Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 665-66 Rys.

DATED 14th May

[Despatch Abstract.]

Capital and Revenue accounts of the South Indian Railway. — Ordered that the explanation of the errors and omissions in the — for the first half of 1889, be forwarded to the Govt of India.

Forwarded

[P. W. Ry. 760—25-9-99.]

Indexed.

BACK PAPERS.

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

FURTHER PAPERS.

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

11TH NOVEMBER 1889, No. 1238 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 24th October 1889, No. 419.

Four copies of the Revenue Account, South Indian Railway, for the half-year ended the 30th June 1889, with brief note thereon.

Brief note on the Revenue Account, South Indian Railway, for the half-year ended the 30th June 1889.

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

		1887.		1888.		1889.
		First half.	Second half.	First half.	Second half.	First half.
Average miles open		NO. 654	NO. 654	NO. 654	NO. 654	NO. 654
Gross earnings		RS. 25,93,335	RS. 25,03,310	RS. 26,71,828	RS. 27,51,197	RS. 28,47,316
Working expenses		15,00,238	19,86,850	19,06,019	18,44,733	21,12,478
	Profits ..	10,93,097	5,16,460	7,65,809	9,06,464	7,34,838
Gross earnings per open mile per week ..		153·36	145·62	157·13	160·04	168·37
Percentage of expenses to receipts ..		57·85	79·37	71·34	67·05	74·19
Train mileage (excluding Pondicherry Railway and Nellore branch of the Villupuram-Guntakal Railway) ..		NO. 979,296	NO. 1,024,154	NO. 1,013,243	NO. 1,021,473	NO. 996,056
Gross earnings per traffic train mile ..		RS. 2·648	RS. 2·478	RS. 2·637	RS. 2·693	RS. 2·859
Passenger traffic (exclusive of troops and police)—						
Numbers ..	First class	NO. 4,964	NO. 4,744	NO. 5,669	NO. 5,442	NO. 6,091
	Second class	12,986	12,928	14,586	14,017	47,004
	Intermediate class ..	55,096	52,349	56,331	61,102	9,922
	Third class	3,386,975	3,231,983	3,462,447	3,526,315	3,784,618
	Total ..	3,460,021	3,302,004	3,529,033	3,606,876	3,847,635
Receipts ..	First class	RS. 20,770	RS. 18,696	RS. 23,921	RS. 22,245	RS. 26,636
	Second class	21,608	21,119	24,839	23,201	47,767
	Intermediate class ..	35,068	32,336	37,659	38,179	6,921
	Third class	12,53,173	11,41,248	12,36,848	12,78,569	13,62,582
	Total ..	13,30,619	12,13,399	13,23,267	13,62,194	14,43,906
Goods traffic (exclusive of railway materials, military stores and coal)—						
Tons lifted		NO. 355,463	NO. 301,443	NO. 343,405	NO. 325,778	NO. 366,239
Ton mileage		23,777,783	23,223,461	24,998,911	27,867,829	28,649,221
Receipts		RS. 10,47,825	RS. 10,49,246	RS. 11,00,040	RS. 11,44,249	RS. 11,56,748

2. The gross earnings show an increase of upwards of $1\frac{3}{4}$ lakhs of rupees over the corresponding period of 1888, due to development in both passenger and goods traffic. The former is accounted for by the steady increase of third-class traffic, and the latter by increased tonnage and longer lead.

The abolition of the intermediate class from 1st February 1889 accounts for its low receipts, as well as for the corresponding rise in those of the second class, the fare for which has been reduced from 6 to 4 pies per mile.

3. The working expenses, which include abnormal items to the extent of Rs. 44,542, show an increase of upwards of 2 lakhs of rupees, which is mainly due to the laying of a greater number of miles of the new permanent-way than in the corresponding period of 1888, in which working expenses were abnormally low, consequent on the non-receipt of permanent-way material. The percentage of working expenses to receipts has thus increased from 71·34 to 74·19.

4. The train mileage shows a decrease over the corresponding half of 1888 and the receipts per train mile are greater.

5. The increased earnings as compared with the first half of 1888 are made up as follows :—

	Increase. Rs.	Decrease. Rs.
Passengers (excluding troops and police)	1,20,639	...
Other items of coaching traffic	2,307	...
General merchandise	56,708	...
Other items of goods traffic	...	...
Electric telegraph and sundries	15,746	19,912
	...	...
Total ...	1,95,400	19,912
Increase ...	1,75,488	

6. The increased working expenses are made up as follows :—

	Increase. Rs.	Decrease. Rs.
Maintenance	1,01,188	...
Locomotive	61,484	...
Carriage and wagon	29,104	...
Traffic	2,895	...
General	3,462	...
Special and miscellaneous	8,326	...
Total ...	2,06,459	...
Increase ...	2,06,459	

7. The increase under "maintenance" is, as already stated, mainly due to the "renewals of permanent-way" and "loss by exchange"; that under "Locomotive" to the increased consumption and cost of coal; and that under "carriage and wagon" to more repairs during the half-year under review.

The increase under "Traffic" is due to the entertainment of additional staff to cope with increased traffic; that under "general charges" to increased expenditure incurred in the Home Department; and that under "special and miscellaneous" to a general increase under all heads.

The earnings of the Nellore branch of Villupuram-Guntakal Railway are not included in these accounts, and the working expenses have been deducted from each abstract.

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

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 11th November 1889, No. 1238 R., Public Works.

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

(Here enter No. 1239 R., dated 11th November 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 11th November 1889, No. 1239 R., Public Works.

Forwarded.

(By Order.)

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

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1889} Madras.

PUBLIC WORKS.

Dated November, 11th.

Recd. *Encl.*

G.O., 11th Nov. 1889, Nos. 1238, 1239 R.

NOVEMBER.

Revenue Account of the South Indian Railway

Forwarding copy of Proceedings embodying brief note on the — for the first half of 1889.

G. O. Nos 1238-1239 R 2/15-11-89.

1890.

P. W. DEPARTMENT.

Current No. 3238

From The Govt of India

Enclos.— 2

No. 0330 R.J. (11 S. copies each)

Dated 22nd } March 1890.

Received 31st }

Subject.

Capital and Revenue accounts of the S. I. Ry for the half year ending 30th June 889. Forwarding a note by the D. G of Rys on the — and inviting attention to the errors and omissions noticed therein.

Disposal.

No. 17476 dated 3rd April 1890

Referred to the Consg. Engr for Rys for report.

S/4 S. S.

D. R.

To the Consg. Engr for Rys with 16 S. Copies.

5/4

Appendix A to the Note by the Director General of Railways on the Capital and Revenue Accounts of the South Indian Railway, for the half-year ended 30th June 1889.

Statement showing, in comparison, the gross earnings and working expenses, &c., on the following Railways for the half-year ended 30th June 1889.

Railways.	Gross earnings.	Working Expenses.	Percentage of working expenses upon gross earnings.	Gross earning (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.
South Indian	28,47,316 (c)	21,12,478 (d)	74·19 (c) & (d)	168 (e)	2·10 (d)	654·59
Rajputana-Malwa	1,15,25,746	49,63,006	43·06	266	1·37	1,664·42
North Western and Branches (excluding Military lines) ...	1,17,18,301	66,79,631 (a)	57·00 (b)	282	2·26 (b)	1,592·93 (g)
Oudh and Rohilkhand ...	41,00,741	17,03,681	41·55	228	1·55	692·55
Great Indian Peninsula (excluding Branches)	2,21,51,191	1,01,81,086 (f)	45·96 (b)	589	2·23 (b)	1,446·03
Bombay, Baroda and Central India (including Pátri Branch) ...	78,51,035	29,34,931	37·38	655	2·29	460·90
Bengal and North-Western ...	13,12,116	6,01,318	45·83	123	1·31	376·00

(a) Includes Rs. 60,008 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 (654·59 miles) of the South Indian Railway only.
(f) Includes Rs 1,88,043 on account of rent of leased lines.
(g) Includes 13 miles of the East Indian Railway worked over by the North Western Railway.

Appendix B to the Note by the Director General of Railways on the Capital and Revenue Accounts of the South Indian State Railway, for the half-year ended 30th June 1889.

Statement showing, in comparison, the cost of supervision, &c., in the several Departments, on the following Railways, for the half-year ended 30th June 1889.

Principal headings.		South Indian (including Pondicherry).	Rajputana-Malwa.	North Western and Branches (exluding Military lines).	Oudh and Rohilkhand.	Great Indian Peninsula (including Branch lines).	Bombay, Baroda and Central India (including Pátri Branch).	Bengal and North Western.
Maintenance of Way, Works and Stations.								
Engineers' salaries and allowances.								
Per mean mile of line maintained	Rs.	65·66	54·46	39·83	39·91	70·03	84·62	37·66
„ mile of track, including sidings	„	58·79	47·73	33·09	34·22	48·16	62·75	34·04
„ total train-mile	Annas	0·69	0·40	0·34	0·40	0·36	0·49	0·55
„ 1,000 gross ton-miles	Rs.	0·27	0·12	0·06	0·08	0·08	0·08	0·16
Subordinate Superintendents' salaries and allowances, including overtime.								
Per mean mile of line maintained	Rs.	37·26	30·39	53·07	41·28	46·13	110·46	30·37
„ mile of track, including sidings	„	33·35	26·63	44·09	35·39	31·73	81·91	27·43
„ total train-mile	Annas	0·39	0·22	0·45	0·42	0·23	0·63	0·44
„ 1,000 gross ton-miles	Rs.	0·15	0·07	0·08	0·09	0·05	0·11	0·13
Office Expenses.								
Per mean mile of line maintained	Rs.	33·32	19·79	22·04	33·96	32·98	50·30	16·31
„ mile of track, including sidings	„	29·83	17·34	18·31	29·11	22·68	37·30	14·74
„ total train-mile	Annas	0·35	0·14	0·19	0·34	0·17	0·29	0·24
„ 1,000 gross ton-miles	Rs.	0·14	0·05	0·03	0·07	0·03	0·05	0·07
Total General Superintendence.								
Per mean mile of line maintained	Rs.	136·24	104·64	114·94	115·15	149·14	245·38	84·34
„ mile of track, including sidings	„	121·97	91·70	95·49	98·72	102·57	181·96	76·21
„ total train-mile	Annas	1·43	0·76	0·98	1·16	0·76	1·41	1·23
„ 1,000 gross ton-miles	Rs.	0·56	0·24	0·17	0·24	0·16	0·24	0·36
Maintenance and Renewal of Permanent-way.								
Per mean mile of line maintained	Rs.	1,347·98	391·67	703·44	369·78	838·03	847·26	106·55
„ mile of track, including sidings	„	1,206·85	343·26	584·33	317·00	576·35	628·29	96·30
„ total train-mile	Annas	14·21	2·89	6·03	3·72	4·25	4·87	1·55
„ 1,000 gross ton-miles	Rs.	5·54	0·88	1·08	0·77	0·92	0·83	0·46
Total Maintenance.								
Per mean mile of line maintained	Rs.	1,401·36	605·87	1,195·89	607·47	1,633·87	1,782·48	310·95
„ mile of track, including sidings	„	1,254·64	530·99	993·40	520·76	1,123·68	1,321·80	281·05
„ total train-mile	Annas	14·77	4·46	10·25	6·12	8·28	10·25	4·54
„ 1,000 gross ton-miles	Rs.	5·76	1·37	1·83	1·27	1·80	1·74	1·32
Mean mileage maintained	Miles	662·44	1,664·42	1,579·93	692·55	1,446·67	461·00	376·00
Total miles of track, including sidings	Miles	739·91	1,899·14	1,901·99	807·86	2,103·51	621·67	416·00
Total Train-mileage	Train-miles	1,005,656	3,616,254	2,949,820	1,099,454	4,565,718	1,282,530	411,603
Total gross ton-mileage	Ton-miles	161,292,869	734,491,530	1,029,077,151	331,470,738	1,314,782,815	471,871,388	88,267,343

Appendix B—*continued.*

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

Principal headings.	South Indian (including Pondicherry).	Rajputana-Malwa.	North Western and Branches (excluding Military lines).	Oudh and Rohilkhand.	Great Indian Peninsula (including Branch lines).	Bombay, Baroda and Central India (including Pátri Branch).	Bengal and North Western.
Locomotive Expenses.							
Salaries of Superintendents and Assistants, including allowances.							
Per mean mile worked ... Rs.	(*d*) 14·15	(*a*) 27·44	14·69	16·57	23·38	31·89	15·86
„ total train-mile ... Annas	0·20	0·21	0·13	0·17	0·12	0·18	0·23
„ engine-mile ... „	0·17	0·19	0·11	0·14	0·10	0·17	0·21
„ 1,000 gross-ton-miles ... Rs.	0·08	0·06	0·02	0·03	0·02	0·03	0·07
Salaries of Subordinate Superintendents, including allowances.							
Per mean mile worked ... Rs.	(*d*) 27·47	(*a*) 28·91	31·15	27·11	51·65	40·00	22·69
„ total train-mile ... Annas	0·31	0·22	0·27	0·27	0·26	0·23	0·33
„ engine-mile ... „	0·26	0·19	0·24	0·22	0·23	0·21	0·30
„ 1,000 gross ton-miles ... Rs.	0·12	0·07	0·05	0·06	0·06	0·04	0·09
Office Expenses.							
Per mean mile worked ... Rs.	(*d*) 21·61	(*a*) 27·82	34·29	29·00	46·18	49·60	13·40
„ total train-mile ... Annas	0·24	0·28	0·29	0·29	0·23	0·29	0·20
„ engine-mile ... „	0·21	0·26	0·27	0·23	0·21	0·26	0·18
„ 1,000 gross ton-miles ... Rs.	0·09	0·09	0·05	0·06	0·05	0·05	0·06
Total General Superintendence.							
Per mean mile worked ... Rs.	(*d*) 63·23	(*a*) 94·17	80·13	72·68	121·21	121·49	51·95
„ total train-mile ... Annas	0·75	0·71	0·69	0·73	0·61	0·70	0·76
„ engine-mile ... „	0·64	0·64	0·62	0·59	0·54	0·64	0·69
„ 1,000 gross ton-miles ... Rs.	0·29	0·22	0·12	0·15	0·13	0·12	0·22
Wages of drivers and firemen, including overtime.							
Per mean mile worked ... Rs.	(*d*) 117·95	(*a*) 223·53	236·28	103·22	513·71	368·76	76·24
„ total train-mile ... Annas	1·34	1·67	2·03	1·04	2·60	2·12	1·11
„ engine-mile ... „	1·13	1·52	1·83	0·84	2·30	1·94	1·00
„ 1,000 gross ton-miles ... Rs.	0·52	0·51	0·36	0·22	0·56	0·36	0·32
Fuel, average cost.							
Per mean mile worked ... Rs.	(*d*) 318·45	(*a*) 640·38	449·76	297·78	945·12	954·16	166·33
„ total train-mile ... Annas	3·78	4·79	3·87	3·00	4·79	5·49	2·43
„ engine-mile ... „	3·19	4·35	3·48	2·43	4·23	5·03	2·19
„ 1,000 gross ton-miles ... Rs.	1·47	1·48	0·70	0·62	1·04	0·93	0·71
Fuel, average quantity consumed.							
Per mean mile worked ... Tons	(*b*)& (*d*) 18·42	(*a*) & (*b*) 30·08	† (*b*) 37·38	(*b*) 30·78	(*b*) 73·37	(*b*) 51·59	(*b*) 14·64
„ total train-mile ... lbs.	(*b*) 29·21	(*b*) 31·53	45·00	(*b*) 43·44	(*b*) 52·05	(*b*) 41·53	(*b*) 29·95
„ engine-mile ... „	(*b*) 24·65	(*b*) 28·59	(*b*) 40·50	(*b*) 35·22	(*b*) 45·96	(*b*) 38·06	(*b*) 26·95
„ 1,000 gross ton-miles ... „	(*b*) 182·12	(*b*) 155·24	(*b*) 129·60	(*b*) 144·08	(*b*) 180·76	(*b*) 112·89	(*b*) 139·67
Maintenance and Renewals.							
Per mean mile worked ... Rs.	(*d*) 170·31	(*a*) 169·61	481·37	126·40	509·33	336·37	57·10
„ total train-mile ... Annas	1·93	1·27	4·14	1·27	2·38	1·93	0·84
„ engine-mile ... „	1·63	1·15	3·73	1·03	2·28	1·77	0·75
„ 1,000 gross ton-miles ... Rs.	0·75	0·39	0·74	0·26	0·56	0·33	0·24
Total Locomotive Expenses.							
Per mean mile worked ... Rs.	917·97	1,328·60	1,475·57	792·19	2,823·90	2,438·98	437·12
„ total train-mile ... Annas	9·67	9·78	12·69	7·98	14·31	14·02	6·39
„ engine-mile ... „	8·16	8·87	11·42	6·47	12·63	12·85	5·75
„ 1,000 gross ton-miles ... Rs.	3·77	3·01	2·23	1·66	3·10	2·38	1·86
Mean mileage worked ... Miles	662·44	1,664·42	(*c*) 1,592·93	692·55	1,446·03	460·90	376·00
Total train-mileage ... Train-miles	1,005,656	3,616,254	(*e*) 2,963,739	1,099,454	4,565,718	1,282,530	411,603
Total engine-mileage ... Engine-miles	1,191,824	3,988,305	(*e*) 3,292,689	1,356,043	5,171,322	1,399,516	457,422
Total gross ton-mileage ... Ton-miles	161,292,869	734,491,530	1,029,077,151	331,470,738	1,314,782,815	471,871,388	88,267,343

(*a*) Includes expenses for working His Highness the Gaekwar's Viramgám-Mehsána-Vadnagar State Railway, the mean mileage (27·73 miles) of which has been added to that of the Rajputana-Malwa State Railway in arriving at these results.

(*b*) In terms of coal.

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

† Approximate.

(*d*) Includes the expenditure incurred by the South Indian Railway in working the Villupuram-Guntakal Railway, 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.

(*e*) Includes 13,919 train-miles run on the Patiála-Bhatinda extension for construction purposes as no credit has been allowed to Locomotive expenses for cost of working these trains.

Appendix B—*continued.*

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

Principal headings.		South Indian (including Pondicherry.)	Rajputana-Malwa.	North Western and Branches (excluding Military lines).	Oudh and Rohilkhand.	Great Indian Peninsula (including Branch lines).	Bombay, Baroda and Central India (including Patri Branch).	Bengal and North-Western.
Carriage and Wagon Expenses.								
Salaries of Superintendents including allowances.								
Per mean mile worked	Rs.	(g) 3·28	(d) 3·29	7·19	4·14	9·85	9·55	5·33
„ total train-mile	Annas	0·04	0·02	0·06	0·05	0·05	0·05	0·08
„ 1,000 vehicle-miles run by home vehicles (a)	Rs.	0·14	0·07	0·16	0·08	0·17	0·12	0·16
Salaries of Subordinate Superintendents, including allowances.								
Per mean mile worked	Rs.	(d) 6·34	(d) 7·37	12·04	1·85	13·49	22·05	7·45
„ total train-mile	Annas	0·07	0·05	0·11	0·01	0·07	0·13	0·11
„ 1,000 vehicle-miles run by home vehicles (a)	Rs.	0·23	0·15	0·30	0·03	0·23	0·27	0·23
Office Expenses.								
Per mean mile worked	Rs.	(g) 4·92	(d) 9·73	14·21	5·94	13·90	18·32	4·63
„ total train-mile	Annas	0·06	0·07	0·12	0·06	0·07	0·11	0·07
„ 1,000 vehicle-miles run by home vehicles (a)	Rs.	0·17	0·19	0·33	0·12	0·23	0·23	0·14
Total General Superintendence.								
Per mean mile worked	Rs.	(g) 14·54	(d) 20·39	34·34	11·93	37·24	49·92	17·41
„ total train-mile	Annas	0·17	0·14	0·29	0·12	0·19	0·29	0·26
„ 1,000 vehicle-miles run by home vehicles (a)	Rs	0·54	0·41	0·79	0·23	0·63	0·62	0·53
Repairs and renewals of vehicles and machinery.								
Coaching vehicles (Wages, including overtime and materials).								
Per mean mile worked	Rs.	(g) 73·21	(d) 76·88	132·94	83·60	221·30	185·70	18·85
„ total train-mile	Annas	0·83	0·58	1·15	0·84	1·12	1·07	0·28
„ 1,000 vehicle-miles run by home vehicles (b)	Rs.	6·04	6·15	9·81	6·44	14·01	10·48	1·66
Goods vehicles (Wages including overtime and materials).								
Per mean mile worked	Rs.	(g) 80·87	(d) 96·54	364·14	76·32	326·44	221·40	15·30
„ total train-mile	Annas	0·92	0·72	3·15	0·77	1·64	1·27	0·22
„ 1,000 vehicle-miles run by home vehicles (c)	Rs.	5·01	2·56	12·17	2·03	7·55	3·55	0·71
Total Carriage and Wagon Expenses.								
Per mean mile worked	Rs.	218·11	244·27	596·39	205·05	770·86	543·32	70·55
„ total train-mile	Annas	2·30	1·80	5·15	2·07	3·91	3·12	1·03
„ 1,000 vehicle-miles run by home vehicles (a)	Rs.	7·17	4·79	13·72	4·06	13·12	6·79	2·16
Mean mileage worked	Miles	662·44	1,664·42	(e) 1,592·93	692·55	1,446·03	460·90	376·00
Total train-mileage	Train-miles	1,005,656	3,616,254	2,049,820	1,099,454	4,565,718	1,282,530	411,603
Total vehicle-miles run by home vehicles for	(a)	20,139,305	84,901,200	69,222,644	34,977,816	84,937,342	36,872,499	12,279,094
Coaching vehicle-miles for	(b)	8,636,145	21,162,968	(f)	8,984,200	22,835,386	8,166,772	4,273,298
Goods vehicle-miles for	(c)	11,503,160	63,738,232	(f)	25,993,616	62,101,956	28,705,727	8,005,796

(d) Includes expenses for working His Highness the Gaekwar's Viramgám-Mehsána-Vadnagar State Railway, the mean mileage (27·73 miles) of which has been added to that of the Rajputana-Malwa State Railway in arriving at these results.

(e) Includes 18 miles of the East Indian Railway worked over by the North Western Railway.

(f) Information not furnished.

(g) Includes the expenditure incurred by the South Indian Railway in working the Villupuram-Guntakal Railway, 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.

Appendix B—*continued.*

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

Principal headings.		South Indian (including Pondicherry).	Rajputana-Malwa.	North Western and Branches (excluding Military lines).	Oudh and Rohilkhand.	Great Indian Peninsula (including Branch lines).	Bombay, Baroda and Central India (including Pátri Branch).	Bengal and North-Western.
Traffic Expenses.								
Salaries of Traffic Managers, &c., including travelling allowances.								
Per mean mile worked	Rs.	(c) 27·11	(a) 39·52	36·23	40·06	56·08	72·12	26·90
„ total train-mile	Annas	0·32	0·29	0·32	0·40	0·29	0·42	0·39
„ cent. of total traffic earnings		0·71	0·59	0·51	0·72	0·37	0·43	0·83
Office Establishment and Contingencies.								
Per mean mile worked	Rs.	(c) 15·71	(a) 34·46	30·46	26·51	42·17	34·88	9·41
„ total train-mile	Annas	0·18	0·26	0·26	0·27	0·21	0·20	0·14
„ cent. of total traffic earnings		0·40	0·51	0·42	0·47	0·28	0·21	0·31
Total General Superintendence.								
Per mean mile worked	Rs.	(c) 42·82	(a) 73·98	66·69	66·57	98·25	107·00	36·31
„ total train-mile	Annas	0·50	0·55	0·58	0·67	0·50	0·62	0·53
„ cent. of total traffic earnings		1·11	1·10	0·93	1·19	0·65	0·64	1·19
Station Staff.								
Per mean mile worked	Rs.	(c) 163·21	(a) 191·91	265·28	229·42	439·23	468·83	79·75
„ total train-mile	Annas	1·85	1·44	2·29	2·31	2·23	2·70	1·17
„ cent. of total traffic earnings		4·12	2·85	3·69	4·12	2·89	2·80	2·61
Train Staff.								
Per mean mile worked	Rs.	(c) 31·76	(a) 66·65	103·31	69·33	277·55	90·53	29·68
„ total train-mile	Annas	0·36	0·50	0·89	0·70	1·41	0·52	0·43
„ cent. of total traffic earnings		0·81	0·99	1·44	1·25	1·83	0·54	0·97
Total Traffic Expenses.								
Per mean mile worked	Rs.	352·23	436·41	519·14	471·74	982·64	919·81	253·31
„ total train-mile	Annas	3·71	3·21	4·49	4·75	4·98	5·29	3·70
„ cent. of total traffic earnings		8·27	6·37	7·22	8·48	6·47	5·49	8·30
Mean mileage worked	Miles	662·44	1,664·42	(b) 1,592·93	692·55	1,446·03	460·90	376·00
Total train-mileage	...Train-miles	1,005,656	3,616,254	2,949,820	1,099,454	4,565,718	1,282,530	411,603
Total traffic earnings	Rs.	28,20,093	1,13,99,862	1,14,45,522	38,52,418	2,19,53,693	77,18,265	11,47,231

(a) Includes expenses for working His Highness the Gaekwar's Viramgám-Mehsána-Vadnagar State Railway, the mean mileage (27·73 miles) of which has been added to that of the Rajputana-Malwa State Railway in arriving at these results.
(b) Includes 13 miles of the East Indian Railway worked over by the North Western Railway.
(c) Includes the expenditure incurred by the South Indian Railway in working the Villupuram-Guntakal Railway, 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.

Appendix B—*continued.*

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

Principal headings.		South Indian (including Pondicherry).	Rajputana-Malwa.	North Western and Branches (excluding Military lines).	Oudh and Rohilkhand.	Great Indian Peninsula (including Branch lines).	Bombay, Baroda and Central India (including Pátri Branch).	Bengal and North-Western.
General Charges.								
Controlling office, including travelling allowances and contingencies.								
Per mean mile worked	Rs.	(c) 27·35	(a) 17·34	27·22	34·09	32·08	39·08	68·56
„ total train-mile	Annas	0·32	0·13	0·24	0·34	0·16	0·22	1·00
„ cent. on total earnings		0·71	0·26	0·37	0·57	0·21	0·23	1·96
Audit, Accounts and Pay, including travelling allowances and contingencies.								
Per mean mile worked	Rs.	(c) 67·03	(a) 63·02	86·41	114·36	106·58	153·54	72·95
„ total train-mile	Annas	0·77	0·47	0·75	1·15	0·54	0·88	1·07
„ cent. on total earnings		1·70	0·92	1·18	1·93	0·70	0·90	2·09
Stores, including travelling allowances and contingencies.								
Per mean mile worked	Rs.	(c) 16·36	(a) 23·88	20·88	21·59	35·63	61·88	12·81
„ total train-mile	Annas	0·21	0·18	0·18	0·22	0·18	0·36	0·18
„ cent. on total earnings		0·46	0·35	0·28	0·36	0·23	0·36	0·37
Total Indian Management.								
Per mean mile worked	Rs.	(c) 134·43	(a) 130·16	172·48	210·68	217·90	342·84	165·22
„ total train-mile	Annas	1·53	0·97	1·49	2·12	1·10	1·97	2·51
„ cent. on total earnings		3·36	1·91	2·35	3·55	1·42	2·01	4·94
Total General Charges.								
Per mean mile worked	Rs.	275·38	327·62	295·84	321·88	448·50	562·89	345·51
„ total train-mile	Annas	2·90	2·41	2·56	3·24	2·27	3·24	5·04
„ cent. on total earnings		6·39	4·73	4·02	5·43	2·93	3·30	9·90
Mean mileage worked	Miles	662·44	1,664·42	(b) 1,592·93	692·55	1,446·03	460·90	376·00
Total train-mileage	Train-miles	1,005,656	3,616,254	2,949,820	1,099,454	4,565,718	1,282,530	411,603
Total earnings	Rs.	28,56,138	1,15,25,746	1,17,18,301	41,00,741	2,21,51,191	78,51,035	13,12,116

(a) Includes expenses for working His Highness the Gaekwar's Viramgám-Mehsána-Vadnagar State Railway, the mean mileage (27·73 miles) of which has been added to that of the Rajputana-Malwa State Railway in arriving at these results.
(b) Includes 13 miles of the East Indian Railway worked over by the North Western Railway.
(c) Includes the expenditure incurred by the South Indian Railway in working the Villupuram-Guntakal Railway, 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.

Appendix B—*concluded.*

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

Principal headings.		South Indian (including Pondicherry).	Rajputana-Malwa.	North Western and Branches (excluding Military lines).	Oudh and Rohilkhand.	Great Indian Peninsula (including Branch lines).	Bombay, Baroda and Central India (including Pátri Branch).	Bengal and North-Western.
Steam-boat Service.								
Total Steam-boat Expenses.								
Per cent. on Steam-boat Earnings		Nil	*Nil*	133·06	*Nil*	*Nil*	*Nil*	56·82
Total Steam-boat Earnings	Rs.	Nil	*Nil*	42,331	*Nil*	*Nil*	*Nil*	1,08,712
Special and Miscellaneous Expenditure.								
Total Special and Miscellaneous Expenses.								
Per cent. on total Earnings		0·55	0·56	0·64	1·04	1·63	0·70	0·50
Total Earnings	Rs.	28,56,138	1,15,25,746	1,17,18,301	41,00,741	2,21,51,191	78,51,035	13,12,116

P.W. Encl 4
3238/90
4342/90

Appendix C to the Note by the Director General of Railways on the Capital and Revenue Accounts of the South Indian Railway, for the half year ended 30th June 1889.

Statement showing, in comparison, the Coaching fares per mile and the average Goods rates per ton per mile on the following Railways, for the half-year ended 30th June 1889.

Railways.	Passenger fares per mile.				Average Goods rates per ton per mile.	
	1st Class.	2nd Class.	3rd or Intermediate Class.	Lowest Class (3rd or 4th).	General Merchandise.	Coal for the Public.
	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
South Indian ...	12·00	(*b*) 4·00	(*c*) 3·00	2·00	7·75	(*d*)
Rajputana-Malwa ...	15·00	8·00	3·00	2·00 to 2·25	6·80	7·85
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	6·00	9·11
Oudh and Rohilkhand ...	...	(*a*) 9·00	4·00	2·50	5·66	5·16
Great Indian Peninsula ...	12·00	6·00	3·00	2·50	9·84	4·84
Bombay, Baroda and Central India ...	12·00	6·00	3·00	2·25 to 2·50	8·25	3·55
Bengal and North-Western	15·00	9·00	4·00	2·00	5·71	5·44

(*a*) Upper class.
(*b*) Second class fare reduced from 6 to 4 pies from 1st February 1889.
(*c*) Intermediate class abolished from 1st February 1889.
(*d*) No coal was carried for the Public during the half-year.

G. C. Press, Simla.—No. 1387 P. W. D.—15-3-90.—75.

Note by the Director General of Railways on the Capital and Revenue Accounts of the South Indian Railway for the half-year ended 30th June 1889.

CAPITAL.

Statement No. V.—The Capital expenditure on final heads during the half-year amounts to Rs. 1,42,735, of which Rs. 76,557 have been incurred on "Large Bridges," Rs. 19,253 on "Stations and Buildings," and Rs. 29,771 on "Carriage and Wagon Stock."

Statements Nos. VI and XVIII.—The total Capital outlay to the end of the half-year including Suspense is Rs. 4,90,48,409, and excluding Suspense Rs. 4,58,58,342, which gives an average of Rs. 70,057 per mile of line open.

REVENUE.

General Results.

	First half, 1888.	First half, 1889.	Difference.	
	Miles.	Miles.	Miles.	Per cent.
Mean mileage worked	(*a*) 654	(*d*)654·59	+0·59	+0·09
Train-mileage	(*b*)1,021,580	(*e*)1,005,656	—15,924	—1·56
	No.	No.	No.	
Average number of trains over whole line daily in both directions	(*c*)8·48	(*c*)8·39	—0·09	—1·06
	Rs.	Rs.	Rs.	
Gross Earnings	26,71,827	28,47,316	+1,75,489	+6·57
Working Expenses	19,06,019	21,12,478	+2,06,459	+10·83
Net Earnings ...	7,65,808	7,34,838	—30,970	—4·04
Percentage of Working Expenses to Gross Earnings ...	71·34	74·19	+2·85	...
Percentage of Net Earnings on Capital outlay, including Suspense	1·58	1·50	—0·08	...

(*a*) Excludes 8 miles of the Pondicherry Railway, the cost of working which is included with the Working Expenses.
(*b*) Includes 8,337 miles run on the Pondicherry Railway, but excludes 69,136 miles run on the Nellore Branch of the Villupuram-Guntakal State Railway.
(*c*) Including Pondicherry Railway.
(*d*) Includes 7·85 miles of the Pondicherry Railway, the cost of working which is included with the Working Expenses.
(*e*) Includes 9,690 miles run on the Pondicherry Railway, but excludes 73,477 miles run on the Nellore Branch of the Villupuram-Guntakal State Railway.

The gross earnings per mile open per week amount to Rs. 168 against Rs. 157, and have been realised at a cost of 74·19 per cent. against 71·34 per cent.

The percentage of working expenses to gross earnings for the year ended 30th June 1889 stands at 70·68 against 75·22 for the corresponding previous period.

The net earnings fall short of the guaranteed interest for the half-year by Rs. 3,77,223.

GROSS EARNINGS.

	First half, 1888.	First half, 1889.	Difference.	
			Amount.	Per cent.
	Rs.	Rs.	Rs.	
Coaching	14,13,302	15,36,248	+1,22,946	+8·70
Goods	12,14,786	12,51,583	+36,797	+3·03
Electric Telegraph	9,981	10,341	+360	+3·61
Sundries	33,758	49,144	+15,386	+45·58
TOTAL ...	26,71,827	28,47,316	+1,75,489	+6·57

Abstract H.—Coaching Traffic.—The increase is almost wholly due to an improvement in the third class passenger 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.
1st half of 1888 ...	7,677	24,324	17,415	25,656	56,813	37,772	3,483,768	12,53,168	3,565,673	13,40,920
1st half of 1889 ...	7,970	27,087	52,016	48,465	9,980	6,950	3,820,629	13,77,793	3,890,595	14,60,295
Increase ...	293	2,763	34,601	22,809	...	...	336,861	1,24,625	324,922	1,19,375
Decrease ...	...	...	...	...	46,833	30,822	...	...	...	...

The Intermediate class has been abolished, and the second class fare reduced from 6 to 4 pies per mile from 1st February 1889. This accounts for the decrease under the former and increase under the latter class.

Under "Passengers' Luggage" there is an increase of Rs. 2,764.

Abstract I.—Goods Traffic.—The principal fluctuations are an increase of Rs. 56,707 under "Merchandise, General," and a decrease of Rs. 22,438 under "Railway Materials for Construction."

The weight of goods moved for the public has increased from 343,405 tons to 366,239 tons, the ton-mileage from 24,998,911 to 28,649,221, and the earnings from Rs. 11,00,040 to Rs. 11,56,747, the average rate charged per ton per mile being 7·75 pies against 8·45 pies. The commodities which chiefly contributed to the increase are (*a*), "Gunny bags and cloth" Rs. 13,728 "Oil Seeds" Rs. 38,008, (*a*), "Dried fruits and nuts" Rs 20,174, "Salt" Rs. 9,980, "Sugar" Rs. 32,619, and "Timber" Rs. 10,381.

(*a*) In the Commodity Statement nothing is shown against these articles for 1888.

Under "Grains" there is a falling off of Rs. 38,984, stated to be due to the failure of rice crops on the northern portions of the line, and to prices consequently rising to the rates prevalent at Cuddalore and Pondicherry, also to the good harvest in the Madura and Tinnevelly districts rendering import to the same extent as in 1888 unnecessary.

Abstract K.—Sundries.—The earnings mainly varied under the following heads :—

	Rs.
Rents of Refreshment-rooms	—2,273
Profits of Workshops	+6,108
Unpaid or unclaimed Salaries	+3,941
Amount received for working the Pondicherry Railway ...	+5,887

WORKING EXPENSES.

	First half, 1888.		First half, 1889.		Difference.	
	Amount.	Per cent. on Gross Earnings.	Amount.	Per cent. on Gross Earnings.	Amount.	Per cent.
	Rs.		Rs.		Rs.	
Maintenance	8,27,133	30·96	9,28,321	32·60	+1,01,188	+12·23
Locomotive	5,46,615	20·46	6,08,099	21·36	+61,484	+11·25
Carriage and Wagon	1,15,378	4·32	1,44,482	5·07	+29,104	+25·22
Traffic	2,30,439	8·62	2,33,334	8·19	+2,895	+1·26
General	1,78,964	6·70	1,82,426	6·41	+3,462	+1·93
Special and Miscellaneous ...	7,490	0·28	15,816	0·56	+8,326	+111·16
TOTAL ...	19,06,019	71·34	21,12,478	74·19	+2,06,459	+10·83

Abstract A.—Maintenance of Way, Works and Stations.—The charges chiefly varied under the following heads :—

	Rs.
Maintenance and Renewal of Permanent-way	+1,48,123
Repairs of Bridges, &c.	— 45,538
Loss by Exchange	+ 15,465

The increase in the cost of "Maintenance and Renewal of Permanent-way" is stated to be due to upwards of 52 miles of line having been renewed with 50 lb. permanent-way material against 40* miles in the corresponding previous half-year.

* In the Consulting Engineer's Note on the Revenue Account for the first-half of 1888, the length renewed was shown as 34 miles only.

The decrease under "Bridges" is due to less expenditure in the alteration of gradients and the enlargement and raising of bridges.

Larger supply of permanent-way materials during the half-year accounts for the increase under "Loss by Exchange."

There is a credit of Rs. 18,511 on account of the transfer of certain plant to the Villupuram-Guntakal State Railway.

The cost of maintaining a mile of track (single), including sidings, is Rs. 1,254·64 against Rs. 1,120·68.

Abstract B.—Locomotive Expenses.—The Locomotive expenses have increased by 11·25 per cent. against an increase of 1·56 per cent. in the train-mileage, being per train-mile annas 9·67 against annas 8·56, and per engine-mile annas 8·16 against annas 7·34. The principal increases are Rs. 6,204 under "General Superintendence," explained to be due to the appointment of an additional Assistant, and to higher charges under Subordinate Superintendents, and office expenses Rs. 3,775 under "Running Expenses," due to promotions among Drivers and Firemen, Rs. 29,507 under "Fuel," due to enhanced price of coal, and Rs. 10,912 under "Maintenance and Renewal of Locomotive engines and Machinery," due to heavier repairs done to locomotives.

The price paid for fuel (in terms of coal) averages Rs. 17·29, against Rs. 14·94 per ton, and the quantity consumed per train-mile lbs. 29·21 against lbs. 29·14. The average weight of a coaching train during the half-year was 155·55 tons against 154·30 tons, and that of a goods train 164·07 tons against 153·03 tons.

There is also an increase of Rs. 5,346 under "Loss by Exchange" and a decrease of Rs. 4,426 under "Carriage of Revenue Stores."

The amount received for working the Nellore Branch of the Villupuram-Guntakal State Railway, by which the expenditure has been reduced is less by Rs. 8,675.

Abstract C.—Carriage and Wagon Expenses.—The increase is mainly due to larger outlay (Rs. 1,14,828 against Rs. 87,849) on "Repairs and Renewals of Vehicles and Machinery." The number of coaching vehicles repaired is 130 against 109 repaired and 2 renewed, and that of goods vehicles repaired 259 against 106. The average number undergoing repairs and renewals at any one time is, under coaching, 84 against 52, and, under goods, 99 against 109.

The cost of the Department per train-mile is annas 2·30 against annas 1·80, and per 1,000 home vehicle miles Rs. 7·17 against Rs. 5·81.

Abstract D.—Traffic Expenses.—The traffic expenses are larger by Rs. 2,895. They have absorbed 8·27 per cent. of the traffic earnings (including the Pondicherry line) against 8·68 per cent. The principal variations are a reduction of Rs. 5,709 under "Traffic Manager, Assistant Traffic Manager, &c.," and an increase of Rs. 6,511 under "Station Staff."

The cost of station and train staff, the tonnage of goods lifted, and the ton-mileage of goods carried compare as follows:—

	First half, 1888.	First half, 1889.	Difference.	
	Tons.	Tons.	Tons.	Per cent.
Tonnage of goods (*a*) ...	691,855	658,827	—33,028	—4·77
	Ton-miles.	Ton-miles.	Ton-miles.	
Ton-mileage of goods (*a*) ...	30,089,169	32,839,069	+2,749,900	+9·14
	Rs.	Rs.	Rs.	
Station Staff (*b*) ...	1,15,114	1,21,625	+6,511	+5·66
Train Staff (*b*) ...	22,682	23,671	+989	+4·36

The amount received for working the Villupuram-Guntakal State Railway is Rs. 10,927 or less by Rs. 4,736.

(*a*) Figures given for South-Indian Railway only.
(*b*) Includes cost of staff on Pondicherry and Villupuram-Guntakal Railways.

Abstract E.—General Charges.—There is no noticeable fluctuation under any of the items, the increase of Rs. 3,462 being mainly due to smaller receipts for working the Villupuram-Guntakal State Railway.

Abstract G.—Special and Miscellaneous Expenditure.—The charges are more by Rs. 8,326, mainly due to larger payments for "Compensation for goods lost or damaged" and "Rates and Taxes," and to diminished earnings under "Rent of Stations, &c., jointly occupied."

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

ERRORS, OMISSIONS, &c.

Abstract H.—The return journey fares should have been shown.

Statement No. XII.—In footnote § one water truck is said to have been converted into a high sided wagon, but water trucks are not shown separately. It seems desirable that each description of stock should be kept separate.

Statement No. XV.—The amount entered against "Electric Telegraph" in the column "Revenue" includes the cost of "Signallers," whereas according to the instructions at foot of the standard form the charges for "General Superintendence" only are required to be shown here.

Statement of Returned Stores (page 21).—The value of stores returned to stock during the half-year is shown as Rs. 6,54,915-6-8, whereas the credits given to the several expenditure abstracts on this account, as shown at foot thereof, amount to Rs. 6,699-3-11 only. It is not clear by what Department the remainder of the stores was returned.

G. C. Press, Simla.—No. 1331 P. W. D.—14-3-90.—65

P.W. Sec. 3
3230/90
4342/90.

No. 0330 R.T.

All communications should be addressed to the Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Traffic.

F.D. 31-3-90

To

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

Calcutta, the 22nd March 1890.

Sir,

With reference to the Capital and Revenue Accounts of the South Indian Railway for the half-year ended 30th June 1889, forwarded to the Director General of Railways under your endorsement No. 1239 R., dated 11th November 1889, I am directed to forward, for information, twelve copies of a Note on the Accounts by the Director General of Railways, and of its Appendices, and to invite attention to the errors and omissions noticed at the end of the Note.

2. It is observed that the cost of Station Staff has risen by Rs. 6,511 during the half-year, as compared with the corresponding period of 1888, while the Tonnage lifted

lifted and Train mileage is less, as shown by the following figures :-

Tonnage lifted

	1st half 1888	1st half 1889.
South Indian Railway -	691,855	658,827.
Villupuram Guntakal -	84,177	42,481.
	776,032	701,308

Average mileage Worked

South Indian	654	654
Villupuram Guntakal -	83	83

Train Mileage

South Indian	1,021,580	1,005,656
Villupuram Guntakal -	69,436	73,477
	1,091,016	1,079,133

I have the honour to be,

Sir,

Your most obedient Servant,

Major R.E.

Under - Secretary.

Documents accompanying

Twelve copies of Note and Appendices referred to.

No 600

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 29th April 1890.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your letter dt. 403 of the 9th instant The Government of India observe that the Cost of Station Staff has risen by Rs. 6511 during the half years, as compared with the Corresponding period of 1888 while the tonnage lifted and train mileage is less.

The gross ton mileage is Comparatively less because, it includes Consignments of the Company's own material. This material is Conveyed in truck or train loads which are not loaded by the traffic Station Staff. The Cost of the Station Staff is therefore not affected by the tonnage of material lifted.

The ordinary goods traffic on the South Indian Railway, which is handled by the Station Staff, shows an increase over the Corresponding period of 1888 of 2,834 tons and of Rs. 56,708; and the passenger receipts show an increase of over Rs. 1,20,000.

On the Nellore Branch the Ordinary goods traffic shows an increase of 7,166 tons and

and of Rs. 7067 in freight. The passengers receipts show an increase of Rs. 15,754.

The remarks under "Errors and omissions" shall receive attention.

I am,
Sir,
Your most Obedient Servant
Walter J. Hoofer
for Agent.

P.W. Dept
4342/90.

REGISTER
No. 5535
FILE
No.

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Dated 29th April 1890
Received 1st May 1890 No. 6365
Enclosure.

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 7th May 1890.

Letter from the Agent, South Indian Railway, No: 600, dated 29th April 1890.

No. 323

SUBMITTED.

Submitted to Government, with reference to its No: 1747 C, dated 3rd April 1890 (herewith returned).

2. The Agent, South Indian Railway, points out that although on the South Indian Railway the total tonnage lifted in the first half of 1889 was less than that in the first half of 1888, yet the tonnage handled by the station staff was 22834 more in the former half year

year, the larger total is
being due to the carri-
age of railway materials
which are not handled
by the traffic staff.
The above remarks
also apply to the Kellore
Branch of the Villupu-
ram - Pyantakad State
Railway.

3. The Agent states
that the remarks under
"errors and omissions to"
shall receive attention.

Sidney Smith
Major R.E.
Dy. Comp. Engr. for Rys.

P.W.C. No. 4342.

Form No. 3.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 329

Dated 14th
Received 15th } May 1890

No. OF ENCLOSURES. 4

Subject.

Submitting correspondence regarding errors and omissions pointed out in the Capital & Revenue Accounts, S.P.Rys., for the 1st half of 1889.

To

No. 665-66 R dy 14th May/90

Mems No. 1747 C dy 3.6.90
Fo. Dno. 1238-39 R dy 11.6.90
To No. 665 R dy 14th May/90.

Ord 12 May

Ordered to be forwarded to the Govt. of India with reference to its letter No. 0330 R.T. dated 22nd March 1890.-

H.E. No 666 R. dy 14th May 1890

Forwarded

Rueds
10-5-90

W

for R

Info. despd to India
14-5-90.

Ltr 29/5

0 9/5 R 16.5.90 M/5
Hln. 10/5 R 13.5.90 20/5