

Referred to the Engineer

Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 2013 Ry₄

DATED 15th December

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No. 2012 Ry 15th Dec 1890.

[Despatch Abstract.]

Bezuada Extension Railway. — Orders of the Govt of India Communicating note by the accountant. General, Public Works Dept., on the Finance account of the — for 1889-90, Communicated to the Consulting Engineer for Railways.

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BACK PAPERS.

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

FURTHER PAPERS.

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

No. 493 A.R. GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. ACCOUNT. Railway.

Simla, 24th October 1889.

BEZVADA EXTENSION RAILWAY.
(48.—State Railways—Construction.)
Capital Finance Account for 1888-89.

Read—

The following note by Lieut. Col. A. G. Begbie, R.E., Officiating Accountant General, Public Works Department, No. 1107R., dated 3rd October 1889.

The Bezvada extension railway extends from Bezvada to the Hyderabad Frontier, where it is connected with His Highness the Nizam's (Guaranteed) State Railway. The line has been constructed on behalf of the Government of India by His Highness the Nizam's (Guaranteed) State Railway Company. It was completed during the year and opened for traffic on the 10th February 1889, and is now worked by that Company.

2. The expenditure of the year is compared in detail with the actuals of 1887-88, and with the Budget and Revised Estimates in the following table :—

Main Heads of Expenditure.	Actuals. 1887-88.	OFFICIAL YEAR, 1888-89.					Net ex- penditure to end of previous year.	Net ex- penditure to end of 1888-89.	Sanction- ed Estimate.
		Budget Esti- mate.	Revised Esti- mate.	Outlay.	Deduct— Receipts on Capital account.	Net expendi- ture.			
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Preliminary Expenses	8,844	1,500	525	...	...	...	15,319	15,319	15,344
Land	44,066	3,400	2,477	2,940	...	2,940	44,066	47,006	46,543
Construction of Line	1,44,336	1,34,016	1,74,556	1,32,180	...	1,32,180	1,44,336	2,76,516	2,93,894
Ballast and Permanent-way	4,65,773	1,04,141	1,56,739	1,39,170	1,616	1,37,554	4,65,773	6,63,327	6,22,512
Stations and Buildings	48,166	1,96,707	1,96,700	1,80,655	...	1,80,655	48,166	2,23,821	2,97,866
Total Construction Accounts	7,11,185	4,39,764	5,30,999	4,54,945	1,616	4,53,329	7,17,660	11,70,989	12,76,659
Plant	4,172	16,200	11,924	4,891	...	4,891	4,172	9,063	16,696
Steam Ferries	...	...	...	...	...	...	...	...	...
Rolling Stock	...	15,684	16,944	20,384	...	20,384	...	20,384	24,384
Establishment	37,705	43,352	76,903	77,920	...	77,920	37,705	1,15,625	1,14,668
Total Expenditure on Final Heads	7,53,062	5,20,000	6,63,770	5,58,140	1,616	5,56,524	7,59,537	13,16,061	14,31,747
Suspense Accounts	96,770	...	—96,770	—89,900	...	—89,900	96,770	7,770	...
Grand Total Expenditure	8,49,832	5,20,000	5,40,000	4,69,140	1,616	4,67,524	8,56,307	13,23,831	14,31,747
Deduct—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received, and other items charged off in England	2,93,212	76,700	20,000	17,636	...	17,636	2,92,212	3,09,84	...
Net Indian Outlay	5,57,620	4,43,300	5,20,000	4,51,504	1,616	4,49,888	5,64,095	10,13,98	14,31,747

3. The total expenditure during the year (in India and in England) amounted to Rs. 4,67,524, being Rs. 3,82,308 below that incurred during the previous year. This reduced outlay is due to construction generally having been well advanced at the close of the previous year and the amount expended during the year under review was all that was found necessary to complete the project.

4. Compared with the provision in the Budget Estimate the actual Indian outlay shews an excess of Rs. 6,588, which scarcely requires explanation. There was a lapse on the provision for expenditure in England of Rs. 59,064, but as this estimate was framed in England, no explanation of the large difference can be furnished.

5. The actual Indian outlay fell short of the provision in the Revised Estimate by Rs. 70,112, there was also a saving on the provision for English expenditure of Rs. 2,364, making the total lapse on the Revised Estimate Rs. 72,476.

6. The more important variations on main heads of account, leading up to the above result, are attributed by the Examiner of Accounts to the following causes :—

Construction of Line.—The lapse of Rs. 42,378 is due to a saving on the estimate of outlay under this head, the actuals proving to be considerably below the provision in the original project estimate. The chief items under which the savings occur are "Earthwork" and "Minor Bridges."

Ballast and Permanent-way.—The lapse of Rs. 19,185 is partly owing to the full quantity of ballast not having been worked up to and partly to a saving on permanent-way, the cost of which landed at Bezvada was Rs. 1,000 per mile less than estimated for.

Stations and Buildings.—The lapse of Rs. 16,045 is due to an excessive estimate of the requirements for "Station Machinery."

Plant.—The saving under this head amounting to Rs. 7,033 is attributed to an excessive estimate.

Rolling Stock.—The excess of Rs. 3,440 is attributed to an underestimate of charges against this head.

Under *Suspense* the excess appears to be due chiefly to the debit to *Miscellaneous Advances* of a sum of Rs. 5,596 referred to below. It was evidently anticipated that all *Suspense* balances would have been cleared before the accounts of the year were closed. A few minor items remained unadjusted, and these together with the item of Rs. 5,596, account for the difference under this head.

Suspense Balances.

7. The state of the *Suspense* balances at the close of the year stood as under—

	Dr. Rs.	Cr. Rs.
<i>Affecting charge to grant—</i>		
Purchases	..	18
Sales	100	..
Miscellaneous Advances	7,688	..
<i>Debit Balances—</i>		
Deposits	..	15,728

8. These balances are reported to have been audited in the manner indicated in my circular No. 14 of 1886, and to be current and efficient.

9. The large balance at debit of *Miscellaneous Advances* seems, however, to call for explanation. The balance includes an item of Rs. 5,596 charged off in the accounts of the District Engineer under "Payments into Treasury,"

but the item not having been acknowledged by the Civil Department, it was debited to *Miscellaneous Advances* pending explanation. It was ascertained that a cheque was actually drawn for the amount during March and charged off in the District Engineer's accounts at the time, but by an oversight it was not paid into Treasury until April.

The amount should have been treated as part of the cash balance on 31st March, but the facts did not come to the Government Examiner's notice until after the final accounts of the year had been received. The amount has since been adjusted. The other items under this head are unimportant and are all current.

Financial Results.

10. The Capital expenditure and the interest charges relating to this undertaking for, and to the end of 1888-89, are as under :—

	During 1888-89. Rs.	To end of 1888-89. Rs.
Capital outlay including Loss by Exchange	4,67,524	13,23,831
Simple Interest on above	43,603	62,988

ORDER.—Ordered, that a copy of the above be forwarded to the Government of Madras, Public Works Department, for information.

R. C. B. PEMBERTON, Colonel, R.E.,

Secretary to the Govt. of India.

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No. 1303 R 21st Nov/89.

Comd to the Comd Engrs for
Rys. for information.

Rd C. J. S.

Comd Engrs for Rys.
Engr. R. R. Acob. Hyderabad

No. 607 A.R.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

ACCOUNT.
Railway.

Simla, the 20th November 1890.
BEZVADA EXTENSION RAILWAY.
FINANCE ACCOUNTS FOR 1889-90.

Read—

The following note by Lieutenant-Colonel A. G. BEGBIE, R.E., Accountant General,
Public Works Department, No. 910 R., dated 20th October 1890.

The Bezvada Extension Railway extends from Bezvada to the Hyderabad Frontier, where it is connected with His Highness the Nizam's (Guaranteed) State Railway. The line has been constructed on behalf of the Government of India by His Highness the Nizam's (Guaranteed) State Railway Company. It was completed during 1888-89 and opened for traffic on the 10th February 1889, and is now worked by that Company on the following terms:—

Maintenance to form a separate charge, Working Expenses to bear the same ratio to the gross Earnings as they do on the Nizam's State Railway.

Five per cent. of gross Earnings to be paid for hire of rolling stock.

The accounts are adjusted by the calendar half-year, and the accounts under review represent the results of working from 10th February to 31st December 1889.

2. The transactions of the year are compared by Fund and Finance heads, with the actuals of the previous year, and with the Budget and Revised Estimates in the following table:—

RECEIPTS.				Fund and Finance heads.	EXPENDITURE.			
1888-89.		1889-90.			1889-90.		1888-89.	
Actuals.	Budget Estimate.	Revised Estimate.	Actuals.		Actuals.	Revised Estimate.	Budget Estimate.	Actuals.
Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
				IMPERIAL.				
				Revenue and Working Ex- penses.				
...	1,20,000	75,000	76,671	Earnings.				
...	...	...	...	Suspense—Traffic Account.				
...	...	...	...	Foreign Railways.				
...	1,20,000	75,000	76,671	Receipts.				
				Working Expenses ...	60,828	58,000	80,000	...
				Suspense ...	...	...	...	...
				Demands Payable ...	...	...	...	...
				Expenditure ...	60,828	58,000	80,000	...
				CONSTRUCTION.				
				Railways not charged to Revenue.				
				Bezvada Extension Railway ...	39,154	45,000	35,000	4,67,524

XXVI and 38—State Railways—Imperial.

3. The Revenue transactions of the year are compared in detail with the Budget and Revised Estimates in the following table:—

				OFFICIAL YEAR, 1889-90.		
				Budget Estimate.	Revised Estimate.	Actuals.
RECEIPTS.				Rs.	Rs.	Rs.
Coaching Traffic Earnings	...	...	...	49,000	31,000	20,302
Goods	...	...	...	70,000	43,000	54,910
Electric Telegraph	...	...	...	500	500	873
Steam-boat	...	...	...	...	...	...
Sundries	...	...	...	500	500	586
TOTAL EARNINGS (I)				1,20,000	75,000	76,671
Add decrease or deduct increase in balance of outstanding earnings				...	...	...
TOTAL RECEIPTS (II)				1,20,000	75,000	76,671
EXPENDITURE.						
Maintenance of Way, Works and Stations	...	...	...	36,154	25,000	26,231
Locomotive Expenses	...	...	...	14,158	10,000	11,407
Carriage and Wagon Expenses	...	...	...	4,876	3,500	3,035
Traffic Expenses	...	...	...	9,928	7,500	6,808
General Charges	...	...	...	8,684	6,000	8,970
Steam-boat Service	...	...	...	...	...	...
Special and Miscellaneous Expenditure	...	...	...	6,200	6,000	4,371
TOTAL WORKING EXPENSES (III)				80,000	58,000	60,828
Add increase or deduct decrease in balance of Suspense account				...	...	...
Add decrease or deduct increase in balance of "Demands Payable"				...	...	...
NET EXPENDITURE AGAINST GRANT (IV)				80,000	58,000	60,828
NET EARNINGS I—III				40,000	17,000	15,843
NET RECEIPTS II—IV				40,000	17,000	15,843

Receipts.

4. The Earnings fell short of the Budget Estimate by Rs. 43,329. This large difference is due entirely to the estimate having been placed at too high a figure. The line having just been opened it was impossible to foresee the results with any degree of accuracy. The over-estimate was rectified when the Revised Estimates came under consideration with the result that the Actuals and Revised Estimate are practically the same.

Expenditure.

5. Owing to the terms under which this line is worked the Working Expenses—save Maintenance—fluctuate according to the Earnings, hence the lapse on the Budget Estimate, reduced Expenditure following on reduced Earnings. The small excess over the Revised Estimate is due to certain charges on account of ballasting debited to Revenue, which Examiner is of opinion should have been charged to Capital. The matter is said to be under reference.

48—State Railways—Construction.

6. The Capital expenditure of the year is compared in detail with the actuals of 1888-89, and with the Budget and Revised Estimates in the following table:—

Main heads of expenditure.	Actuals for 1888-89.	OFFICIAL YEAR, 1889-90.			Outlay to end of previous year.	Outlay to end of 1889-90.	Sanctioned Estimate.
		Budget Estimate.	Revised Estimate.	Outlay.			
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Preliminary Expenses	...	...	...	...	15,319	15,319	15,844
Land	2,940	...	...	—145	47,008	46,863	46,543
Formation	...	...	...	...	1,70,807	1,70,807	1,72,606
Bridge work	1,32,180	...	...	...	96,545	96,545	1,01,862
Fencing...	...	...	8,000	4,772	9,164	13,936	17,278
Ballast and Permanent-way	1,39,170	...	...	838	6,04,943	6,05,781	6,22,512
Stations and Buildings	1,80,655	35,000	44,000	40,426	2,28,821	2,69,247	2,97,866
TOTAL CONSTRUCTION ACCOUNTS	4,54,945	35,000	52,000	45,891	11,72,607	12,18,498	12,74,511
Plant	4,891	...	770	—73	9,063	8,990	16,096
Ferries, &c.	...	...	...	...	...	...	...
Rolling-stock	20,384	...	...	...	20,384	20,384	24,384
General charges	77,920	...	...	1,650	1,15,625	1,17,275	1,16,756
TOTAL EXPENDITURE ON FINAL HEADS	5,58,140	35,000	52,770	47,468	13,17,679	13,65,147	14,31,747
Suspense accounts	—89,000	...	—7,770	—7,770	7,770	...	...
GRAND TOTAL EXPENDITURE	4,69,140	35,000	45,000	39,698	13,25,449	13,65,147	...
Deduct—Receipts on Capital account	1,616	...	...	544	1,619	2,163	...
NET EXPENDITURE	4,67,524	35,000	45,000	39,154	13,23,830	13,62,984	...
Deduct—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England	17,636	...	...	...	3,09,848	3,09,848	...
NET INDIAN OUTLAY	4,49,888	35,000	45,000	39,154	10,13,982	10,53,136	...

7. The decreased expenditure in comparison with the actuals of the previous year is due to construction work generally having been practically completed at the close of 1888-89. The amount expended during the year under review was chiefly on account of Fencing, Ellora Canal Dock and Hospital at Bezvada.

8. Compared with the provision in the Budget Estimate the actuals reveal an excess of Rs. 4,154, due entirely to outlay on Fencing and Hospital at Bezvada for which funds were allotted during the course of the year. The actuals fall short of the Revised Estimate by Rs. 5,846. The lapse is said to be due to the grants for the above mentioned works not having been fully utilised. No provision was made in the Revised Estimate for "General Charges." The sum of Rs. 1,650 debited to this head is composed of the following items:—

	Rs.
(1) Electric Telegraph charges	727
(2) Municipal taxes and Office contingencies	144
(3) Conservancy carts	165
(4) Pay and allowances of a clerk employed in the Examiner's Office from April to September 1889	614
Total	1,650

P.W. C. No. 11752

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PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 15th Decr 1890.

READ the following

Under the revised classification of State Railway expenditure, issued with Public Works Department Resolution No. 344 A.—R., dated 1st July 1890, items 1, 2 and 3 are correctly chargeable to "General Charges," but item 4 appears to be more properly debitable to Revenue as the Extension was open to traffic during the period for which the clerk was entertained.

Suspense Balances.

9. No suspense accounts are operated on in connection with the Revenue Accounts of this line, while under Capital the whole of the Suspense accounts affecting grant were cleared during the year under review, except a small item of Rs. 0-6-9 under *Miscellaneous Advances* which was adjusted in April 1890. Under *Deposits* there is a credit balance of Rs. 11,968 composed of the following two items:—

	Rs.	A.	P.
(1) Contractor's Security Deposit ...	23	5	11
(2) Amount of cheques drawn by the Agent of His Highness the Nizam's Guaranteed State Railway Company during March 1890, adjusted in May 1890 ...	11,944	2	11
Total	11,967	8	10

The Examiner of Accounts has reported that these balances have been audited in accordance with the instructions issued in my Circular No. 14 of 1886, and that they are current and efficient.

Financial Results.

10. The mean mileage open was 21.5 miles.

11. The total Capital outlay to end of 1889-90, amounted to Rs. 13,62,984 on which the net receipts realized during the year, Rs. 15,843, yield a return of Rs. 1.16 per cent. per annum.

12. The financial results of the undertaking for, and to the end of, 1889-90 are shown in the following table:—

CAPITAL.																		REVENUE.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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Direct outlay.			Loss by exchange.			Total (a).			Leave and pension allowances.			Capitalization of land revenue.			Total.			Net receipts (b).			Loss by exchange (c).			(d) - (c).			Leave and pension allowances.			Indirect establishment.			Total.			Net receipts less indirect charges.			Simple interest on Capital expenditure.			Net receipts in excess of interest.			Interest in excess of net receipts.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
1885-86	...	6,475	...	...	6,475	...	...	...	...	...	...	...	...	...	...	6,475	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...</

ORDER.—Ordered, that a copy of the above be forwarded to the Government of Madras, Public Works Department, for information.

A. B. Beebie

Lt.-Colonel, R.E.,
Dy. Secretary to the Govt. of India.

Order from the Govt. } H.E. No. 607 A.R. of 20th Decr 1890
of India P.W. Dept. }

Communicated

J.H.S. to the Consulting Engineer
for Railways for information.

9.12.90
D.R.

A.R.

To the Comptroller for Rys
Ex P.W. Dept. Hyderabad 21/12/90

The Hon. Mr. C. J. Folger

B. No 2013 R d/15 Dec 1890.

#G. 9. XII. 90
R. 12. XII. 90

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Sec 26/2.