unsettled claims with East Indian Railway, and Home expenditure for three months to March 1889.

(h) See foot-note (c) on page 5.

varam Railway, Nellore Branch, for the half-year ended 31st December 1888.

Statement showing, in comparison, the cost of supervision, &c., in the several Departments, on the following Railways, for the half-year ended 31st December 1888

Principal headings.	Villupuram-Dharmavaram, Nellore Branch.	Rajputana-Malwa.	North Western (excluding Military lines).	South Indian (including Pondicherry).	Great Indian Peninsula (including Branch lines).	Bombay, Baroda and Central India (including Poona Branch).	Oudh and Rohilkhand.	Bengal and North-Western.
MAINTENANCE OF WAY, WORKS AND STATIONS.								
<i>Engineers' salaries and allowances.</i>								
Per mean mile of line maintained								
" mile of track, including sidings	Rs. 65.48	45.69	51.39	71.52	67.34	76.51	76.73	36.13
" total train-mile	60.16	40.08	42.84	64.08	48.72	56.79	65.78	32.65
" 1,000 gross ton-miles	1.08	0.42	0.44	0.74	0.41	0.52	0.90	0.65
	0.62	0.14	0.08	0.29	0.09	0.10	0.20	0.21
<i>Subordinate Superintendents' salaries and allowances, including overtime.</i>								
Per mean mile of line maintained								
" mile of track, including sidings	Rs. 145.89	32.16	59.42	38.22	45.65	115.23	46.20	25.98
" total train-mile	134.02	28.21	49.53	34.24	33.03	85.52	39.60	23.48
" 1,000 gross ton-miles	2.42	0.30	0.51	0.39	0.28	0.78	0.54	0.47
	1.39	0.10	0.09	0.16	0.06	0.15	0.12	0.15
<i>Office Expenses.</i>								
Per mean mile of line maintained								
" mile of track, including sidings	Rs. 89.75	19.62	26.73	34.47	30.47	51.08	43.29	17.95
" total train-mile	82.44	17.21	22.29	30.88	22.05	37.91	37.11	16.22
" 1,000 gross ton-miles	1.49	0.18	0.23	0.36	0.18	0.34	0.51	0.32
	0.85	0.06	0.04	0.14	0.04	0.07	0.11	0.11

Total General Superintendence.									
Per mean mile of line maintained	Rs.	301.12	97.47	137.54	144.21	143.46	242.82	166.22	85.06
" mile of track, including sidings	"	276.62	85.50	114.66	129.20	103.80	180.22	142.49	72.35
" total train-mile	Annas	4.99	0.90	1.18	1.49	0.87	1.64	1.95	1.44
" 1,000 gross ton-miles	Rs.	2.86	0.30	0.21	0.59	0.19	0.32	0.43	0.47
Maintenance and Renewal of Permanent-way.									
Per mean mile of line maintained	Rs.	267.54	350.01	890.04	851.18	817.45	919.98	348.37	129.32
" mile of track, including sidings	"	245.77	307.03	741.97	762.57	591.50	682.82	298.65	116.88
" total train-mile	Annas	4.44	3.23	7.66	8.78	4.94	6.23	4.10	2.34
" 1,000 gross ton-miles	Rs.	2.54	1.04	1.38	3.46	1.12	1.21	0.91	0.77
Total Maintenance.									
Per mean mile of line maintained	Rs.	676.32	574.08	1,377.16	1,125.42	1,624.41	1,893.02	709.90	339.57
" mile of track, including sidings	"	631.29	503.58	1,148.05	1,008.27	1,175.40	1,405.02	608.57	306.92
" total train-mile	Annas	11.22	5.90	11.85	11.60	9.82	12.82	8.35	6.13
" 1,000 gross ton-miles	Rs.	6.42	1.71	2.14	4.57	2.23	2.49	1.85	2.02
MEAN MILEAGE MAINTAINED	Miles	82.77	1,664.42	1,573.53	662.44	1,503.78	461.00	692.55	376.00
TOTAL MILES OF TRACK, INCLUDING SIDINGS	Miles	90.10	1,897.41	1,887.56	739.41	2,078.23	621.05	807.86	416.00
TOTAL TRAIN-MILEAGE	Train-miles	79,844	2,884,601	2,924,738	1,028,033	3,981,723	1,089,213	942,271	333,293
TOTAL GROSS TON-MILEAGE	Ton-miles	8,721,846	559,480,555	1,012,112,414	163,125,157	1,093,156,997	350,214,033	265,502,474	63,269,008

Appendix B—continued.

Statement showing, in comparison, the cost of supervision, &c.

Principal headings.	Vilupuram-Dharmavaram, Nellore Branch.	Rajputana-Malwa.	North Western (excluding Military lines).	South Indian (including Pondicherry).	Great Indian Peninsula (including Branch lines).	Bombay, Baroda and Central India (including Patti Branch).	Oudh and Rohilkhand.	Bengal and North-Western.
LOCOMOTIVE EXPENSES.								
<i>Salaries of Superintendents and Assistants, including allowances.</i>								
Per mean mile worked	(f)	26.61	24.06	(d) 14.65	22.69	27.79	19.76	13.55
" total train-mile								
" engine-mile	0.34	0.25	0.21	0.16	0.14	0.19	0.23	0.24
" 1,000 gross ton-miles	0.32	0.22	0.18	0.13	0.12	0.18	0.19	0.22
	0.19	0.08	0.04	0.06	0.03	0.04	0.05	0.09
<i>Salaries of Subordinate Superintendents, including allowances.</i>								
Per mean mile worked	(f)	29.83	36.83	(d) 27.12	50.98	40.38	33.72	22.50
" total train-mile								
" engine-mile	0.29	0.28	0.32	0.29	0.31	0.27	0.40	0.41
" 1,000 gross ton-miles	0.28	0.25	0.29	0.25	0.27	0.25	0.32	0.37
	0.17	0.09	0.06	0.11	0.07	0.05	0.09	0.13
<i>Office Expenses.</i>								
Per mean mile worked	(f)	37.25	44.77	(d) 20.26	43.95	47.33	30.94	13.37
" total train-mile								
" engine-mile	0.27	0.34	0.39	0.22	0.26	0.32	0.36	0.24
" 1,000 gross ton-miles	0.25	0.31	0.35	0.19	0.24	0.30	0.29	0.22
	0.15	0.11	0.07	0.09	0.06	0.06	0.08	0.08
<i>Total General Superintendence.</i>								
Per mean mile worked	(f)	33.69	105.66	(d) 32.03	117.62	115.50	84.42	49.42
" total train-mile								
" engine-mile	0.90	0.87	0.92	0.67	0.71	0.78	0.99	0.89
" 1,000 gross ton-miles	0.85	0.78	0.82	0.57	0.63	0.73	0.80	0.81
	0.51	0.28	0.17	0.26	0.16	0.15	0.22	0.30

Wages of drivers and firemen, including overtime.

Per mean mile worked	(f)	195.01	226.44	(d) 113.83	437.43	317.80	100.65	74.83
" total train-mile								
" engine-mile	1.22	1.80	1.97	1.22	2.64	2.15	1.18	1.35
" 1,000 gross ton-miles	1.16	1.61	1.75	1.05	2.34	1.99	0.95	1.22
	1.70	0.58	0.36	0.48	0.60	0.42	0.26	0.44
<i>Fuel, average cost.</i>								
Per mean mile worked	(f)	476.10	424.36	(d) 321.05	750.20	689.80	278.39	117.87
" total train-mile								
" engine-mile	3.45	4.40	3.68	3.45	4.52	4.67	3.27	2.13
" 1,000 gross ton-miles	3.27	3.94	3.28	2.95	4.01	4.33	2.63	1.92
	1.97	1.39	0.66	1.36	1.13	0.91	0.73	0.70
<i>Fuel, average quantity consumed.</i>								
Per mean mile worked	(f)	23.05	(b)	(a) & (d) 19.58	(a) 61.32	(a) 39.55	(a) 25.53	(a) 11.73
" total train-mile								
" engine-mile	(a) 29.50	(a) 29.78	(b)	(a) 29.50	(a) 51.74	(a) 37.40	(a) 42.03	(a) 29.65
" 1,000 gross ton-miles	(a) 27.96	(a) 28.70	(b)	(a) 25.20	(a) 45.89	(a) 34.75	(a) 33.84	(a) 26.82
	(a) 27.03	(a) 155.52	(b)	(a) 185.90	(a) 188.46	(a) 116.62	(a) 149.18	(a) 156.22
<i>Maintenance and Renewals.</i>								
Per mean mile worked	(f)	160.81	441.54	(d) 159.74	462.51	304.93	132.87	48.22
" total train-mile								
" engine-mile	1.72	1.48	3.83	1.72	2.79	2.07	1.56	0.87
" 1,000 gross ton-miles	1.64	1.33	3.42	1.47	2.47	1.91	1.26	0.79
	0.99	0.49	0.69	0.68	0.63	0.40	0.35	0.29
<i>Total Locomotive Expenses.</i>								
Per mean mile worked		1,055.03	1,451.97	849.39	2,383.66	1,851.55	(e) 760.85	342.93
" total train-mile								
" engine-mile	8.99	9.74	12.60	8.76	14.37	12.54	(e) 8.94	6.19
" 1,000 gross ton-miles	8.52	8.73	11.24	7.48	12.74	11.62	(e) 7.20	5.60
	5.14	3.14	2.27	3.45	3.27	2.43	(e) 1.99	2.04
MEAN MILEAGE WORKED		1,664.42	(c) 1,586.53	662.44	1,499.85	460.90	632.55	376.00
TOTAL TRAIN-MILEAGE		2,834,601	2,924,738	1,028,033	3,981,723	1,089,213	942,271	333,293
TOTAL ENGINE-MILEAGE		3,217,299	3,278,640	1,203,287	4,489,043	1,175,129	1,170,347	368,470
TOTAL GROSS TON-MILEAGE		559,480,585	1,012,112,414	163,125,157	1,093,156,937	265,214,033	265,502,474	63,269,008

(a) In terms of coal.

(b) Information not furnished.

(c) Includes 13 miles of the East Indian Railway worked over by the North Western Railway.

(d) Includes the expenditure incurred by the South Indian Railway in working the Villupuram-Dharmavaram Railway, Nellore Branch, the mean mileage (8277 miles) of which has been added to that of the South Indian Railway in arriving at these results.

(e) Excludes special items charged to Locomotive expenses, see foot-note (g) to Appendix A.

(f) Included with South Indian Railway.

Appendix B—continued.

Statement showing, in comparison, the cost of supervision, &c.

Principal headings.	Vilupuram-Dharmavaram, Nellore Branch.	Rajputana-Malwa.	North Western (excluding Military lines).	South Indian (including Pondicherry).	Great Indian Peninsula (including Branch lines).	Bombay, Baroda and Central India (including Puri Branch).	Oriss and Bihikhand.	Bengal and North-Western.
CARRIAGE AND WAGON EXPENSES.								
<i>Salaries of Superintendents, including allowances.</i>								
Per mean mile worked			8.69	(f) 3.27	8.84	9.77	5.14	4.60
" total train-mile	(g) 0.04	0.04	0.08	0.04	0.05	0.07	0.06	0.08
" 1,000 vehicle-miles run by home vehicles (a)	0.17	0.10	0.20	0.11	0.19	0.16	0.13	0.19
<i>Salaries of Subordinate Superintendents, including allowances.</i>								
Per mean mile worked	(g)	7.26	13.31	(f) 5.86	13.56	22.22	2.53	7.48
" total train-mile	0.06	0.07	0.11	0.06	0.08	0.15	0.03	0.14
" 1,000 vehicle-miles run by home vehicles (a)	0.31	0.18	0.31	0.20	0.29	0.37	0.07	0.30
<i>Office Expenses.</i>								
Per mean mile worked	(g)	10.06	16.17	(f) 4.49	13.36	19.13	6.62	4.60
" total train-mile	0.05	0.09	0.14	0.05	0.08	0.13	0.08	0.08
" 1,000 vehicle-miles run by home vehicles (a)	0.23	0.25	0.38	0.15	0.28	0.32	0.17	0.19
<i>Total General Superintendence.</i>								
Per mean mile worked	(g)	21.38	38.17	(f) 13.62	35.76	51.12	14.29	16.68
" total train-mile	0.15	0.20	0.33	0.15	0.21	0.35	0.17	0.30
" 1,000 vehicle-miles run by home vehicles (a)	0.71	0.63	0.89	0.46	0.76	0.85	0.37	0.68

Repairs and renewals of vehicles and machinery.

Coaching vehicles (wages, including overtime and materials).

Per mean mile worked	(g)	65.41	136.52	(f) 60.59	205.00	173.81	70.97	13.08
" total train-mile	0.65	0.60	1.19	0.65	1.24	1.18	0.83	0.24
" 1,000 vehicle-miles run by home vehicles (b)	4.76	5.14	10.11	4.68	13.64	9.85	5.38	1.20

Goods vehicles (wages, including overtime and materials).

Per mean mile worked	(g)	77.34	317.18	(f) 88.47	297.42	324.10	72.14	11.56
" total train-mile	0.95	0.71	2.75	0.95	1.79	2.19	0.85	0.21
" 1,000 vehicle-miles run by home vehicles (c)	13.68	2.77	10.92	5.26	9.18	7.62	2.82	0.84

Total Carriage and Wagon expenses.

Per mean mile worked	(g)	124.62	188.12	200.48	698.48	672.68	200.26	60.17
" total train-mile	2.06	1.83	4.95	2.06	4.21	4.55	2.36	1.09
" 1,000 vehicle-miles run by home vehicles (a)	10.00	4.88	13.39	6.45	14.74	11.18	5.17	2.45

MEAN MILEAGE WORKED Miles

TOTAL TRAIN-MILEAGE Train-miles

TOTAL VEHICLE-MILES RUN BY HOME VEHICLES FOR (a)

COACHING VEHICLE-MILES FOR (b)

GOODS VEHICLE-MILES FOR (c)

(d) Includes 13 miles of the East Indian Railway worked over by the North Western Railway.
(e) Information not furnished.

(f) Includes the expenditure incurred by the South Indian Railway in working the Villupuram-Dharmavaram Railway, Nellore Branch, the South Indian Railway (8277 miles) of which has been added to that of the South Indian Railway in arriving at these results.
(g) Included with South Indian Railway.

Appendix B—continued.

Statement showing, in comparison, the cost of supervision, &c.

Principal headings.	8					
	Villupuram, Dharmavaram, Nellore Branch.	Rajamahendravaram.	North Western Military lines).	South Indian (including Pudukottai).	Great Indian Peninsula (including Pudukottai Branch lines).	Bombay, Madras, and Ceylon (including Pudukottai Branch).
Traffic Expenses.						
Salaries of Traffic Managers, &c., including travelling allowance.						
Per mean mile worked	(d)	36.57	44.52	(b)	55.06	67.82
" total train-mile	0.38	0.34	0.39	0.38	0.32	0.46
" cent. of total traffic earnings	1.64	0.74	0.64	0.90	0.48	0.60
Office Establishment and Contingencies.						
Per mean mile worked	(d)	34.06	39.78	(b)	41.38	36.17
" total train-mile	0.16	0.32	0.31	0.16	0.25	0.25
" cent. of total traffic earnings	0.71	0.69	0.68	0.39	0.38	0.32
Total General Superintendence.						
Per mean mile worked	(d)	70.63	84.30	(b)	94.34	103.99
" total train-mile	0.54	0.66	0.73	0.54	0.57	0.71
" cent. of total traffic earnings	2.35	1.43	1.22	1.29	0.86	0.92
Station Staff.						
Per mean mile worked	(d)	183.56	239.88	(b)	394.57	437.96
					230.49	80.57

" total train-mile	1.72	1.69	2.35	1.72	2.38	2.97
" cent. of total traffic earnings	7.42	3.72	3.77	4.07	3.60	3.87
Train Staff.						
Per mean mile worked	(d)	64.00	97.39	(b)	227.16	81.91
" total train-mile	0.34	0.69	0.85	0.34	1.37	0.55
" cent. of total traffic earnings	1.46	1.31	1.41	0.80	2.07	0.72
Total Traffic Expenses.						
Per mean mile worked	203.49	419.95	557.61	325.75	858.53	809.56
" total train-mile	3.35	3.88	4.84	3.35	5.88	5.48
" cent. of total traffic earnings	14.47	8.51	8.10	7.93	8.15	7.15
MEAN MILEAGE WORKED Miles						
	82.77	1,694.42	(c) 1,536.53	682.44	1,499.85	460.90
TOTAL TRAIN-MILEAGE Train-miles						
	79,844	2,884,601	2,624,738	1,028,033	3,981,723	1,889,213
TOTAL TRAFFIC EARNINGS Rs.						
	1,15,811	82,15,224	1,00,28,474	27,29,536	1,64,49,079	53,16,506
						27,92,084
						7,75,303

(a) Includes 3 miles of the East Indian Railway worked over by the North Western Railway.
(b) Includes the expenditure incurred by the South Indian Railway in working the Villupuram, Dharmavaram, Nellore Branch, the mean mileage (82.77 miles) of which has been added to that of the South Indian Railway in arriving at these results.
(c) Includes the expenditure incurred by the South Indian Railway in working the Villupuram, Dharmavaram, Nellore Branch, the mean mileage (82.77 miles) of which has been added to that of the South Indian Railway in arriving at these results.
(d) Includes with South Indian Railway.

Appendix B—continued.

Statement showing, in comparison, the cost of supervision, &c.

Principal headings,	Vilupuram, Dharmam, Nellore Branch.	Rajputana-Malwa.	North Western Military lines).	South Indian (including Pondicherry).	Great Indian (including Branch lines).	Bombay, Central India (including Parsi Branch).	Oriss and Kolkata.	Bengal and North-Western.
GENERAL CHARGES.								
<i>Controlling Office, including travelling allowances and contingencies.</i>								
Per mean mile worked								
" total train-mile	(d) 0.31	18.21	39.94	(b) 27.75	31.82	40.37	(c) 38.78	69.94
" cent. on total earnings	1.33	0.36	0.57	0.73	0.29	0.35	(c) 0.45	1.26
<i>Audit, Accounts and Pay, including travelling allowances and contingencies.</i>								
Per mean mile worked								
" total train-mile	(d) 1.64	67.04	99.88	(b) 67.14	97.89	157.85	108.46	75.06
" cent. on total earnings	6.95	1.35	1.42	1.73	0.88	1.36	2.55	1.33
<i>Stores, including travelling allowances and contingencies.</i>								
Per mean mile worked								
" total train-mile	(d) 0.42	23.73	14.35	(b) 15.79	35.04	61.47	11.37	13.42
" cent. on total earnings	1.78	0.47	0.20	0.44	0.32	0.53	0.13	0.24
<i>Total Indian Management.</i>								
Per mean mile worked								
" total train-mile	(d) 2.77	134.53	204.94	(b) 132.01	205.84	345.33	(c) 199.62	175.77
" cent. on total earnings	11.79	2.70	2.91	5.33	1.86	2.99	(c) 4.69	3.17
<i>Total General Charges.</i>								
Per mean mile worked								
" total train-mile	246.60	348.33	396.75	266.68	498.68	592.44	(c) 364.34	336.85
" cent. on total earnings	17.39	8.17	4.66	6.40	3.86	5.12	(c) 4.28	6.08
MEAN MILEAGE WORKED Miles	82.77	1,604.42	(c) 1,589.53	682.44	1,409.85	460.90	692.55	375.00
TOTAL TRAIN-MILEAGE Train-miles	79,844	2,884,601	2,924,738	1,028,033	3,981,723	1,089,213	942,271	333,293
TOTAL EARNINGS Rs.	1,17,348	83,35,488	1,11,55,671	27,57,202	1,66,45,181	53,27,876	20,46,378	9,01,247

(a) Includes 13 miles of the East Indian Railway worked for by the North Western Railway.
(b) Excludes the expenditure incurred by the South Indian Railway.
(c) Excludes the expenditure incurred by the North Western Railway.
(d) Includes with South Indian Railway.

Appendix B—concluded.

Statement showing, in comparison, the cost of supervision, &c.

Principal heading.	Vilupuram, Dharmam, Nellore Branch.	Rajputana-Malwa.	North Western (excluding Military lines).	South Indian (including Pondicherry).	Great Indian (including Branch lines).	Bombay, Central India (including Parsi Branch).	Oriss and Kolkata.	Bengal and North-Western.
STEAM-BOAT SERVICE.								
<i>Total Steam-boat Expenses.</i>								
Per cent. on Steam-boat earnings								
	Nil.	Nil.	138.64	Nil.	Nil.	Nil.	Nil.	74.55
TOTAL STEAM-BOAT EARNINGS . Rs.								
	Nil.	Nil.	55,059	Nil.	Nil.	Nil.	Nil.	92,870
SPECIAL AND MISCELLANEOUS EXPENDITURE.								
<i>Total Special and Miscellaneous Expenses.</i>								
Per cent. on total earnings								
	0.75	0.67	0.79	0.41	1.40	0.97	(c) 1.15	1.06
TOTAL EARNINGS . Rs.	1,17,348	83,35,488	1,11,55,671	27,57,202	1,66,45,181	53,27,876	20,46,378	9,01,247

(a) Excludes Rs. 3,37,434 on account of provision made by the Oriss and Kolkata Railway Company for unemployed and displaced persons and loans to Company's servants.

Appendix C to the Note by the Director General of Railways on the Capital and Revenue Accounts of the Villupuram-Dharmavaram Railway, Nellore Branch, for the half-year ended 31st December 1888.

Statement showing, in comparison, the Coaching fares per mile and the Special Goods rates per ton per mile on the following Railways for the half-year ended 31st December 1888.

RAILWAYS.	PASSENGER FARES PER MILE.				SPECIAL GOODS RATES PER TON PER MILE.	
	1st Class.	2nd Class.	3rd or Intermediate Class.	Lowest Class (3rd or 4th).	Food-grains.	Coal.
Villupuram-Dharmavaram, Nellore Branch . . .	Pies. 12'00	Pies. 6'00	Pies. ...	Pies. 2'00	Pies. (c) 8'98	Pies. (c) 8'98
Rajputana-Malwa . . .	15'00	8'00	3'00	2'00 to 2'25	(a)	(a)
North Western . . . {	{ 12'00 and 15'00	{ 6'00 and 8'00	{ 3'00, 3'50 and 4'00	{ 2'00, 2'25 and 2'50	(b) 3'40, 4'54, 5'44 and 6'80	(b) 2'73, 4'54 and 5'44
South Indian	12'00	6'00	3'00	2'00	(c) 8'98	(c) 8'98
Great Indian Peninsula . .	12'00	6'00	3'00	2'50	5'00 to 8'00	5'00
Bombay, Baroda and Central India	12'00	6'00	3'00	2'25 to 2'50	(a) 10'89	(a) 10'89
Oudh and Rohilkhand . .	...	(d) 9'00	4'00	2'50	4'53 & 5'44	5'44
Bengal and North-Western .	15'00	9'00	4'00	2'00	3'40 to 6'81	5'44 to 8'98

(a) 9'53 pies per ton per mile for distances from 6'81 to 100 miles)
 " " " " "
 " " " " "

(a) 9·53 pies per ton per mile for distances from 1 to 100 miles
6·81 " " " " 101 to 200 " } when in consignments of 100 maunds or 5·88 tons and over.
4·08 " " " " 201 to 400 "
2·72 " " " " 401 to 600 "
(b) Double rates were charged on the Fishin Section beyond Sibi up to 31st December 1888, after which date the double charge was abolished.
(c) On the accepted list. In truck loads of 162 maunds, or 5·95 tons, three annas per mile; and of 270 maunds, or 9·02 tons, five annas per mile.
(d) Upper class.

Exd.—R. S. W.

Government of India Central Printing Office.—No. 930 P. W. D.—15-11-59,—60.

No. 046 R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Traffic

The Joint Secretary to the
Government of Madras
(Railway Branch)
Public Works Department

Calcutta, the 27th November 1880

Lii,

With reference to the Capital and Revenue Accounts of the Bellare Branch of the Villupuram-Channarayana Railway for the half-year ended 31st December 1888, forwarded under your No. 620 D dated the 31st May 1889, I am directed to forward, for information, six copies of a note thereon by the Director General of Railways with Appendices A to C thereto, and to invite attention to the error noticed

at the end of the note.

W. No. 11514

2. I am at the same time to request that, with the permission of His Excellency the Governor, the Consulting Engineer for Railways, Madras, may be instructed to report specially whether the requirements of the Traffic could not be met by a more restricted train service, and as regards the heavy maintenance charges.

Red: 3.12.89
B. No. 1380 B. 9/12
Dec of 89

I have the honour to be
Sir,
Communicated to the Consulting Engineer for Railways

Your most Obedt. servt.
for information and report with reference to Prop: No. 619 Q

Mr. R. C. dated 31st May 1889.

Under Secretary

Documents accompanying

Six copies of a note by the Director

Genl of Railways on the Capital

and Revenue Accounts of the Kellore

Branch of the Villupuram-Channarayana

Railway for the 2nd half of 1888, with

appendices A

The long copy for the
with 3 copies of the
copy of the
with 2 copies of the
copy of the

No 29

Refd to Genl No 602 11/19
Letter: No 470 15/11

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 8th January 1890.

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

Your letter No. 1172 of the 18th ultimo.
The Director General of Railways remarks that under Abstract A, Unclassified expenditure, a new sub head (Miscellaneous) has been opened, contrary to rule 8 of the general instructions appended to the standard form of half yearly Revenue Accounts.

As the statement for the Kellore Branch for half year ending 31st December, 1888 was prepared in the Examiner's Office, will you please refer the above remark to Mr. Morrison.

The other points alluded to in your letter are under inquiry.

I am

Sir

Your most obedient servant,
William Beth.

Agent.

all enclosed from the examiners of
Railway Accounts dated 10th January 1890
on South Indian Railway. Agents' No 290 8th January 1890.

The head referred to viz Miscellaneous
under "unclassified" in abstract A
was opened in the first $\frac{1}{2}$ yearly Revenue
Account of the Bellary Branch for
December 1884 and was apparently con-
tinued in successive half years.
I regret I can only state it has been
opened by inadvertence and was not
noticed by myself in passing the
Accounts - It is certainly contrary to
orders and should be discontinued.

(Sd) G. Harrison,
Examiners, Railway Accounts

(True copy)
Thos D O'K
Asst. to Com. Insp. for Ry.

NO 28
FILE
NO

P.W. Sec 3
2594/90

Dated 8th Jan 1890
Received 9th Jan 1890
No. 29
ENCLOSURE
Miscellaneous
Expenditure
under A & B Head

From
The AGENT,
South Indian Railway,
Trichinopoly.
To
The CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

No. 350

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 7th March 1890.

From

The Agent,

SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

Your letter No. 1172 of the 18th December last. With regard to the train service on the Nellore Branch I have to state there are but two trains daily in each direction between Renigunta and Nellore. I have before intimated (see my letter No. 532 of the 6th May last) that my policy has been to foster the traffic and to offer facilities for the movement of the people to and fro. It would be possible (by running occasional specials to clear off accumulated goods) to carry in one train daily in both directions the extent of traffic now being worked, but if the train service be reduced a falling off in the number of passengers would certainly follow.

Regarding the heavy maintenance charges the Chief Engineer has sent to me the following copy of a report he has received from

measured and would certainly be

pw luz
25-94/90

in ER. office
file.

from Mr. Ewysher the Executive Engineer
in charge of the Branch.

"General Superintendence. Rs. 24,923.

" Heavy outlay under this head, is principally
" due to the order of the Government of India,
" directing that the entire cost of Establishment
" should be debited to Maintenance from
" 1st July 1888 instead of $\frac{1}{3}$ to Maintenance and
" $\frac{2}{3}$ to Capital as was done previous to that
" month. See Director General of Railways No.
" 3290 of 4th December 1888. Besides as many
" of the Higher paid officials were pensionable
" hands it was found impossible to reduce
" the charges."

"Maintenance &c. Rs. 22,144. This is
" principally made up as follows:-

" (1) Wages ————— 15,674.

" (2) Cost of ballast materials } 5,291.
" viz 13,884 7 cft }

" (3) Renewals of P. way. 338.

" (4) Other Stores ————— 841.

" (1) Labour charges Rs. 15,674. This sum is
" considerably less than what was incurred
" for the corresponding previous half year viz
" 24,378. and in excess of sanction by Rs. 1,552.
" which was due to extra gangs that were
" employed during rainy weather and feasts
" (Venkatagerry)

(2)

" (2) Ballast materials — Rs. 5,291.
" (3) Renewals of P. way — 338.
" (4) Other Stores ————— 841

6470-

" This is excess of sanction by Rs. 470. I think
" this calls for no explanation."

" Repairs of Bridges &c.

" (1) Bridges & Trestles - 544. Under sanction

" (2) Earthwork repairs - 4,930. The great excess

" is due to heavy repairs to Banks done during the
" half year - under estimate. For further parti-
" culars please see the E. I. A. Register herewith
" returned."

" Repairs of Stations and Buildings

" Repairs of Stations and Offices - 1,573

" Staff Quarters - 998

2571

" The same remarks against repairs of
" Bridges applies to this also."

I am

Sir,

Your most obedient servant,
Walter J. Hooper

per Agent.

G.A.



pw hms
2594/90.

Rec. Revenue Account
Keltam Branch Hye.
31. 12. 88.

Dated 7. 1. 1890.
Received 9. 1. 1890.
No. 350
ENCLOSURE.

From
The Agent,
South Indian Railway,
Trichinopoly,
To
The Consulting Engineer for
Railways,
Madras.

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 12th March 1890.

Letter from the Agent, South Indian Railway
No. 29 dated 8th January 1890.

Memorandum from the Examiner of Railway
Accounts, dated, 13th January 1890.

Letter from the Agent, South Indian Railway
No. 350 dated, 7th March 1890.

No. 180.

SUBMITTED ———— To ———— Government,
with reference to its No. 13802
dated 12th December 1889.
2. The error as regards unclassified expenditure is explained by the Examiner of Railway Accounts.
3. With regard to a more restricted train service, the Agent, South Indian Railway, states that there are only two trains daily each way on the Keltam Branch, and he considers that, although with occasional specials, the traffic could now be carried in one train daily in both directions, if the number of trains were reduced there would certainly be

be a falling off in passenger traffic, in which opinion I agree.

4. It has been found on enquiry that the Buckingham Canal and the Trunk Road both carry goods from Bellore to Madras, and the rates between these places have consequently been reduced since 1st March 1890 from an average of 8 pias per ton per mile for "special" and 10 and 13.61 pias per ton per mile for "first" and "second" class goods respectively over the Madras Railway portion, and from 9 or 13.5 pias per ton per mile according to the class of goods over the South Indian Railway portion, to a general rate of 5.4 pias per ton per mile between Bellore and Madras. A better traffic may therefore be confidently expected.

5. The heavy maintenance charges are explained in detail by the Executive Engineer

Engineers in charge of the Bellore Branch.

6. The expenditure is being closely watched and will be reduced to the least possible consistent with the safety of the public.

Siddington

Major R.E.

for consulting Engineer for Rys.

X. M. J.

" 619-20R 4 31-5-89

in genes

Form No. 3.
B. No. 401 R of 21st March 1900

Ordered to be

forwarded to the Govt. of
India with reference to its
No. 046 R. J. of 27th November
1889.

A. C. No. 402 R of 21st March 1890.
Forwarded

C. S.
14.3.90
R.

Despatch to
Smta.
28/4/3

P.W. C. No. 2594.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 180

Dated 12th

Received 13.

} March 1890.

No. of ENCLOSURES. 3.

Subject.

Submitting, certain corres-
pondence explaining errors
as pointed out in the
Revenue General Orders
Branch for 1st April 1888.

B.

No. 401-402 R of 21st March 1890.

213

Am. 15-3-90 R 17-3-90.

hrc 26/3.