RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated June, 9th.

Recd. *Encl.*

G.O., 9th June 1890, No. 803 R.

JUNE.

Katpadi Station, Madras Railway

Ordered that the plans and estimates for alterations at the —, rendered necessary by the junction with the Villupuram-Guntakal Railway be forwarded to the Government of India for sanction.

5115.

Govt. of {18 } Madras.

PUBLIC WORKS.

Dated

Recd. Encl.

G.O., 10th June 1890 No. 821-2R.

Madras Railway.

Forward that the explanation of the agent & manager of the errors &c pointed out by the G.O.I. Dept in the Capital & Rev accounts for the 1st half of 1889 be forwarded to the G.O.I.

Madras Railway.

Forwd. explanation of the errors &c in the Capital & Rev accounts for the 1st half of 1889.

P.W.D. No. 6-115.

Form No. 3.

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 376

Dated 30th } May 1890
Received 2-6-90.

No. of Enclosures. 4.

Subject.

Submitting Agent & Managers explanations on the errors and omissions pointed out by the Director-General of Railways in the Capital and Revenue accounts of Madras Railway for the 1st half of 1889.

A
No. 821-22 R dy 10th June/90.

A Form No. 3.
No. 821 R dy 10th June/90
Memo No. 1847 C dy 15.4.90
Fr. Aud. 1070-71 dy 4.10.89

Secy Govt 15 P

Ordered to be forwarded to the Govt. of India with reference to its letter No. 0336 R. T. dated 26th March 1890.-

J.E. No 822 R dy 10th June 1890

Forwarded.

Rly
6.6.90
W for R

Desp despatched to India
10/6/90.

2 Cons Engr for Rys
4 Exr Gen Rly Board

4
1/7

0/4/6 Mem. 6/6. R 9. 6-90

FORM No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 30th May 1890.

Letter from the Agent and Manager, Madras Railway. No. R29/578 dated 28th May 1890.

No. 376.

SUBMITTED _____ to _____ Government. for transmission to the Government of India, with reference to its letter No. 0336 R.I. dated 26th March 1890 referred to in P. W. Department No. 1847/C dated 15th April 1890 (herewith returned.)

Sidney Smith
Major, R.E.
Offg: Cons: Engr: for Railways

REGISTER
No. 805
FILE
No.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 28th May 1890

Rcvd. 29 May 1890

No. R29/578.

Returned to the Consulting Engineer for Railways with reference to his letter No. 0336 R.I. dated 26th March 1890.

Agent.

5.P

add number finished but retained for a few days after the close of the half year to allow paint to dry, &c ---------- 78 — 23

Total ---- 101

I hope the Contract to be, &c &c &c

Your most Obed! Servant.

Agt: Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

No.

Dated 188

Read.

between the first and last days of the half-year and it frequently happens that at the end of the half year one or two of the vehicles actually built and finished within the term are obliged to be kept back to allow paint to dry &c. and the figures given in the reports will not therefore, in all cases, accord with those quoted in Form XII.

" The figures for the half year in question may be reconciled as follows:-

Number taken credit for in Half yearly report	101
Number shewn in Form XII as turned out during the Half-year	91
Less number left out from previous half year as explained above and included in the report for that period.	13
	78

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Read.

No.

by the Locomotive Department at Perambur Works because of the short distance viz: 4 miles from the landing place of the coal at Rayapuram to the works. It should not have been applied to the conveyance of reserve stores and has been discontinued from the beginning of the current year.

The cause of the discrepancy in the number of vehicles renewed as shewn in the Consulting Engineer's note and in Form No. XII is explained in the following extract from a letter by the Asst. Loco: Superintendent:—

"The figures quoted by the Consulting Engineer have, I presume, been taken from the Half-yearly report and it has been customary to include in these reports the number of vehicles really built during the half year and forming therefore part of the half year's work. The numbers given in Form XII are the vehicles that have actually passed through the workshop gates between

5,000—14-11-85.

(No. 1.)

No. R29 / 578 MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 28th May 1890.

From

The Ag: *Agent and Manager,* M. R. Ry.

To

The *Consulting Engineer for Railways.*

SIR,

[Your No. 338 of 16th April 1890.

In reply to the remarks under the head of errors and omissions in the note by the Director General of Railways on the Capital and Revenue Accounts of the Madras Railway for the half year ended 30th June 1889 I have the honour to inform you that the abnormally high charge for conveyance of coal for the Locomotive Department, was the result of a recently introduced minimum rate per wagon load. This rate, which was not felt by the public affected all the coal used by

The increase under "Station Staff" does not represent the entire amount as Rs. 8,827 have been transferred to the Telegraph Department, being one-third of the cost of salaries of Station Masters, &c., employed at Stations where there are no signallers, and where the Station Masters have to perform signallers' duties.

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

	1st-half, 1888.	1st-half, 1889.	Difference.	
	Tons.	Tons.	Tons.	Per cent.
Tonnage of goods	544,525	532,808	— 11,717	— 2·15
	Ton-miles.	Ton-miles.	Ton-miles.	
Ton-mileage of goods ...	55,963,060	61,489,754	+5,526,694	+ 9·88
	Rs.	Rs.	Rs.	
Station Staff	1,83,562	1,84,712	+ 1,150	+ 0·63
Train Staff	45,129	46,395	+ 1,266	+ 2·81

The total Traffic expenses are less by Rs. 1,632, and amount per train-mile to annas 5·34 against annas 5·38, and absorb 8·99 of the Traffic earnings against 9·67 per cent.

Abstract E.—General Charges.—These have increased by Rs. 12,236. Of this increase Rs. 8,827 represents a transfer from "Traffic Expenses" on account of one-third of the salaries of Station Masters and Assistants employed as telegraph signallers also. There has been an increase of Rs. 3,285 under Maintenance of Telegraph and an increase in the salary drawn by the Assistant Telegraph Engineer.

The charge under "Home Expenditure" is less by Rs. 2,604.

The total charges absorb 5·86 per cent. of the gross earnings against 5·90 per cent.

Abstract G.—Special and Miscellaneous Expenditure.—There is a reduction of Rs. 7,932 under this head, due to smaller payments for compensation for goods lost or damaged, for mileage and demurrage of foreign stock and for law charges.

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

Errors, Omissions, &c.

Abstract I.—Some explanation seems necessary as to the reason why the rate for coal charged to the Locomotive Department for revenue purposes is in excess of that charged to the public. The rates are as follows :—

For Locomotive Department (Revenue only) pies 8·72 per ton-mile.
For the Public ... ... 5·90 " "

In the Consulting Engineer's note the number of vehicles renewed is given as 101, while in statement No. XII of the Revenue Account the number is shown as 91 only.

G. C. Press, Simla.—No. 1339 P. W. D.—18-3-90.—75.

The gross earnings per mean mile open per week amount to Rs. 207 against Rs. 195, and were realised at a cost of 56·34 against 58·39 per cent.

The increase in train-mileage is due to the running of an additional train from the 1st of September 1888, and that in the Working Expenses to an outlay of Rs. 1,10,644 on the reconstruction of the Chitrávati bridge.

The percentage of working expenses to gross earnings, for the year ended 30th June 1889, stands at 57·56 against 62·26 for the corresponding year 1888.

The net earnings fall short of the guaranteed interest for the half-year by Rs. 8,80,980.

Gross Earnings.

	1st half, 1888.	1st half, 1889.	Difference. Amount.	Difference. Per cent.
	Rs.	Rs.	Rs.	
Coaching	18,39,785	18,90,802	+51,017	+ 2·77
Goods	22,94,947	25,37,174	+2,42,227	+ 10·55
Electric Telegraph	9,323	9,594	+ 271	+ 2·91
Sundries	1,18,306	68,778	—49,528	—41·86
TOTAL ...	42,62,361	45,06,348	+2,43,987	+ 5·72

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. No.	1st Class. Earnings.	2nd Class. No.	2nd Class. Earnings.	3rd Class. No.	3rd Class. Earnings.	Total. No.	Total. Earnings.
		Rs.		Rs.		Rs.		Rs.
1st half of 1888	7,875	94,3[illegible]	39,619	1,23,200	3,815,478	13,21,042	3,862,972	15,48,575
1st half of 1889	7,582	1,01,31[illegible]	32,840	1,02,180	4,376,160	14,04,767	4,416,582	16,08,262
Increase	...	6,982	...	...	560,682	83,725	553,610	64,687
Decrease	293	...	6,779	26,020	...	...	...	...

In the first class passenger traffic, while there has been a decrease of 293 in the numbers carried, the earnings have increased by Rs. 6,982 ; this is due to the longer average distance travelled being 174·90 miles against 169·81 miles.

In the third class passenger traffic there has been a large increase, both in numbers and earnings, amounting to 560,682 in the former case, and to Rs. 83,725 in the latter case. The earnings derived from this class of traffic are larger than in any previous half-year.

The third class passenger traffic contributed 87·35 per cent. of the total earnings from passenger traffic.

The most important fluctuations under the other items occur against "Special Trains" which shows a reduction of Rs. 12,786, and under "Military Baggage" which shows a decrease of Rs. 10,468.

Abstract I.—Goods Traffic.—The total goods earnings have increased by Rs. 2,42,227 or by 10·55 per cent., nearly the whole of which occurs under "General Merchandise," Rs. 2,41,701.

The following table exhibits the principal fluctuations in commodities carried as compared with the corresponding half-year of 1888 :—

	Increase. Tons.	Increase. Amount.	Decrease. Tons.	Decrease. Amount.
		Rs.		Rs.
Coal and Coke	2,904	23,018	...	...
Cotton, raw	2,815	46,832	...	...
Dyes and Tans	...	...	1,833	11,826
Grains	6,801	1,90,190	...	...
Hides and Skins	...	...	1,415	10,776
Oil seeds	...	...	1,257	9,782
Railway Plant and Rolling Stock ...	3,067	15,446	...	...
Salt	2,617	16,459	...	...
Sugar	3,871	23,643	...	...
Wood	5,632	12,965	...	...
All other articles of Merchandise	...	...	14,651	40,758

Coal and Coke.—Increase due to heavier exports from Madras for the Gold Mines.

Raw cotton.—The total quantity of cotton carried over the whole system was 13,634 tons, yielding a revenue of Rs. 1,87,003 against 10,819 tons with a revenue of Rs. 1,40,171 in the corresponding previous half-year.

Dyes and Tans.—The decrease is due to smaller consignments of indigo, &c., for tanning purposes.

Grains.—The total quantity of grain carried over the whole system was 94,813 tons, yielding an earning of Rs. 5,34,620, against 88,012 tons and an earning of Rs. 3,44,430.

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

CAPITAL.

Statements Nos. V and VI.—The Capital expenditure during the half-year amounts to Rs. 8,09,501, of which Rs. 5,37,137 were incurred on the reconstruction of the Chitrávati and Pennér bridges, Rs. 1,28,134 on Working Stock, and Rs. 82,771 on Stations and Buildings. The total Capital outlay (excluding suspense) from commencement of operations to the end of the half-year amounts to Rs. 11,38,82,957, or Rs. 1,35,693 per mile open. Including suspense the total expenditure amounts to Rs. 11,63,39,418.

REVENUE.

General Results.

	1st half, 1888.	1st half, 1889.	Difference.	
	Miles.	Miles.	Miles.	Per cent.
Mean mileage worked ...	839·27	839·27	...	...
Total train-mileage	1,189,116	1,192,742	+ 3,626	+ 0·30
Average number of trains over whole line daily in both directions	7·78	7·85	+ 0·07	+ 0·90
	Rs.	Rs.	Rs.	
Gross earnings	42,62,361	45,06,348	+2,43,987	+ 5·72
Working expenses	24,88,737	25,38,732	+ 49,995	+ 2·01
Net earnings ...	17,73,624	19,67,616	+1,93,992	+ 10·94
Percentage of working expenses to gross earnings	58·39	56·34	...	...
Percentage of net earnings on total Capital outlay, including suspense	1·54	1·69	...	...

noticed at the end of the note.

I have the honour to be,

Sir,

Your most obedient Servant,

Major R.E.

Under-Secretary

Documents accompanying

Twelve copies of the Note and Appendices referred to.

Sent separately by parcel

No. 1847. C dy/15 April/90

Referred to the Consulting Engineer for Railways for report.

Major R.E.

Under Secy: to Govt. P. W. D. Ry: Branch.

H.M. 9.4.90 R 10.4.90

All communications should be addressed to the Secretary.

No. 0336 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Traffic.

To

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

Calcutta, the 26th March 1890.

Sir,

With reference to your endorsement No. 1071 R. dated the 4th October 1889 forwarding to the Director General of Railways the Capital and Revenue Accounts of the Madras Railway for the half year ending with the 30th June 1889, I am directed to forward, for information, twelve copies of a Note by the Director General of Railways on the accounts with its Appendices A. to C. and to invite attention to the "Errors, omissions &c." noticed

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated June, 10th.

Read. *Encl.*

G.O., 10th June 1890, Nos. 821 R., 822 R.

JUNE.

Madras Railway

Forwarding explanation of the errors, &c., in the Capital and Revenue Accounts — for the first half of 1889.

The percentage of working expenses to gross earnings for the year ended 30th June 1889 stands at 57·56 against 62·26 for the corresponding year 1888.

The net earnings fall short of the guaranteed interest for the half-year by Rs. 8,80,980.

Gross earnings.

—	First half, 1888.	First half, 1889.	Difference. Amount.	Difference. Per cent.
	RS.	RS.	RS.	
Coaching	18,39,785	18,90,802	+ 51,017	+ 2·77
Goods	22,94,947	25,37,174	+ 2,42,227	+ 10·55
Electric telegraph	9,323	9,594	+ 271	+ 2·91
Sundries	1,18,306	68,778	— 49,528	— 41·86
Total ...	42,62,361	45,06,348	+ 2,43,987	+ 5·72

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:—

—	First class. No.	First class. Earnings.	Second class. No.	Second class. Earnings.	Third class. No.	Third class. Earnings.	Total. No.	Total. Earnings.
		RS.		RS.		RS.		RS.
First half of 1888	7,875	94,333	39,619	1,28,200	3,815,478	13,21,042	3,862,972	15,43,575
First half of 1889	7,582	1,01,315	32,840	1,02,180	4,376,160	14,04,767	4,416,582	16,08,262
Increase	..	6,982	..	..	560,682	83,725	553,610	64,687
Decrease	293	..	6,779	26,020	..	..	..	..

In the first-class passenger traffic, while there has been a decrease of 293 in the numbers carried, the earnings have increased by Rs. 6,982; this is due to the longer average distance travelled being 174·90 miles against 169·81 miles.

In the third-class passenger traffic there has been a large increase both in numbers and earnings, amounting to 560,682 in the former case and to Rs. 83,725 in the latter case. The earnings derived from this class of traffic are larger than in any previous half-year.

The third-class passenger traffic contributed 87·35 per cent. of the total earnings from passenger traffic.

The most important fluctuations under the other items occur against "Special trains," which shows a reduction of Rs. 12,786, and under "Military baggage," which shows a decrease of Rs. 10,468.

Abstract I, Goods traffic.—The total goods earnings have increased by Rs. 2,42,227 or by 10·55 per cent, nearly the whole of which occurs under "General merchandise" (Rs. 2,41,701).

The following table exhibits the principal fluctuations in commodities carried as compared with the corresponding half-year of 1888:—

—	Increase. Tons.	Increase. Amount.	Decrease. Tons.	Decrease. Amount.
		RS.		RS.
Coal and coke	2,904	23,018	...	...
Cotton, raw	2,815	46,832	...	...
Dyes and tans	...	...	...	...
Grains	6,801	1,90,190	1,833	11,826
Hides and skins	...	...	...	...
Oil-seeds	...	...	1,115	10,776
Railway plant and rolling-stock	3,067	15,446	1,257	9,782
Salt	2,617	16,459	...	...
Sugar	3,871	23,643	...	...
Wood	5,632	12,965	...	...
All other articles of merchandise	...	...	14,651	40,758

Coal and coke.—Increase due to heavier exports from Madras for the gold mines.

Raw cotton.—The total quantity of cotton carried over the whole system was 13,634 tons, yielding a revenue of Rs. 1,87,003, against 10,819 tons with a revenue of Rs. 1,40,171 in the corresponding previous half-year.

Dyes and tans.—The decrease is due to smaller consignments of indigo, &c., for tanning purposes.

Grains.—The total quantity of grain carried over the whole system was 94,813 tons, yielding an earning of Rs. 3,34,620, against 88,012 tons and an earning of Rs. 3,44,430.

The following table shows the tonnage of grain brought into Madras during the two periods by sea, by the Buckingham canal, and by the Madras Railway:—

Means of transport.	1888.	1889.
	TONS.	TONS.
Sea	3,490	4,335
Buckingham canal	11,551	8,376
Madras Railway	17,399	15,136
Total ...	32,440	27,847

Hides and skins.—Decrease due to smaller consignments from the Great Indian Peninsula Railway to Madras.

Oil-seeds.—Decrease due to smaller exports of linseed to the Great Indian Peninsula Railway and smaller despatches of gingelly seeds, &c., to Madras.

Railway plant and rolling-stock.—The increase is due to heavier consignments of rails and sleepers from Madras for the Villupuram-Guntakai Railway.

Salt.—The total quantity of salt carried over the whole system was 31,192 tons, yielding an earning of Rs. 2,00,918, against 28,575 tons and an earning of Rs. 1,84,459. The exports from Madras amounted to 19,525 tons or 63 per cent. of the total quantity carried.

Sugar.—Increase due to heavier despatches of refined sugar from Bangalore to the South Indian Railway and to larger exports of unrefined sugar from the Southern Mahratta Railway to Madras.

Wood.—Increase due to larger exports of firewood for the gold mines.

Abstract K, Sundries.—The sundry earnings show a falling off, amounting to Rs. 49,528 or 41·86 per cent., due chiefly to the inclusion of a sum of Rs. 37,589 in the accounts of the previous corresponding period, representing forfeited securities of contractors.

Working expenses.

—	First half, 1888. Amount.	First half, 1888. Per cent. on gross earnings.	First half, 1889. Amount.	First half, 1889. Per cent. on gross earnings.	Difference. Amount.	Difference. Per cent.
	RS.		RS.		RS.	
Maintenance	6,51,295	15·28	6,74,031	14·96	+ 22,736	+ 3·49
Locomotive	7,99,892	18·77	8,33,761	18·50	+ 33,869	+ 4·23
Carriage and wagon	3,61,543	8·48	3,52,261	7·82	— 9,282	— 2·57
Traffic	3,99,667	9·38	3,98,035	8·83	— 1,632	— 0·41
General charges	2,51,633	5·90	2,63,869	5·86	+ 12,236	+ 4·86
Special and miscellaneous	24,707	0·58	16,775	0·37	— 7,932	— 32·10
Total ..	24,88,737	58·39	25,38,732	56·34	+ 49,995	+ 2·01

Abstract A, Maintenance of way, works and stations.—The increase of Rs. 22,736 under this abstract is chiefly due to the following items:—

	RS.
Maintenance and renewal of permanent-way	— 15,004
Repairs of bridges, &c.	+ 32,405
Loss by exchange	+ 10,919

Under Maintenance and renewal of "permanent-way" the expenditure on material has been less by Rs. 15,916 than in the previous corresponding half-year, while under "Repairs of bridges, &c.," the increase is due to the reconstruction of the Chitrávati bridge.

The number of miles of rails renewed with 75 lb. double-headed steel rails is 25·77 against 15·90 for the corresponding period of the previous year.

Under "General superintendence" there is an increase of Rs. 4,666 attributed partly to arrears of allowances paid in the half-year under review and to an increase of Rs. 2,212 in "office expenses."

The cost of maintaining a mile of single track, including sidings, amounts to Rs. 678·58 against Rs. 659·25.

Abstract B, Locomotive expenses.—The increase of Rs. 33,869 is accounted for by an increase in the cost of fuel and loss by exchange. The expenditure on fuel amounted to Rs. 2,93,938 against Rs. 2,74,850, the consumption of fuel (in terms of wood) per train mile and cost per ton being as follows:—

		1st half, 1888.	1st half, 1889.
Consumption per train mile	lb.	103·25	105·37
Cost per ton	Rs.	5·01	5·24

The cost of the department per train mile amounts to Annas 11·18 against Annas 10·76 and per engine mile to Annas 9·54 against Annas 9·18.

Abstract C, Carriage and wagon expenses.—There has been a saving of Rs. 9,282 due mainly to a smaller issue of materials for repairs and renewals of vehicles.

The number of vehicles repaired is 2,590 against 2,212, while the number of renewals is 91 against 126.

There has been an increase of Rs. 4,441 under "General superintendence" and small savings under "Cleaning carriages and wagons and oiling" and "Loss by exchange."

The cost of the department per train mile amounts to Annas 4·73 against Annas 4·86 and per 1,000 vehicle miles run by home vehicles to Rs. 14·49 against Rs. 15·21.

Abstract D, Traffic expenses.—The following are the principal variations under this abstract:—

	Increase.	Decrease.
	RS.	RS.
General superintendence	3,035	
Station staff	1,150	
Train staff	1,266	
Loss by exchange	1,026	
Office and station fittings and furniture		1,387
Clothing		4,501
Printing, stationery and tickets		2,776

The increase under "General superintendence" is due chiefly to increased rates of pay and to full pay being drawn by certain officers who were on leave in 1888.

The increase under "Station staff" does not represent the entire amount, as Rs. 8,827 have been transferred to the Telegraph Department, being one-third of the cost of salaries of stationmasters, &c., employed at stations where there are no signallers and where the stationmasters have to perform signallers' duties.

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

—	1st half, 1888.	1st half, 1889.	Difference.	
	TONS.	TONS.	TONS.	PER CENT.
Tonnage of goods	544,525	532,808	— 11,717	— 2·15
	TON MILES.	TON MILES.	TON MILES.	
Ton-mileage of goods	55,963,060	61,489,754	+ 5,526,694	+ 9 88
	RS.	RS.	RS.	
Station staff	1,83,562	1,84,712	+ 1,150	+ 0·63
Train staff	45,129	46,395	+ 1,266	+ 2·81

The total traffic expenses are less by Rs. 1,632 and amount per train mile to Annas 5·34 against Annas 5·38 and absorb 8·99 of the traffic earnings against 9·67 per cent.

Abstract E, General charges.—These have increased by Rs. 12,236. Of this increase Rs. 8,827 represents a transfer from "Traffic expenses" on account of one-third of the salaries of stationmasters and assistants employed as telegraph signallers also. There has been an increase of Rs. 3,285 under maintenance of telegraph and an increase in the salary drawn by the Assistant Telegraph Engineer.

The charge under "Home expenditure" is less by Rs. 2,604.

The total charges absorb 5·86 per cent. of the gross earnings against 5·90 per cent.

Abstract G, Special and miscellaneous expenditure.—There is a reduction of Rs. 7,932 under this head, due to smaller payments for compensation for goods lost or damaged, for mileage and demurrage of foreign stock and for law charges.

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

ERRORS, OMISSIONS, &c.

Abstract I.—Some explanation seems necessary as to the reason why the rate for coal charged to the Locomotive Department for revenue purposes is in excess of that charged to the public. The rates are as follows:—

For Locomotive Department (revenue only) pies 8·72 per ton mile.
For the public ... ... 5·90 „

In the Consulting Engineer's note the number of vehicles renewed is given as 101, while in statement No. XII of the Revenue Account the number is shown as 91 only.

No. 1847 C.

Referred to the Consulting Engineer for Railways for report.

(Signed) SIDNEY SMITH, Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

15th April 1890.

From the Consulting Engineer for Railways, dated 30th May 1890, No. 376.

From the Acting Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 28th May 1890, No. R. 29-578.

[Your No. 338, dated 16th April 1890.]

In reply to the remarks under the head of Errors and omissions, &c., in the note by the Director-General of Railways on the Capital and Revenue Accounts of the Madras Railway for the half-year ended 30th June 1889, I have the honor to inform you that the abnormally high charge for conveyance of coal for the Locomotive Department was the result of a recently introduced minimum rate per wagon load. This rate, which was not felt by the public, affected all the coal used by the Locomotive Department at Perambúr works because of the short distance, viz., 4 miles from the landing place of the coal at Ráyapuram to the works. It should not have been applied to the conveyance of revenue stores and has been discontinued from the beginning of the current year.

2. The cause of the discrepancy in the number of vehicles renewed as shown in the Consulting Engineer's note and in form No. XII is explained in the following extract from a letter by the Acting Locomotive Superintendent:—

"The figures quoted by the Consulting Engineer have, I presume, been taken from the half-yearly report, and it has been customary to include in these reports the number of vehicles really built during the half-year and forming therefore part of the half-year's work. The numbers given in form XII are the vehicles that have actually passed through the workshop gates between the first and last days of the half-year, and it frequently happens that at the end of the half-year one or two of the vehicles actually built and finished within the term are obliged to be kept back to allow paint to dry, &c., and the figures given in the reports will not, therefore, in all cases, accord with those quoted in form XII.

"The figures for the half-year in question may be reconciled as follows:—

Number taken credit for in half-yearly report	101
Number shown in form XII as turned out during the half-year ...	91
Less number left out from previous half-year as explained above and included in the report for that period	13
Add number finished but retained for a few days after the close of the half-year to allow paint to dry, &c."	23
Total ...	101"

Submitted to Government for transmission to the Government of India, with reference to its letter, No. 0336 R.T., dated 26th March 1890, referred to in Public Works Department No. 1847 C., dated 15th April 1890 (herewith returned).

ORDER—dated 10th June 1890, No. 821 R., Public Works.

Ordered to be forwarded to the Government of India with reference to its letter, No. 0336 R.T., dated 26th March 1890.

(Here enter No. 822 R., dated 10th June 1890).

(True Extract.)

(Signed) SIDNEY SMITH, Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

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

ENDORSEMENT—dated 10th June 1890, No. 822 R., Public Works.

Forwarded.

(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E.,
Ag. Joint Secretary to Govt., P.W.D.

Exd. A. D. Xavier.
Spare Copies