Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 1582 Rys

DATED 21st October

[Despatch Abstract.]

Note on the Capital and Revenue account of the Nellore branch of the Villupuram-Guntakal State Railways. — Letter from the Govt of India forwarding a-ly the Director-General of Railways and Calling attention to certain remarks therein, Communicated to the Consulting Engineer for Railways.

Indexed.

[P. W. Ry. 500—8-5-00.]

BACK PAPERS.

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

FURTHER PAPERS.

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

3rd June 1890, No. 771 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Consulting Engineer for Railways, dated Madras, 14th May 1890, No. 343.

Four copies of Capital and Revenue Accounts, Nellore Branch of Villupuram-Guntakal State Railway, for the half-year ended the 31st December 1889, with brief note thereon.

Brief note on the Revenue Account, Nellore Branch of the Villupuram-Guntakal State Railway, for the half-year ended the 31st December 1889.

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

—	Period of 1887 (from 15th September).	First half of 1888.	Second half of 1888.	First half of 1889.	Second half of 1889.
Average miles open	48	83	83	83	83
	Rs.	Rs.	Rs.	Rs.	Rs.
Gross earnings	48,452	1,18,311	1,17,348	1,33,755	1,20,780
Working expenses	71,280	1,27,023	1,49,216	94,706	84,849
Loss ..	22,828	8,712	31,868	Profit 39,049	Profit 35,931
Gross earnings per open mile per week	38·40	54·82	53·79	62·32	55·36
Percentage of expenses to receipts	147·11	107·36	127·16	70·81	70·25
	No.	No.	No.	No.	No.
Train mileage	33,143	69,436	79,844	73,477	69,516
	Rs.	Rs.	Rs.	Rs.	Rs.
Gross earnings per train mile	1·462	1·704	1·470	1·820	1·737
Passenger traffic (exclusive of troops and police)—..					
	No.	No.	No.	No.	No.
Numbers .. First class	161	380	458	373	413
Numbers .. Second class	647	1,351	1,069	1,580	1,983
Numbers .. Third class	93,858	284,904	306,631	357,900	336,769
Total ..	94,666	286,635	308,158	359,853	339,165
	Rs.	Rs.	Rs.	Rs.	Rs.
Receipts .. First class	408	935	1,051	764	1,036
Receipts .. Second class	770	1,347	1,211	1,051	1,115
Receipts .. Third class	27,631	80,253	79,089	96,474	83,046
Total ..	28,809	82,535	81,351	98,289	85,197
Goods traffic (exclusive of Railway materials, military stores and coal)—	No.	No.	No.	No.	No.
Tons lifted	4,130	9,934	11,965	17,100	16,605
Ton miles	198,519	394,008	550,734	662,346	738,369
	Rs.	Rs.	Rs.	Rs.	Rs.
Receipts	10,[illegible]3	20,331	23,073	27,398	27,894

2. The gross earnings show a slight increase over those of the corresponding period of 1888, mainly due to the development of third-class passenger and goods traffic ; the working expenses show a decrease of upwards of half a lakh, there being less expenditure under all heads.

The percentage of expenses to receipts has decreased from 127·16 to 70·25.

The train mileage shows a large decrease, but the receipts per train mile are greater than for the corresponding period.

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

	Increase.	Decrease.
	RS.	RS.
Passengers (excluding troops and police)	3,846	...
Other items of coaching traffic	...	300
General merchandise	4,821	...
Other items of goods traffic	...	4,929
Electric telegraph and sundries	...	6
Total ...	8,667	5,235
Net increase ...	3,432	

4. The decreased working expenses are made up as follows:—

	Increase.	Decrease.
	RS.	RS.
Maintenance	...	23,620
Locomotive	...	18,344
Carriage and wagon	...	3,352
Traffic	...	6,322
General	...	12,386
Special and miscellaneous	...	343
Total ...	...	64,367
Decrease ...	64,367	

The decrease under "Maintenance" is due to less expenditure under all heads of account other than "New Minor Works" and "Unclassified expenditure." The decrease under all the other heads is due to the alteration in the mode of calculating working expenses under the agreement of 1st January 1889 with South Indian Railway.

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

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

ORDER—dated 3rd June 1890, No. 771 R., Public Works.

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

(Here enter No. 772 R., dated 3rd 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 3rd June 1890, No. 772 R., Public Works.

Forwarded.

(By Order.)

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

Exd. J. Moses.
Spare Copies.

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated June, 3rd.

Recd. *Encl.*

G.O., 3rd June 1890, Nos. 771 R., 772 R.

JUNE.

Nellore Branch of the Villupuram-Guntakal State Railway

Revenue Account.—Forwarding copy of Proceedings embodying a brief note on the — for the second half of 1889.

Note by the Director General of Railways on the Capital and Revenue Accounts of the Nellore Branch of the 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 "Construction of line," Rs. 8,548. The total capital outlay, including suspense, from the commencement of operations to the end of the half-year under review, was Rs. 63,17,198. The expenditure, excluding suspense, was Rs. 61,96,470, which gives an average of Rs. 74,710 per mile open.

REVENUE.

GENERAL RESULTS.

	Second half of 1888.	Second half of 1889.	Difference.	
	Miles.	Miles.	Miles.	Per cent.
Mean mileage worked	82·77	82·94	+0·17	+0·20
Train-mileage	79,844	69,516	—10,328	—12·94
	No.	No.	No.	
Average number of trains over the whole line daily in both directions ...	5·24	4·55	—0·69	...
	Rs.	Rs.	Rs.	
Gross earnings	1,17,348	1,20,780	+3,432	+2·92
Working expenses	1,49,216	84,849	—64,367	—43·14
Net earnings ...	—31,868	+35,931	+67,799	...
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 was less than in the corresponding half-year of 1888, owing to a large decrease in the train-mileage run for maintenance purposes.

The gross earnings per mean mile worked per week averaged Rs. 56·01 against Rs. 54·53, and were realised at a cost of 70·25 per cent. against 127·16 per cent. in the corresponding period of 1888.

The percentage of working expenses to gross earnings for the year 1889 was 70·54 against 117·22 in 1888.

GROSS EARNINGS.

	Second half of 1888.	Second half of 1889.	Difference.	
			Amount.	Per cent.
	Rs.	Rs.	Rs.	
Coaching	84,886	88,432	+3,546	+4·18
Goods	30,925	30,817	—108	—0·35
Electric telegraph	706	866	+160	+22·66
Sundries	831	665	—166	—19·98
TOTAL ...	1,17,348	1,20,780	+3,432	+2·92

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.		Second Class.		Third Class.		Total.	
	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
		Rs.		Rs.		Rs.		Rs.
Second half of 1888 ...	458	1,051	1,117	1,247	368,485	79,595	310,060	81,893
Second half of 1889 ...	413	1,036	2,019	1,139	339,261	83,773	341,693	85,948
Increase	...	...	902	...	30,776	4,178	31,633	4,055
Decrease	45	15	...	108	...	...	...	...

During the half-year 569,968 second-class seat miles were run, while only 54,534 passenger miles were realised, showing that 515,434 seat miles had been run in excess of requirements. This waste provision of accommodation was due, it is stated, to a composite first and second class carriage being attached to every train.

The third-class passenger traffic contributed 94·73 per cent. of the coaching earnings.

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

Abstract I.—Goods Traffic.—The "General merchandise" traffic exhibited an increase, the tonnage lifted being 16,605 against 11,965 tons in the second half of 1888, the ton-mileage 738,369 against 550,734, and the earnings

Rs. 27,894 against Rs. 23,073. 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 second half of 1889, as compared with the corresponding half of 1888 :—

Commodities.	Increase.		Decrease.	
	Tons.	Rs.	Tons.	Rs.
Grains	1,914	1,024	...	...
Sugar	465	1,233	...	...
Stone and lime	724	1,487	...	...

The total quantity of grain carried over the whole system was 4,753 tons yielding an earning of Rs. 6,756 against 2,839 tons and a revenue of Rs. 5,732.

Under "Railway materials for construction," there were no earnings during the half-year under review against Rs. 1,442 during the corresponding half of 1888.

Under "Revenue stores," there was a decrease in earnings of Rs. 3,796, due to a smaller conveyance of stores during the half-year.

Abstract K.—Sundries.—The decrease under this abstract was accounted for chiefly by a decrease of Rs. 273 under "Rents of dwelling-houses," and an increase of Rs. 130 under "Profits of workshops, &c."

WORKING EXPENSES.

	2nd half, 1888.			2nd half, 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	Maintenance ...	32,359	26·79	—23,620	—42·19
Other expenses calculated at the amount per train-mile as may have been expended by the South Indian Railway Company in working the two railways during the half-year excluding the cost of maintenance, *viz.*, State railway train-mileage, 79,844 miles at Rs. 1·069	85,372	72·75	Other expenses calculated on the same percentage, *viz.*, 43·37, of the gross earnings of the State railway as represents the percentage of working expenses on the gross earnings of the amalgamated undertaking ...	52,379	43·37	—32,993	—38·65
Direct charges incurred by the State, not taken into account in the train-mileage rate ...	7,865	6·71	Direct charges incurred by the State, not taken into account in the percentage rate ...	111	0·09	—7,754	—98·59
Five per cent. on the gross earnings of the State railway for hire of rolling stock if supplied by the Company ...	...	...	Five per cent. on the gross earnings of the State railway for hire of rolling stock if supplied by the Company ...	...	...	...	...
One-fourth of net earnings retained by the Company	...	...	One-fourth of net earnings retained by the Company	(*a*) ...	...	...	...
TOTAL ...	1,49,216	127·16	TOTAL ...	84,849	70·25	—64,367	—43·14

Abstract A.—Maintenance of Way, Works and Stations.—The decrease was principally due to the following items :—

	Rs.
General superintendence	—10,283
Maintenance and renewal of permanent-way ...	— 7,482
Repairs of bridges, &c.	— 5,425

(*a*) A sum of Rs. 8,983, the Company's share of net earnings for working the State railway, has been excluded from the revenue account for the 2nd half of 1889, pending reference to the Board of Directors.

The decrease under "General superintendence" was 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 seven subordinates 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 were somewhat neutralized by the debit against maintenance on account of the proportionate mileage expenditure incurred in the South Indian railway engineer's head-quarters establishment at Trichinopoly.

The decrease under "Maintenance and renewal of permanent-way" was 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 "Repairs of bridges, &c.," was due to the less extensive repairs carried out during the half-year under review.

No rails appear to have been renewed during the half-year under review. The cost of maintaining a mile of track, including sidings, was Rs. 354·19 against Rs. 621·29.

Abstracts B to E and G.—The expenditure shown in these abstracts represented the charges made by the South Indian railway for working (the details of which are not furnished), with the exception that "General charges, Abstract E" included a sum of Rs. 1,061 on account of expenses incurred direct by the State in the Stores department.

The decreases were due to the alteration in the mode of calculating working expenses under the new agreement of the 1st January 1889 with the South Indian railway.

Statement of Train-mileage No. XIV.—The miscellaneous engine-mileage amounted to 6,740 miles or 9·70 per cent. on the train-mileage run against 4,392 miles or 5·50 per cent. in the corresponding period of 1888.

ERRORS, OMISSIONS, &c.

Statement No. V.—The credit entry against "Ballast and permanent-way" should have been explained by a foot-note.

Abstracts B to G.—There seems no necessity to print these detailed abstracts with the accounts, any direct charges incurred by the State, being given in a foot-note to Abstract VIII.

Statement No. XII.—Foot-note D. The 49 low-sided wagons have apparently been permanently transferred to the Villupuram-Guntakal State railway under construction. If, however, the vehicles have only been hired out or made over for working purposes, no deduction should have been made from the total stock of the branch.

Abstract of principal commodities.—The "Receipts" in column "1888" against "Skins of sheep, &c.," should apparently be Rs. 215 as shown in the accounts for the second half of 1888 and not Rs. 218 as now given.

The Consulting Engineer's note has not been drawn up strictly in accordance with the form prescribed in the Government of India, Public Works Department, Circular No. III Railway of 1890, no reasons being given for the increase in the 3rd class passenger traffic and for the increases under "Sugar" and "Stone and lime."

The same items as shown in this note in column "2nd half of 1889" of the table under "Working Expenses" should be given in future in the Consulting Engineer's note, *viz.* :—

Maintenance.
Other expenses, &c.
Direct charges incurred by the State, &c.
Five per cent. on the gross earnings, &c., for hire of rolling stock.
One-fourth of net earnings retained by the Company.

G. C. Press, Simla.—No. 849 P, W. D.—27-9-90.—60.

Pw Encl 9585/90

No. 688 R. J.

All communications should be addressed to the Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Traffic.

To

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

Simla, the 2nd October 1890.

Sir,

With reference to the Capital and Revenue Accounts of the Nellore Branch of the Villupuram Guntakal State Railway for the half year ending with the 31st December 1889, forwarded to the Director General of Railways under your No. 772 R. dated the 3rd June 1890, I am directed to forward, for information, twelve copies of a note thereon by the Director General of Railways, and to invite attention to the remarks under "Errors, Omissions", &c. at the

the end of the note. PW Cir. 9585

I have the honour to be,

Sir,

Your most obedient Servant.

J. D. Hobler

Offg: Under Secretary.

R. 9-10-90
Encl 1 (+115 C.)

Documents accompanying

Twelve copies of Director General of Railways' Note referred to.

G.O. 771-2 R d/s. 6. 90.

R. No. 1582 R of 21. Oct 90.

J.A. 17/10/90

Communicated to the Consulting Engineer for Railways for attention with reference to the errors and omissions pointed out.

Pg. R

To The Consulting Engr for Rys with 12 copies of D.G. Rys letter dd. 9.10.90

9/11/10 by P.G.R.

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~~Hon'ble Sir J. H. Lawrence &c &c~~

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B. No. 1584 R dy 23rd Oct 90.

JHL 1/11/90.

Communicated to the Govt.

for Secy.

Reply in reference to his

Endorsement No 607 dy 18th Oct

1890

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