RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated June, 21st.

Read. *Encl.*

G.O., 21st June 1890, Nos. 884, 885 R.

JUNE.

Bezvada Extension Railway

Forwarding Proceedings embodying a Note on the Revenue Account of the — for the second half of 1889.

5798.

Govt. of {18 } Madras.

PUBLIC WORKS.

Special

Dated 9/8/90

Read. *Encl.*

70/2

G.O., 21st June 1890, No. 886-87R.

70/2 Kilupparumpattakal State Railway 8/886

Bridge Rent the

Note on the Rev: Acct: of the

Indian Branch of the

— for the second half

of 1889 be forwarded to the

Govt of Mys & to the

Secy of State for India.

V. G. S. Rly.

Forwg Pays: embodying a

Note on the Rev acct of

the Indian Branch of

the — for the second half

of 1889.

Forwg: Pays: embodying a

Note on the Rev acct of the

Indian Branch of the

V. G. S Rly for the second half

of 1889.

Form No. 3.

P.W.C No. 5178.

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 385

Dated 30
Received 3 } June 1890

No. OF ENCLOSURES. 1

Subject.

Submitting, note on the Capital & Revenue account Vellore Branch, of Villupuram Guntakal State Railway for the half year ended the 31st Dec.r 1889.

Ry. Bus. 314 R dy 1.3.91

Ordered to be forwarded to the Director General of Railways and to the Secretary of State in continuation of Proc.s: No. 771-72 R dated 3rd June 1890.-

H.E. No 887 R dy 21st June 1890

Forwarded.-

To The Consulting Engr for Rys
-- Ext Gd Systems:
H.E. No 10/886 R dy 21st June 1890.

To The Rt. Hon: the Secy of State for India
My Lord,

In continuation of our despatch No. 7/771 R dated 3rd June 1890, we have the honor to forward a copy of our Proc.s: No 886 R dated 21st June '90 embodying a note on the Revenue account of the Vellore Branch of the Villupuram Guntakal State Railway for the second half of 1889.

Rwds
5.6.90 W for R

10/3/6 Attn 5/6.
R 6/6 2.9.6.90

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 3rd June 1890.

P.W. Secl
5178/90

Note on the Capital and Revenue accounts Nellore Branch of Villupuram-Gudalore State Railway for the half year ended the 31st December 1889.

No. 385

~~Government.~~

SUBMITTED. _____ to ____ Government for transmission to the Director General of Railways.

2. The note has been prepared in accordance with the views expressed by the Government of India in its circular No. III R, dated 3rd February 1890, embodied in G.O. No. 314 R. dated 1st March 1890.

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

6-90

is due to the abolition of 8 Section maistries and to considerable reductions effected subsequent to the half year ended the 31st December 1888, in the strength of the gangs, in pay of gang maistries, and also in the quantity of ballast supplied.

The decrease under "Bridges" is due to the less extensive repairs during the half year under review.

The decrease under all other heads is due to the alteration in the mode of calculating working expenses under the new agreement of 1st January 1889 with the South Indian Railway.

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

6-90

Working Expenses.

	Second half of 1888		Second half of 1889		Difference	
	Amount	Per cent on gross earnings	Amount	Per cent on gross earnings	Amount	Per cent.
	Rs.		Rs		Rs	
Maintenance	55,979	47·70	32,359	26·79	–23,620	–42·19
Locomotive	44,870	38·24	26,527	21·96	–18,343	–40·88
Carriage and Wagon	10,315	8·80	6,962	5·77	–3,353	–32·51
Traffic	16,760	14·28	10,438	8·64	–6,322	–37·72
General	20,411	17·39	8,025	6·64	–12,386	–60·68
Steamboat	"	"	"	"	"	"
Special and Miscellaneous	881	0·75	538	0·45	– 343	–38·93
Total	149,216	127·16	84,849	70·25	–64,367	–43·14

23

Abstract A. Maintenance:—

The decrease of Rs 23,620 under this head is principally due to the following items:—

Superintendence . . . —10,283

Maintenance Permanent Way —7,482

Bridges . . . . . —5,424

The decrease under "Superintendence" is largely due to a Sub

Sub. Engineer drawing full pay during the corresponding half of 1888 against his half furlough pay debited during the half year under report, and to the Services of one Supervisor, 3 Overseers, 1 Permanent way Inspector, and 2 Sub. Inspectors being dispensed with. A considerable reduction has also been effected in the half year under review in office expenses and in the number of daily men employed.

These decreases are somewhat neutralized by the debit against maintenance on account of proportionate mileage expenditure incurred in the South Indian Railway Engineers Head Quarters Establishment at Trichinopoly.

The decrease under "Maintenance Permanent Way" is

Under "Revenue Stores" there is a decrease in tonnage carried of 22,984 and in receipts of Rs 8,796 due to a smaller conveyance of stores during the half year.

Abstract E. Sundries.

The net decrease under this abstract is Rs 165 which is obtained by a decrease of Rs 274 under Rents of dwelling houses diminished by an increase of Rs 130 under Profits of workshops for work done for other Railways.

Working expenses

Commodities	Increase		Decrease	
	Tons	Rs	Tons	Rs.
Grains	1,914	1,024	"	"
Sugar	465	1,233	"	"
Stone and lime	724	1,487	"	"
Total	3,103	3,744	"	"

The total quantity of grain carried over the whole system was 4,753 tons yielding a receipt of Rs 6,756 against 2,839 tons and a revenue of Rs 5,732 or an increase of 67.4 per cent in weight and 17.9 per cent in money. The average receipt per ton lifted was Rs 1.42 against Rs 2.02.

Under "Railway materials" for construction there were no receipts during the half year under review.

Under

Abstract I Goods Traffic:—

The "General merchandise" traffic exhibits an increase, the tonnage lifted being 16,605 against 11,965 in the 2nd half of 1888, or an increase of 38·8 per cent; the ton mileage 7,38,369 against 550,734 or an increase of 34·1 per cent; and the earnings Rs 27,894 against Rs 23,073 or an increase of 20·9 per cent. The average rate charged per ton per mile was pies 7·75 against pies 8·04. The average lead of goods was 44·4 miles as compared with 46·0 miles in the corresponding period of 1888.

The following is an Abstract of the Chief fluctuations in the principal commodities carried during the 2nd half of 1889 as compared with the corresponding half of 1888:—

class carriage being attached to every train. The average number of passengers in a train were, 1st class · 35, 2nd class 1·16.

The 3rd class passenger traffic continues to improve in an encouraging manner, the increase in numbers being 30,776 and in receipts of Rs 4,178 or 9·9 per cent in number and 5·2 per cent in receipts. This class contributes in cash 97·5 per cent against 97·2 per cent and in numbers 99·3 per cent against 99·5 per cent. The average sum paid by a third class passenger was 3 annas and 11 pies and the average distance travelled was 24 miles.

Parcels for the Public:— The earnings were Rs 574 or less by Rs 23 than in the corresponding period of 1888.

Abstract.

Abstract H. Coaching Traffic.

The first class traffic shows a decrease in numbers carried of 45 and in earnings of Rs 15. In 2nd class traffic there is an increase of 902 in number and a decrease of Rs 108 in earnings, which is due to the reduction of the fare from 6 to 4 pies per mile from 1st February 1889. Both the first and second class passenger traffic is at present worked at a loss, that on the former class being Rs 908 and on the latter Rs 2,751. During the half year 569,968 second class seat-miles were run, while only 54,534 passenger miles were realized, showing that 515,434 seat-miles had been run in excess of requirements. This was to provision of accommodation is due to a composite 1st & 2nd class

Gross earnings.

	2nd half of 1888	2nd half of 1889.	Difference	
			Amount	Per cent
	Rs	Rs	Rs.	
Coaching	84,886	88,433	+3547	+4·18
Goods	30,925	30,816	— 109	— 0·35
Electric Telegraph	707	866	+ 159	+22·49
Steam Boat	"	"	"	"
Sundries	830	665	— 165	— 19·88
Total	117,348	120,780	+3,432	+2·92

The number of passengers of the various classes carried including troops and police and season ticket holders and the earnings therefrom compare as follows:—

	1st class		2nd class		3rd class		Total	
	No	Earnings	No	Earnings	No	Earnings	No	Earnings
		Rs		Rs		Rs		Rs
1 2nd half of 1888	458	1,051	1,117	1,247	3,08,486	79,595	3,10,060	81,893
1 — " — of 1889	413	1,036	2,019	1,139	3,39,261	83,773	3,41,693	85,948
Increase	"	"	902	"	30,776	4,178	31,633	4,055
Decrease	45	15	"	108	"	"	"	"

The gross earnings show a slight increase over those of the corresponding period mainly due to the development of third class passenger and public goods traffic.

The working expenses show a large saving, there being less expenditure under all heads.

The gross earnings per open mile per week averaged Rs 56·36 against Rs 53·79 and were realised at a cost of 70·25 per-cent against 127·16 per cent in the corresponding period of 1888.

The net earnings which are at the rate of 1·14 per cent per annum, fall short by Rs 90,513 of the interest at 4 per cent on the capital outlay.

Gross

Revenue general Results.

	2nd half of 1888	2nd half of 1889	Difference.	
	Miles	Miles	Miles	Per cent
Mean mileage worked	83	83	"	"
Train mileage	79,844	69,516	−10,328	− 12·93
	Rs	Rs	Rs	
Average number of trains over whole line daily in both directions	5·228	4·552	− 0·676	− 12·93
	Rs	Rs	Rs	
Gross earnings	1,17,348	1,20,780	+ 3,432	+ 2·92
Working expenses	14,9,216	84,849	− 64,367	− 43·14
Net earnings	− 31,868	+ 35,931	+ 67,799	+ 212·75
Percentage of working expenses to gross earnings	127·16	70·25	− 56·91	"
Percentage of net earnings on capital outlay including suspense	− 0·50	+ 0·57	+ 1·07	"

The train mileage during the half year under review is less than in the corresponding half year owing to a large decrease in mileage run for maintenance purposes. The mileage run for public traffic has not altered appreciably.

The

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated June, 21st.

Recd. *Encl.*

G.O., 21st June 1890, Nos. 886 R., 887 R.

JUNE.

Villupuram-Guntakal State Railway

Forwarding Proceedings embodying a Note on the Revenue Account of the Nellore Branch of the — for the second half of 1889.

Note

on the Capital and Revenue accounts Nellore Branch of Villupuram-Guntakal State Railway for the half year ended the 31st December 1889.

Capital

Statements nos V and VI.

The Capital expenditure for the half year amounted to Rs 9,084, incurred chiefly on the construction of the line. The total Capital outlay including suspense from the commencement of operations to the end of the half year under review was Rs 6,31,7,198. The expenditure excluding suspense was Rs 6,19,647, which gives an average of Rs 74,666 per mile open.

Revenue.

The working expenses show a large saving, there being less expenditure under all heads.

The gross earnings per open mile per week averaged Rs. 55·36 against Rs. 53·79 and were realised at a cost of 70·25 per cent. against 127·16 per cent. in the corresponding period of 1888.

The net earnings, which are at the rate of 1·14 per cent. per annum, fall short by Rs. 90,513 of the interest at 4 per cent. on the Capital outlay.

Gross Earnings.

—	Second half of 1888.	Second half of 1889.	Difference. Amount.	Difference. Per cent.
	Rs.	Rs.	Rs.	
Coaching	84,886	88,433	+ 3,547	+ 4·18
Goods	30,925	30,816	— 109	— 0·35
Electric Telegraph	707	866	+ 159	+ 22·49
Steam-boat	...	...	...	...
Sundries	830	665	— 165	— 19·88
Total ...	1,17,348	1,20,780	+ 3,432	+ 2·92

The number of passengers of the various classes carried including troops and police and season ticket holders and the earnings therefrom compare as follows :—

—	First Class. Number.	First Class. Earnings.	Second Class. Number	Second Class. Earnings.	Third Class. Number.	Third Class. Earnings.	Total. Number.	Total. Earnings.
		Rs.		Rs.		Rs.		Rs.
Second half of 1888 ..	458	1,051	1,117	1,247	3,08,485	79,595	3,10,060	81,893
Second half of 1889 ..	413	1,036	2,019	1,139	3,39,261	83,773	3,41,693	85,948
Increase	..	..	902	..	30,776	4,178	31,633	4,055
Decrease	45	15	..	108	..	..	..	..

Abstract H, Coaching traffic.—The first-class traffic shows a decrease in numbers carried of 45 and in earnings of Rs. 15. In second-class traffic there is an increase of 902 in number and a decrease of Rs. 108 in earnings, which is due to the reduction of the fare from 6 to 4 pies per mile from 1st February 1889. Both the first and second class passenger traffic is at present worked at a loss, that on the former class being Rs. 908 and on the latter Rs. 2,751. During the half-year 569,968 second-class seat miles were run, while only 54,534 passenger miles were realized, showing that 515,434 seat miles had been run in excess of requirements. This waste provision of accommodation is due to a composite first and second class carriage being attached to every train. The average number of passengers in a train were first-class ·35, second class 1·16.

The third-class passenger traffic continues to improve in an encouraging manner, the increase in numbers being 30,776 and in receipts of Rs. 4,178 or 9·9 per cent. in number and 5·2 per cent. in receipts. This class contributes in cash 97·5 per cent. against 97·2 per cent. and in numbers 99·3 per cent. against 99·5 per cent. The average sum paid by a third-class passenger was 3 annas and 11 pies and the average distance travelled was 24 miles.

Parcels for the public.—The earnings were Rs. 574 or less by Rs. 23 than in the corresponding period of 1888.

Abstract I, Goods traffic.—The "General merchandise" traffic exhibits an increase, the tonnage lifted being 16,605 against 11,965 in the second half of 1888 or an increase of 38·8 per cent., the ton mileage 738,369 against 550,734 or an increase of 34·1 per cent., and the earnings Rs. 27,894 against Rs. 23,073 or an increase of

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Total ...	3,103	3,744	...	...

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Abstract K, Sundries.—The net decrease under this abstract is Rs. 165 which is obtained by a decrease of Rs. 274 under rents of dwelling-houses diminished by an increase of Rs. 130 under profits of workshops for work done for other railways :—

Working Expenses.

—	Second half of 1888. Amount.	Second half of 1888. Per cent. on gross earnings.	Second half of 1889. Amount.	Second half of 1889. Per cent. on gross earnings.	Difference. Amount.	Difference. Per cent.
	Rs.		Rs.		Rs.	
Maintenance	55 979	47·70	32,359	26·79	— 23,620	— 42·19
Locomotive	44,870	38·24	26,527	21·96	— 18,343	— 40·88
Carriage and wagon	10,315	8·80	6,962	5·77	— 3,353	— 32·51
Traffic	16,760	14·28	10,438	8·64	— 6,322	— 37·72
General	20,411	17·39	8,025	5·64	— 12,386	— 60·68
Steam-boat	..	..	..	..	..	..
Special and Miscellaneons	881	0·75	538	0·45	— 343	— 38·93
Total ..	1,49,216	127·16	84,849	70·25	— 64,367	— 43·14

Abstract A, Maintenance.—The decrease of Rs. 23,620 under this head is principally due to the following items :—

	Rs.
Superintendence	— 10,283
Maintenance permanent-way	— 7,482
Bridges	— 5,424

The decrease under "Superintendence" is largely due to a Sub-Engineer drawing full pay during the corresponding half of 1888 against his half furlough pay debited during the half-year under report, and to the services of one Supervisor, three Overseers, one Permanent-way Inspector, and two Sub-Inspectors being dispensed with. A considerable reduction has also been effected in the half-year under review in office expenses and in the number of trolly men employed. These decreases are

somewhat neutralized by the debit against maintenance on account of proportionate mileage expenditure incurred in the South Indian Railway Engineer's head-quarters establishment at Trichinopoly.

The decrease under "Maintenance permanent-way" is due to the abolition of eight section maistries and to considerable reductions effected subsequent to the half-year ended the 31st December 1888, in the strength of the gangs, in pay of gang maistries, and also in the quantity of ballast supplied.

The decrease under "Bridges" is due to the less extensive repairs during the half-year under review.

The decrease under all other heads is due to the alteration in the mode of calculating working expenses under the new agreement of 1st January 1889 with the South Indian Railway.

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

Submitted to Government for transmission to the Director-General of Railways.

2. The note has been prepared in accordance with the views expressed by the Government of India in its Circular No. 111 R., dated 3rd February 1890, embodied in G.O., No. 314 R., dated 1st March 1890.

Order—dated 21st June 1890, No. 886 R., Public Works.

Ordered to be forwarded to the Director-General of Railways and to the Secretary of State in continuation of Proceedings, No. 771-72 R., dated 3rd June 1890.

(Here enter No. 887 R., dated 21st 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 21st June 1890, No. 887 R., Public Works.

Forwarded.

(By Order.)

Lt.-Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.

Exd. J. Moses.
Spare Copies.