1833.

Govt. of 18 / Madras.

PUBLIC WORKS.

SS. 19/12/90

Special

Dated 15/12/90

Recd. Encl.

G.O., 19th Dec. 1890 No. 2037-38

Capital & Rev Accounts.

Ordered that the Note on the — of the Nellore Branch of the V.G.S Ry for the first half 1890 be forwarded to the D.G. of Rys & to the Secy of State.

19/12/90 do.

— —

Same Note on the — of the Nellore Branch of the V.G. & Ry for the first half of 1890.

Same Note on the Capital Rev Accounts of the Nellore Branch of the V.G. & Ry for the first half of 1890.

A No 2037 R dy 19th Dec 1890.

Form No. 3.

SS 11/12/90

Ordered 13/12 to be forwarded to the Director General of Railways and to the Secretary of State in continuation of Progs. No. 1821-22 R dy 18 November 1890.

H.E. No 2038 R dy 19th Dec. 1890

Forwarded

1 to the Comptroller for Rys
4 to G.S. Rly Accts

H.E. No 2037 R dy 19th Dec. 1890

To

The Rt Hon. the Secy. of State for India

My Lord,

SS 11/12/90

In continuation of our despatch No. 17/1821 R dated 18th November 1890, we have the honor to forward a copy of our Progs: No 2037 R dy 19th Dec. 1890, embodying a Note on the Revenue account of the Nellore Branch of the Villupuram Gunlakal State Railway for the first half of 1890.

H.E. No. 10. XII
R13. XII. 90

12/1/91

Yours
Dy. R

P. W. C. No. 11833

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 878

Dated 10th
Received 10 } December 1890

No. of Enclosures. 1

Subject.

Submitting, for transmission to the Director-General of Railways, the Note on the Capital and Revenue Accounts of the Nellore Branch, V. Ry. S. Rly., for 1st half of 1890.

1.3.90 - 314 R
18.11.90 - 1821 R & despatch

Form No. 2.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 10th December 1890.

Note on the Capital and Revenue Accounts of the Nellore Branch of Villupuram Guntakal State Railway for the half year ended the 30th June 1890.

No. 878

SUBMITTED _____ to _____ Government.

for transmission to the Director General of Railways.

The note has been prepared in accordance with the views expressed by the Govt: 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
Consulting Engr. for Rys.

for Offg Secy to Govt for Rys.

P.W. 11833/1

expenditure would otherwise have been 0.74 percent.

Statement of Train mileage N: XIV - The miscellaneous Engine mileage amounted to 7,216 miles or 10.52 percent on the train mileage run against 5,332 miles or 7.25 percent in the corresponding period of 1889.

Sidney Smith
Major R.E.
for offg. Cons: Engr for Rys.

the half year under review

The cost of maintaining a mile of track including sidings was Rs 276.31 against Rs 401.82

Abstracts B to E and G:

The expenditure shown under these heads is calculated at the same percentage of the receipts as the expenditure of the amalgamated undertaking bears to the gross receipts. In addition to these charges a further sum of Rs 30,716 has been entered under abstract G. on account of the 1/4 profits payable to the South Indian Railway for this and the two preceding half years This heavy charge has greatly influenced the total results of the half year's working. which instead of being a profit of only .27 percent on the Capital expenditure

superintendence" is due to the less expenditure under "Subordinate superintendents" and "office expenses" on account of reduction of establishment.

The decrease under "Repairs of bridges" is due to less repairs and to the expenditure in making up embankments not being so considerable as it was during 1st half of 1889

The decrease under "Stations and buildings" is due to the less repairs done during the half year under review.

The decrease under "unclassified expenditure" is due to the supply of tools and plant not being so considerable as it was during the half year ending 30th June 1889.

No vehicles ~~expected to~~ have been renewed during the

	Rs		Rs		Rs	
Direct charges incurred by the State not taken into account in the percentage rates	3,048	2·28	"	"	-3,048	"
Five percent on the gross earnings of the Stati Railway for hire of rolling stock if supplied by the Company	"	"	"	"	"	"
One fourth of Net Earnings retained by the Company for the present and two preceding half years	"	"	30,716	25·29	+30,716	"
Total	94,706	70·81	104,269	85·86	+9,563	+10·10

Abstract A. Maintenance of way works and stations.

The decrease was principally due to the following items:-

	Rs
General Superintendence	7,968
Repairs of bridges	1,602
Repairs of stations and buildings	808
[illegible]ssified	640

[illegible]crease under "General

7. Abstract K Sundries.—

The decrease under this abstract was accounted for chiefly by a decrease of Rs 93 under "Rents of dwelling houses" and to no receipts under "Profits of workshops for work done for other Railways"

8. Working Expenses.

	1st half of 1889		1st half of 1890		Difference	
	Amount	Percent on gross earnings	Amount	Percent on gross earnings	Amount	Percent on gross earnings
	Rs		Rs		Rs	
Maintenance	36,204	27·07	25,260	20·80	−10,944	−30·23
other expenses calculated on the same percentage namely 41.46 in the 1st half of 1889 and 39.77 in the 1st half of 1890 of the gross earnings of the Italí Railway as represents the percentage of working expenses on the gross earnings of the amalgamated undertaking - - - - -	55,454	41.46	48,293	39·77		

Street

reasons c.....

and Kodur to Tirupati.

The decrease under "Timber" is due to less conveyance during the half year under review from Venkatagherry to Nellore and Renigunta and from Yellakur to Renigunta.

The decrease under "All other articles of merchandise" is due to the less carriage of the following during the half year under review

Cocoanuts, Bamboos, Sugarcane, Calicut tiles gunnies stationery Betel nuts coriander seeds, Cheakoy, Betel leaves & oil cakes. ~~Tamarinds~~

Under "Revenue Stores" there was an increase in earnings of Rs 261 entirely due to the carriage of wood and patent fuel for the

	Increase		Decrease	
	Tons	Rs	Tons	Rs
Grains - - - - -	--	--	1,601	2,980
Lime and Stone - - -	647	1,245	--	--
Timber - - - - -	--	--	1188	1,550
Miscellaneous articles of merchandise	--	--	534	1,232

The total quantity of grain carried over the whole System was 1,371 tons yielding a receipt of Rs 2,708 against 2,972 tons and Rs 5,688 in the corresponding half of 1889 or a decrease of 53.87 percent in weight and 52.39 percent in money. The falling off in grain traffic is mainly due to the less movements in rice and unclassified grains though with the exception of gram, there has been a decrease throughout.

The increase under "Lime and Stone" is due to the greater movements of ~~wood~~ lime stone ~~for ballasting~~ Street

passengers conveyed.

5. Abstract I. Goods Traffic

The "General Merchandise" traffic exhibited a decrease the tonnage being 15,697 against 17,000 in the first half of 1889. The ton mileage 581,314 against 662,346 and the earnings Rs 25,035 against Rs 27,398. The average rate charged per ton per mile was pies 8·26 against pies 7·94 and the average lead was 37 miles against 39 miles in the corresponding period of 1889.

6. The following is an abstract of the chief fluctuations in the principal commodities carried during the first half of 1890 as compared with the corresponding half of 1889:—

class traffic has remained nearly stationary what slight improvement there is in the latter, is probably due to the lower fares now in force.

The decrease in the number of and receipts from third class passengers is attributable to fewer persons attending the feasts in 1890 and to the prevalence of cholera at Kalahastri and Vencatagherry. This class contributed 94.85 percent of the coaching earnings. The average sum paid by a passenger was annas 4 and pies 3 and the average distance travelled was 26 miles.

The Earnings from "Passengers luggage" were Rs 1,431 or less by Rs 311 than in corresponding period of 1889 and is due to the less number of passengers

3. Gross Earnings.

	First half of 1889	First half of 1890	Difference amount	Difference Percent
	Rs	Rs	Rs	
Coaching	101842	92,673	−9,169	−9·00
Goods	30,438	27,623	−2815	−9·26
Electric Telegraph	784	655	−129	−16·45
Sundries	691	488	−203	−29·38
Total	133,755	121,439	−12,316	−9·21

4. 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	Rs Earnings	number	Rs Earnings	number	Rs Earnings	number	Rs Earnings
First half of 1889	373	764	1,627	1,074	359933	97,134	361933	98,972
— do — of 1890	341	886	1,746	1167	329,022	87,905	331,108	89,958
Increase	--	122	118	93	--	--	--	--
Decrease	32	--	--	--	30,911	9,229	30,825	9,014

Abstract H - Coaching traffic -

The first and second class

	Rs	Rs	Rs	
Gross Earnings	183,755	121,439	−12,316	−9·21
Working expenses	94,706	104,269	+9,563	+10·10
Net Earnings	39,049	17,170	−21,879	−56·03
Percentage of working expenses to gross Earnings	70·81	85·86	+15·05	..
Percentage of net Earning on Capital outlay including suspense and charges for leave and pension and for capitalization of land Revenue	0·61	0·27	−0·34	..

The gross Earnings per mile open per week averaged Rs 56·64 against Rs 62·50 and were realised at a cost of 86·86 percent against 70·81 percent in the corresponding period of 1889.

The net earnings which are at the rate of 0·54 percent per annum fall short by Rs 109,621 of the interest at 4 percent on the Capital outlay on account of the value of materials returned to Store. The total Capital outlay from the commencement of operations to the end of the half year under review was Rs 64,25,606 including suspense Rs 100,560, charge for leave and pension allowances Rs 56,780, and charge for Capitalization of abatement of land Revenue Rs 47,464, excluding these items Rs 62,20,832 which gives an average expenditure of Rs 74,950 per mile.

Revenue

2. General results

	First half of 1889	First half of 1890	Difference	
	miles	miles	miles	Percent
Mean mileage worked	82·71	82·92	+0·15	+0·18
Train mileage	73,477	68,621	−4,856	−6·61
Average number of trains over the whole line daily in both directions	No 4·90	No 4·57	No −0·33	−6·73
	Rs	Rs	Rs.	

Note

on the Capital and Revenue accounts of the Nellore Branch of Villupuram Guntakal State Railway for the half year ended the 30th June 1890.

Capital

Statements Nos. V and VI.—

The capital expenditure for the half year amounted to Rs 24,362 incurred chiefly under "Land", "Formation" and "Working stock."

A large credit of Rs 10,250 under Bridge work is due to the value of the permanent way materials in the Perur Quarry siding having been transferred to the Villupuram Guntakal State Railway and to a further sum of Rs 1,329 under "Permanent way" having been credited on

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated December, 19th.

Recd. *Encl.*

G.O., 19th Dec. 1890, Nos. 2037, 2038 R.

DECEMBER.

Capital and Revenue Accounts

Forwarding note on the — of the Nellore Branch of the Villupuram-Guntakal State Railway for the first half of 1890.

sum of Rs. 30,716 has been entered under abstract G on account of the one-fourth profits payable to the South Indian Railway for this and the two preceding half-years. This heavy charge has greatly influenced the total results of the half-year's working, which instead of being a profit of only ·27 per cent. on the capital expenditure would otherwise have been 0·74 per cent.

12. *Statement of Train Mileage No. XIV.*—The miscellaneous engine mileage amounted to 7,216 miles or 10·52 per cent. on the train mileage run against 5,332 miles or 7·25 per cent. in the corresponding period of 1889.

(Signed) SIDNEY SMITH, Major, R.E.,
for 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. III R., dated 3rd February 1890, embodied in G.O., No. 314 R., dated 1st March 1890.

ORDER—dated 19th December 1890, No. 2037 R., Public Works.

Ordered to be forwarded to the Director-General of Railways and to the Secretary of State in continuation of Proceedings Nos. 1821-22 R., dated 18th November 1890.

(Here enter No. 2038 R., dated 19th December 1890.)

(True Extract.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

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

ENDORSEMENT—dated 19th December 1890, No. 2038 R., Public Works.

Forwarded.

(By Order.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. J. Moses.
Spare Copies

3. *Gross Earnings.*—

—	First half of 1889.	First half of 1890.	Difference. Amount.	Difference. Per cent.
	RS.	RS.	RS.	
Coaching	1,01,842	92,673	— 9,169	— 9·00
Goods	30,438	27,623	— 2,815	— 9·25
Electric Telegraph	784	655	— 129	— 16·45
Sundries	691	488	— 203	— 29·38
Total ..	1,33,755	1,21,439	— 12,316	— 9·21

4. 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. Number.	First class. Earnings.	Second class. Number.	Second class. Earnings.	Third class. Number.	Third class. Earnings.	Total. Number.	Total. Earnings.
		RS.		RS.		RS.		RS.
First half of 1889	373	764	1,627	1,074	355,933	97,134	361,933	98,972
First half of 1890	341	886	1,745	1,167	329,022	87,905	331,108	89,958
Increase	..	122	118	93	..	..	..	..
Decrease	32	..	..	..	30,911	9,229	30,825	9,014

5. *Abstract II, Coaching Traffic.*—The first and second class traffic has remained nearly stationary, what slight improvement there is in the latter is probably due to the lower fares now in force.

The decrease in the number of and receipts from third-class passengers is attributable to fewer persons attending the feasts in 1890 and to the prevalence of cholera at Kálahasti and Venkatagiri. This class contributed 94·85 per cent. of the coaching earnings. The average sum paid by a passenger was annas 4 and pies 3 and the average distance travelled was 26 miles.

The earnings from "Passengers' luggage" were Rs. 1,431 or less by Rs. 311 than in corresponding period of 1889 and is due to the less number of passengers conveyed.

6. *Abstract I, Goods Traffic.*—The "General merchandise" traffic exhibited a decrease, the tonnage being 15,697 against 17,000 in the first half of 1889, the ton mileage 581,314 against 662,346, and the earnings Rs. 25,035 against Rs. 27,398. The average rate charged per ton per mile was pies 8·26 against pies 7·94 and the average lead was 37 miles against 39 miles in the corresponding period of 1889.

7. The following is an abstract of the chief fluctuations in the principal commodities carried during the first half of 1890 as compared with the corresponding half of 1889 :—

—	Increase. Tons.	Increase. Rs.	Decrease. Tons.	Decrease. Rs.
	TONS.	RS.	TONS.	RS.
Grains	..	..	1,601	2,980
Stone and lime	647	1,245	..	..
Timber	..	..	1,188	1,550
All other articles of merchandise	..	..	534	1,232

The total quantity of grain carried over the whole system was 1,371 tons yielding a receipt of Rs. 2,708 against 2,972 tons and Rs. 5,688 in the corresponding half of 1889 or a decrease of 53·87 per cent. in weight and 52·39 per cent. in money. The falling off in grain traffic is mainly due to the less movement in rice and unclassified grains, though with the exception of gram there has been a decrease throughout.

The increase under "Lime and stone" is due to the greater movements of limestone from Urampád and Kódúr to Tirupati.

The decrease under "Timber" is due to less conveyance during the half-year under review from Venkatagiri to Nellore and Rénigunta and from Yellakur to Rénigunta.

The decrease under "All other articles of merchandise" is due to the less carriage of the following during the half-year under review: cocoanuts, bamboos, sugar-cane, Calicut tiles, gunnies, stationery, betel-nuts, coriander seeds, cheakoy, betel leaves and oil-cakes.

Under "Revenue stores" there was an increase in earnings of Rs. 261 entirely due to the carriage of wood and patent fuel for the Locomotive Department.

8. *Abstract K, Sundries.*—The decrease under this abstract was accounted for chiefly by a decrease of Rs. 93 under "Rents of dwelling-houses" and to no receipts under "Profits of Workshops for work done for other Railways."

9. *Working Expenses.*—

—	First half of 1889. Amount.	First half of 1889. Per cent. on gross earnings.	First half of 1890. Amount.	First half of 1890. Per cent. on gross earnings.	Difference. Amount.	Difference. Per cent. on gross earnings.
	RS.		RS.		RS.	
Maintenance	36,204	27·07	25,260	20·80	— 10,944	— 30·23
Other expenses calculated on the same percentage, namely, 41·46 in the first half of 1889 and 39·77 in the first half of 1890, of the gross earnings of the State Railway as represents the percentage of working expenses on the gross earnings of the amalgamated undertaking	55,454	41·46	48,293	39·77	— 7,161	— 12·91
Direct charges incurred by the State not taken into account in the percentage rates	3,048	2·28	..	..	— 3,048	..
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 for the present and two preceding half-years	..	..	30,716	25·29	+ 30,716	..
Total ..	94,706	70·81	1,04,269	85·86	+ 9,563	+ 10·10

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

	RS.
General superintendence	— 7,968
Repairs of bridges	— 1,602
Repairs of stations and buildings	— 808
Unclassified	— 640

The decrease under "General superintendence" is due to the less expenditure under "Subordinate Superintendents" and "Office expenses" on account of reduction of establishment.

The decrease under "Repairs of bridges" is due to less repairs and to the expenditure in making up embankments not being so considerable as it was during first half of 1889.

The decrease under "Stations and buildings" is due to the less repairs done during the half-year under review.

The decrease under "Unclassified expenditure" is due to the supply of tools and plant not being so considerable as it was during the half-year ending 30th June 1889.

No vehicles have been renewed during the half-year under review.

The cost of maintaining a mile of track including sidings was Rs. 276·31 against Rs. 401·82.

11. *Abstracts B to E and G.*—The expenditure shown under these heads is calculated at the same percentage of the receipts as the expenditure of the amalgamated undertaking bears to the gross receipts. In addition to these charges a further

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 10th December 1890, No. 878.

NOTE on the Capital and Revenue Accounts of the Nellore Branch of Villupuram-Guntakal State Railway for the half-year ended the 30th June 1890.

CAPITAL.

Statements Nos. V and VI.—The capital expenditure for the half-year amounted to Rs. 24,362, incurred chiefly under "Land," "Formation" and "Working stock."

A large credit of Rs. 10,250 under bridge work is due to the value of the permanent-way materials in the Perúr quarry siding having been transferred to the Villupuram-Guntakal State Railway, and to a further sum of Rs. 1,329 under "Permanent-way" having been credited on account of the value of materials returned to store. The total capital outlay from the commencement of operations to the end of the half-year under review was Rs. 64,25,606 including suspense Rs. 1,00,560, "Charge for leave and pension allowances" Rs. 56,750, and "Charge for capitalization of abatement of Land Revenue" Rs. 47,464, excluding these items Rs. 62,20,832 which gives an average expenditure of Rs. 74,950 per mile.

REVENUE.

2. *General results.*—

—	First half of 1889.	First half of 1890.	Difference.	
	MILES.	MILES.	MILES.	PER CENT.
Mean mileage worked	82·77	82·92	+ 0·15	+ 0·18
Train mileage	73,477	68,621	— 4,856	— 6·61
	NO.	NO.	NO.	
Average number of trains over the whole line daily in both directions	4·90	4·57	— 0·33	— 6·73
	RS.	RS.	RS.	
Gross earnings	1,33,755	1,21,439	— 12,316	— 9·21
Working expenses	94,706	1,04,269	+ 9,563	+ 10·10
Net earnings ..	39,049	17,170	— 21,879	— 56·03
Percentage of working expenses to gross earnings ..	70·81	85·86	+ 15·05	..
Percentage of net earnings on capital outlay including suspense and charges for leave and pension and for capitalization of land revenue	0·61	0·27	— 0·34	..

The gross earnings per mile open per week averaged Rs. 56·64 against Rs. 62·50 and were realised at a cost of 85·86 per cent. against 70·81 per cent. in the corresponding period of 1889.

The net earnings which are at the rate of 0·54 per cent. per annum fall short by Rs. 1,09,621 of the interest at 4 per cent. on the capital outlay.