# Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 401-2 Rys.

DATED 21st March

[Despatch Abstract.]

Revenue account of the Nellore branch of the Villupuram - Dharmavaram Railway for the second half of 1888. — Ordered that the explanation of the arrears pointed out by the Govt of India in the —, be forwarded to that Government.

Forwarded.

[ P. W. Ry. 1. 760—25-9-99. ]

Indexed.

## BACK PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|---|---|---|---|---|---|---|---|
| | 619-20 | Ry. | 31-5-89 | | | | |
| | 1380 | — a — | 12-12-89 | | | | |

## FURTHER PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

# NOTE ON THE REVENUE ACCOUNT, NELLORE BRANCH, OF THE VILLUPURAM-DHARMAVARAM RAILWAY, FOR THE HALF-YEAR ENDED 31ST DECEMBER 1888.

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

| | | Period of 1887 (from 15th September). | First half of 1888. | Second half of 1888. |
|---|---|---|---|---|
| Average miles open ... ... ... | | 48 | 83 | 83 |
| | | RS. | RS. | RS. |
| Gross earnings ... ... ... ... | | 48,452 | 1,18,311 | 1,17,348 |
| Working expenses ... ... ... | | 71,280 | 1,27,023 | 1,49,216 |
| Loss ... | | 22,828 | 8,712 | 31,868 |
| Gross earnings per open mile per week. | | 38·40 | 54·82 | 53·79 |
| Percentage of expenses to receipts ... | | 147·11 | 107·36 | 127·16 |
| | | NO. | NO. | NO. |
| Train mileage ... ... ... ... | | 33,143 | 69,436 | 79,844 |
| | | RS. | RS. | RS. |
| Gross earnings per train mile ... ... | | 1·462 | 1·704 | 1·470 |
| Passenger traffic (exclusive of troops and police)— | | | | |
| | | NO. | NO. | NO. |
| Numbers ... | First class ... ... | 161 | 380 | 458 |
| | Second class ... | 647 | 1,351 | 1,069 |
| | Third class ... | 93,858 | 284,904 | 306,631 |
| Total ... | | 94,666 | 286,635 | 308,158 |
| | | RS. | RS. | RS. |
| Receipts ... | First class ... ... | 408 | 935 | 1,051 |
| | Second class ... | 770 | 1,347 | 1,211 |
| | Third class ... ... | 27,631 | 80,253 | 79,089 |
| Total ... | | 28,809 | 82,535 | 81,351 |
| Goods traffic (exclusive of railway materials, military stores and coal)— | | | | |
| | | NO. | NO. | NO. |
| Tons lifted ... ... ... | | 4,130 | 9,934 | 11,965 |
| Ton miles ... ... ... | | 198,519 | 394,008 | 550,734 |
| | | RS. | RS. | RS. |
| Receipts ... ... ... | | 10,013 | 20,331 | 23,073 |

2. No useful comparison can be made with the corresponding period of 1887, as the line was opened for traffic in the middle of that half-year.

3. The gross earnings, however, as compared with those of the previous half-year are unsatisfactory, as the traffic does not show such signs of development as might be expected on a new line.

4. The working expenses show an increase under all heads, but principally under "Maintenance," "Locomotive" and "General charges," the last on account of the whole of the Government audit charges being debited to Revenue instead of to Capital as was previously done.

5. The increased train mileage is due to the running of an additional train each way from 1st April 1888. The earnings per train mile show a decrease.

6. The receipts from passenger traffic show a falling off as compared with those of the previous half-year, though the number of third-class passengers was greater.

7. Excluding military and revenue stores and railway materials, the receipts under goods traffic show a slight increase.

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

---



GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

---

**Railway.**

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 22nd April 1889, No. 209.

Four copies of the Revenue Account for the Nellore Branch of the Villupuram-Dharmavaram Railway for the half-year ended the 31st December 1888, with brief note thereon.

---

Submitted to Government for transmission to the Director-General of Railways with reference to letter from the Government of India, No. 204 R.E., dated 23rd March 1888, embodied in the Proceedings of Government, No. 274 R., dated 6th April 1888.

---

Order—dated 31st May 1889, No. 619 R., Public Works.

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

2. The attention of the Agent of the South Indian Railway will be drawn to the results recorded in this Revenue Account.

3. The scale of establishments, and the train service should be at once reconsidered and a report be submitted to Government, giving the actual outlay incurred by the several departments of the South Indian Railway in working this branch.

(Here enter No. 620 R., dated 31st May 1889.)

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

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

---

Endorsement—dated 31st May 1889, No. 620 R., Public Works.

Forwarded.

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. J. Henricus.
Spare Copies

RAILWAY.

# Govt. of {1889} Madras.

PUBLIC WORKS.

*Dated May, 31st.*

*Recd.* *Encl.*

**G.O., 31st May 1889, Nos. 619 R., 620 R.**

**MAY.**

## Capital and Revenue Accounts of the Nellore Branch

Forwarding the — of the Villupuram-Dharmavaram Railway for the second half of 1888, with brief note thereon.

## Note by the Director General of Railways on the Capital and Revenue Accounts of the Villupuram-Dharmavaram Railway, Nellore Branch, for the half-year ended 31st December 1888.

### CAPITAL.

*Statement No. V.*—The Capital expenditure during the half-year amounts to Rs. 1,22,804, of which Rs. 67,848 have been incurred on "Construction of line," Rs. 13,518 on "Stations and Buildings," and Rs. 31,890 on "Rolling Stock."

*Statements Nos. VI and XVIII*—The total Capital expenditure on final head from the commencement of operations to the end of December 1888, amounts to Rs. 61,51,393, and the expenditure, including suspense, to Rs. 63,70,823. The former gives an average of Rs. 74,319 per mile of line open.

### REVENUE.

*General Results.*

| | From 15th September to 31st December 1887. | 2nd half, 1888. |
|---|---|---|
| | Miles. | Miles. |
| Mean mileage worked ... ... ... | 82·77 | 82·77 |
| Train-mileage ... ... ... ... | 33,143 | 79,844 |
| | No. | No. |
| Average number of trains over whole line daily in both directions ... ... ... | 3·71 | 5·24 |
| | Rs. | Rs. |
| Gross earnings ... ... ... ... | 48,452 | 1,17,348 |
| Working expenses ... ... ... | 71,280 | 1,49,216 |
| Net earnings ... | —22,828 | —31,868 |
| Percentage of working expenses to gross earnings ... | 147·11 | 127·16 |
| Percentage of net earnings on Capital outlay, including suspense ... ... ... ... | —0·37 | —0·50 |

No useful comparison can be made with the corresponding period of 1887, as the line was opened for traffic in the middle of that half-year.

An additional train was introduced each way from 1st April 1888.

The gross earnings per mean mile open per week amount to Rs. 55 and have been realised at a cost of 127·16 per cent.

The percentage of working expenses to gross earnings for the year 1888 amounts to 117·22.

*Gross Earnings.*

| | From 15th September to 31st December 1887. | 2nd-half, 1888. |
|---|---|---|
| | Rs. | Rs. |
| Coaching ... ... ... ... | 29,953 | 84,886 |
| Goods ... ... ... ... ... | 18,111 | 30,925 |
| Electric Telegraph ... ... ... ... | 388 | 706 |
| Steam-Boat ... ... ... ... | ... | ... |
| Sundries ... ... ... ... | ... | 831 |
| TOTAL ... | 48,452 | 1,17,348 |

*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. | | 2nd Class. | | Intermediate Class. | | 3rd Class. | | Total. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | No. | Earnings. | No. | Earnings. | No. | Earnings. | No. | Earnings. | No. | Earnings. |
| | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. |
| 2nd-half of 1887 (*three and a half months*). | 161 | 403 | 654 | 776 | ... | ... | 94,253 | 27,761 | 95,068 | 28,945 |
| 2nd-half of 1888 ... | 458 | 1,051 | 1,117 | 1,247 | ... | ... | 308,485 | 79,595 | 310,060 | 81,893 |

The average number of passengers in a train at any one time was 167·03, and the average sum received for carrying one passenger unit one mile, pies 2·04.

The "Other Coaching" receipts amount to Rs. 2,993, of which Rs. 1,427 are derived from "Passengers' luggage;" Rs. 672 from "Carriages, horses, doges," &c.; Rs. 597 from "Parcels for the public," and Rs. 244 from "Special trains."

*Abstract I—Goods traffic.*—Out of a total of Rs. 30,925 received from Goods traffic, Rs. 23,073 are derived from "Merchandise, General;" Rs. 1,442 from "Railway materials for construction," and Rs. 6,290 from "Revenue Stores."

The total weight of goods lifted amounts to 56,441 tons, and the total ton-mileage of goods carried to 912,956.

The following statement shows the tonnage of, and the receipts from, the principal commodities carried during the half-year :—

| | Tons. | Rs. |
|---|---|---|
| Rice ... ... ... ... | 1,411 | 2,627 |
| Other grains ... ... ... | 1,428 | 3,105 |
| Provisions ... ... ... ... | 820 | 2,049 |



| | Tons. | Rs. |
|---|---|---|
| Salt ... ... ... ... | 2,504 | 4,463 |
| Sugar ... ... ... ... | 353 | 921 |
| Timber ... ... ... ... | 2,114 | 2,636 |

The average number of tons in a goods train was 28·52 tons, and the average sum received for carrying one ton of goods one mile, pies 6·50.

*Abstract K—Sundries.*—The miscellaneous earnings are made up principally of Rs. 797 realised on account of "Rents of Dwelling-houses."

*Working Expenses.*

| | From 15th September to 31st December 1887. | | 2nd half, 1888. | |
|---|---|---|---|---|
| | Amount. | Per cent. on gross earnings. | Amount. | Per cent. on gross earnings. |
| | Rs. | | Rs. | |
| Maintenance ... ... | 35,677 | 73·63 | 55,979 | 47·70 |
| Locomotive ... ... | 16,446 | 33·94 | 44,870 | 38·24 |
| Carriage and Wagon ... | 4,300 | 8·87 | 10,315 | 8·80 |
| Traffic ... ... ... | 7,102 | 14·66 | 16,760 | 14·28 |
| General ... ... | 7,314 | 15·10 | 20,411 | 17·39 |
| Steam-Boat ... ... | ... | ... | ... | ... |
| Special and Miscellaneous ... | 441 | 0·91 | 881 | 0·75 |
| TOTAL ... | 71,280 | 147·11 | 1,49,216 | 127·16 |

*Abstract A.—Maintenance of Way, Works and Stations.*—The expenses are principally under the following heads:—

| | Rs. |
|---|---|
| General Superintendence ... ... ... | 24,923 |
| Maintenance and Renewal of Permanent-way ... | 22,144 |
| Repairs of Bridges, &c. ... ... ... | 5,474 |
| Repairs of Stations and Buildings ... ... | 2,571 |

It is observed that out of a total outlay of Rs. 22,144 under "Maintenance and Renewal of Permanent-way," Rs. 15,674 have been incurred on account of "Wages," and Rs. 6,470 on account of "Materials." No rails were renewed, but 1,860 wooden sleepers were laid during the half-year.

The cost of the Department per mile of track, including sidings, amounts to Rs. 621·29.

*Abstracts B—(Locomotive Expenses), C—(Carriage and Wagon Expenses), D—(Traffic Expenses), E—(General Charges), and G—(Special and Miscellaneous Expenditure)*—Excepting the expenses for "General Superintendence" on account of transfer, from Southern Mahratta Railway, of share of the Locomotive Superintendent's salary and office establishment from 1st April to 30th September 1888, Rs. 1,169, entered in Abstract B (Locomotive Expenses),

and the "Salaries of Indian Management, including Offices," Rs. 6,696, entered in Abstract E (General Charges), the expenses in the other Abstracts are not shown in detail.

The total amount charged by the South Indian Railway for working this line amounts to Rs. 85,372, which have absorbed 72·75 per cent. of the gross earnings.

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

ERRORS, OMISSIONS, &c.

*Abstract A*—Under "Unclassified expenditure," a new sub-head "Miscellaneous" has been opened. This is opposed to Rule 8 of the general instructions appended to the standard form of half-yearly Revenue Accounts.

G. C. Press, Simla.—No. 1223 P. W. D.—21-11-89.—60.

## Appendix A to the Note by the Director General of Railways on the Capital and Revenue Accounts of the Villupuram-Dharmavaram Railway, Nellore Branch, for the half-year ended 31st December 1888.

*Statement showing, in comparison, the gross earnings and working expenses, &c., on the following Railways, for the half-year ended 31st December 1888.*

| Railways. | Gross earnings. | Working expenses. | Percentage of working expenses upon gross earnings. | Gross earnings (excluding Steam-boat) per mean mile open per week. | Working expenses (excluding Steam-boat Service) per train-mile. | Mean mileage worked. |
|---|---|---|---|---|---|---|
| | Rs. | Rs. | | Rs. | Rs. | Miles. |
| **Villupuram-Dharmavaram, Nellore Branch** | **1,17,348** | **1,49,216** | **127·16** | **55** | **1·87** | **82·77** |
| Rajputana-Malwa . | 83,35,488 | 43,67,183 | 52·39 | 193 | 1·51 | 1,664·42 |
| North Western (excluding Military lines) . | 1,11,58,671 | (*a*) 69,62,495 | (*b*) 62·40 | 269 | (*b*) 2·34 | (*h*) 1,586·53 |
| South Indian . . | (*c*) 27,51,196 | (*d*) 18,44,733 | (*c*) & (*d*) 67·05 | (*e*) 162 | (*d*) 1·79 | 654·59 |
| Great Indian Peninsula (including Branches) | 1,66,45,181 | (*f*) 94,16,686 | (*b*) 56·57 | 427 | (*b*) 2·36 | 1,499·85 |
| Bombay, Baroda and Central India (including Patri Branch) . | 53,27,876 | 27,34,243 | 51·30 | 445 | 2·53 | 460·90 |
| Oudh and Rohilkhand . | 29,46,378 | (*g*) 17,55,183 | (*g*) 59·57 | 164 | (*g*) 1·86 | 692·55 |
| Bengal and North-Western . . . | 9,01,247 | 5,75,392 | 63·84 | 83 | 1·52 | 376·00 |

(*a*) Includes Rs. 51,256 on account of rent of leased lines.
(*b*) Calculated upon total working expenses, including rent of leased lines.
(*c*) Includes the amount received for working the Pondicherry Railway.
(*d*) Includes the cost of working the Pondicherry Railway.
(*e*) Calculated upon the mileage of the South Indian Railway only.
(*f*) Includes Rs. 1,34,384 on account of rent of leased lines.
(*g*) Excludes amount set apart as a provision for bonus to staff, unsettled claims with East Indian Railway, and Home expenditure for three months to March 1889.
(*h*) See foot-note (*c*) on page 5.

# Appendix B to the Note by the Director General of Railways on the Capital and Revenue Accounts of the Villupuram-Dharmavaram Railway, Nellore Branch, for the half-year ended 31st December 1888.

*Statement showing, in comparison, the cost of supervision, &c., in the several Departments, on the following Railways, for the half-year ended 31st December 1888.*

| Principal headings. | | Villupuram-Dharmavaram, Nellore Branch. | Rajputana-Malwa. | North Western (excluding Military lines). | South Indian (including Pondicherry). | Great Indian Peninsula (including Branch lines). | Bombay, Baroda and Central India (including Patri Branch). | Oudh and Rohilkhand. | Bengal and North-Western. |
|---|---|---|---|---|---|---|---|---|---|
| **MAINTENANCE OF WAY, WORKS AND STATIONS.** | | | | | | | | | |
| *Engineers' salaries and allowances.* | | | | | | | | | |
| Per mean mile of line maintained | Rs. | 65·48 | 45·69 | 51·39 | 71·52 | 67·34 | 76·51 | 76·73 | 36·13 |
| „ mile of track, including sidings | „ | 60·16 | 40·08 | 42·84 | 64·08 | 48·72 | 56·79 | 65·78 | 32·65 |
| „ total train-mile | Annas | 1·08 | 0·42 | 0·44 | 0·74 | 0·41 | 0·52 | 0·90 | 0·65 |
| „ 1,000 gross ton-miles | Rs. | 0·62 | 0·14 | 0·08 | 0·29 | 0·09 | 0·10 | 0·20 | 0·21 |
| *Subordinate Superintendents' salaries and allowances, including overtime.* | | | | | | | | | |
| Per mean mile of line maintained | Rs. | 145·89 | 32·16 | 59·42 | 38·22 | 45·65 | 115·23 | 46·20 | 25·98 |
| „ mile of track, including sidings | „ | 134·02 | 28·21 | 49·53 | 34·24 | 33·03 | 85·52 | 39·60 | 23·48 |
| „ total train-mile | Annas | 2·42 | 0·30 | 0·51 | 0·39 | 0·28 | 0·78 | 0·54 | 0·47 |
| „ 1,000 gross ton-miles | Rs. | 1·39 | 0·10 | 0·09 | 0·16 | 0·06 | 0·15 | 0·12 | 0·15 |
| *Office Expenses.* | | | | | | | | | |
| Per mean mile of line maintained | Rs. | 89·75 | 19·62 | 26·73 | 34·47 | 30·47 | 51·08 | 43·29 | 17·95 |
| „ mile of track, including sidings | „ | 82·44 | 17·21 | 22·29 | 30·88 | 22·05 | 37·91 | 37·11 | 16·22 |
| „ total train-mile | Annas | 1·49 | 0·18 | 0·23 | 0·36 | 0·18 | 0·34 | 0·51 | 0·32 |
| „ 1,000 gross ton-miles | Rs. | 0·85 | 0·06 | 0·04 | 0·14 | 0·04 | 0·07 | 0·11 | 0·11 |
| *Total General Superintendence.* | | | | | | | | | |
| Per mean mile of line maintained | Rs. | 301·12 | 97·47 | 137·54 | 144·21 | 143·46 | 242·82 | 166·22 | 80·06 |
| „ mile of track, including sidings | „ | 276·62 | 85·50 | 114·66 | 129·20 | 103·80 | 180·22 | 142·49 | 72·35 |
| „ total train-mile | Annas | 4·99 | 0·90 | 1·18 | 1·49 | 0·87 | 1·64 | 1·95 | 1·44 |
| „ 1,000 gross ton-miles | Rs. | 2·86 | 0·30 | 0·21 | 0·59 | 0·19 | 0·32 | 0·43 | 0·47 |
| *Maintenance and Renewal of Permanent-way.* | | | | | | | | | |
| Per mean mile of line maintained | Rs. | 267·54 | 350·01 | 890·04 | 851·18 | 817·45 | 919·98 | 348·37 | 129·32 |
| „ mile of track, including sidings | „ | 245·77 | 307·03 | 741·97 | 762·57 | 591·50 | 682·82 | 298·65 | 116·88 |
| „ total train-mile | Annas | 4·44 | 3·23 | 7·66 | 8·78 | 4·94 | 6·23 | 4·10 | 2·34 |
| „ 1,000 gross ton-miles | Rs. | 2·54 | 1·04 | 1·38 | 3·46 | 1·12 | 1·21 | 0·91 | 0·77 |
| *Total Maintenance.* | | | | | | | | | |
| Per mean mile of line maintained | Rs. | 676·32 | 574·08 | 1,377·16 | 1,125·42 | 1,624·41 | 1,893·02 | 709·90 | 339·57 |
| „ mile of track, including sidings | „ | 621·29 | 503·58 | 1,148·05 | 1,008·27 | 1,175·40 | 1,405·02 | 608·57 | 306·92 |
| „ total train-mile | Annas | 11·22 | 5·30 | 11·85 | 11·60 | 9·82 | 12·82 | 8·35 | 6·13 |
| „ 1,000 gross ton-miles | Rs. | 6·42 | 1·71 | 2·14 | 4·57 | 2·23 | 2·49 | 1·85 | 2·02 |
| MEAN MILEAGE MAINTAINED | Miles | 82·77 | 1,664·42 | 1,573·53 | 662·44 | 1,503·78 | 461·00 | 692·55 | 376·00 |
| TOTAL MILES OF TRACK, INCLUDING SIDINGS | Miles | 90·10 | 1,897·41 | 1,887·56 | 739·41 | 2,078·23 | 621·05 | 807·86 | 416·00 |
| TOTAL TRAIN-MILEAGE | Train-miles | 79,844 | 2,884,601 | 2,924,738 | 1,028,033 | 3,981,723 | 1,089,213 | 942,271 | 333,293 |
| TOTAL GROSS TON-MILEAGE | Ton-miles | 8,721,846 | 559,480,585 | 1,012,112,414 | 163,125,157 | 1,093,156,997 | 350,214,033 | 265,502,474 | 63,269,008 |

# Appendix B—*continued.*

*Statement showing, in comparison, the cost of supervision, &c.*

| Principal headings. | | Villupuram-Dharmavaram, Nellore Branch. | Rajputana-Malwa. | North Western (excluding Military lines). | South Indian (including Pondicherry). | Great Indian Peninsula (including Branch lines). | Bombay, Baroda and Central India (including Patri Branch). | Oudh and Rohilkhand. | Bengal and North-Western. |
|---|---|---|---|---|---|---|---|---|---|
| LOCOMOTIVE EXPENSES. | | | | | | | | | |
| *Salaries of Superintendents and Assistants, including allowances.* | | | | | | | | | |
| Per mean mile worked | Rs. | (*f*) | 26·61 | 24·06 | (*d*) 14·65 | 22·69 | 27·79 | 19·76 | 13·55 |
| „ total train-mile | Annas | 0·34 | 0·25 | 0·21 | 0·16 | 0·14 | 0·19 | 0·23 | 0·24 |
| „ engine-mile | „ | 0·32 | 0·22 | 0·18 | 0·13 | 0·12 | 0·18 | 0·19 | 0·22 |
| „ 1,000 gross ton-miles | Rs. | 0·19 | 0·08 | 0·04 | 0·06 | 0·03 | 0·04 | 0·05 | 0·09 |
| *Salaries of Subordinate Superintendents, including allowances.* | | | | | | | | | |
| Per mean mile worked | Rs. | (*f*) | 29·83 | 36·83 | (*d*) 27·12 | 50·98 | 40·38 | 33·72 | 22·50 |
| „ total train-mile | Annas | 0·29 | 0·28 | 0·32 | 0·29 | 0·31 | 0·27 | 0·40 | 0·41 |
| „ engine-mile | „ | 0·28 | 0·25 | 0·29 | 0·25 | 0·27 | 0·25 | 0·32 | 0·37 |
| „ 1,000 gross ton-miles | Rs. | 0·17 | 0·09 | 0·06 | 0·11 | 0·07 | 0·05 | 0·09 | 0·13 |
| *Office Expenses.* | | | | | | | | | |
| Per mean mile worked | Rs. | (*f*) | 37·25 | 44·77 | (*d*) 20·26 | 43·95 | 47·33 | 30·94 | 13·37 |
| „ total train-mile | Annas | 0·27 | 0·34 | 0·39 | 0·22 | 0·26 | 0·32 | 0·36 | 0·24 |
| „ engine-mile | „ | 0·25 | 0·31 | 0·35 | 0·19 | 0·24 | 0·30 | 0·29 | 0·22 |
| „ 1,000 gross ton-miles | Rs. | 0·15 | 0·11 | 0·07 | 0·09 | 0·06 | 0·06 | 0·08 | 0·08 |
| *Total General Superintendence.* | | | | | | | | | |
| Per mean mile worked | Rs. | (*f* | 93·69 | 105·66 | (*d*) 62·03 | 117·62 | 115·50 | 84·42 | 49·42 |
| „ total train-mile | Annas | 0·90 | 0·87 | 0·92 | 0·67 | 0·71 | 0·78 | 0·99 | 0·89 |
| „ engine-mile | „ | 0·85 | 0·78 | 0·82 | 0·57 | 0·63 | 0·73 | 0·80 | 0·81 |
| „ 1,000 gross ton-miles | Rs. | 0 51 | 0·28 | 0·17 | 0·26 | 0·16 | 0·15 | 0·22 | 0·30 |
| *Wages of drivers and firemen, including overtime.* | | | | | | | | | |
| Per mean mile worked | Rs. | (*f*) | 195·01 | 226·44 | (*d*) 113·83 | 437·43 | 317·80 | 100·65 | 74·83 |
| „ total train-mile | Annas | 1·22 | 1·80 | 1·97 | 1·22 | 2·64 | 2·15 | 1·18 | 1·35 |
| „ engine-mile | „ | 1·16 | 1·61 | 1·75 | 1·05 | 2·34 | 1·99 | 0·95 | 1·22 |
| „ 1,000 gross ton-miles | Rs. | 1·70 | 0·58 | 0·36 | 0·48 | 0·60 | 0·42 | 0·26 | 0·44 |
| *Fuel, average cost.* | | | | | | | | | |
| Per mean mile worked | Rs. | (*f*) | 476·10 | 424·36 | (*d*) 321·05 | 750·20 | 689·80 | 278·39 | 117·87 |
| „ total train-mile | Annas | 3·45 | 4·40 | 3·68 | 3·45 | 4·52 | 4·67 | 3·27 | 2·13 |
| „ engine-mile | „ | 3·27 | 3·94 | 3·28 | 2·95 | 4·01 | 4·33 | 2·63 | 1·92 |
| „ 1,000 gross ton-miles | Rs. | 1·97 | 1·39 | 0·66 | 1·36 | 1·03 | 0·91 | 0·73 | 0·70 |
| *Fuel, average quantity consumed.* | | | | | | | | | |
| Per mean mile worked | Tons | (*f*) | (*a*) 23·05 | (*b*) | (*a*)& (*d*) 19·58 | (*a*) 61·32 | (*a*) 39·55 | (*a*) 25·53 | (*a*) 11·73 |
| „ total train-mile | lbs. | (*a*) 29·50 | (*a*) 29·78 | (*b*) | (*a*) 29·50 | (*a*) 51·74 | (*a*) 37·49 | (*a*) 42·03 | (*a*) 29·65 |
| „ engine-mile | „ | (*a*) 27·96 | (*a*) 26·70 | (*b*) | (*a*) 25·20 | (*a*) 45·89 | (*a*) 34·75 | (*a*) 33·84 | (*a*) 26·82 |
| „ 1,000 gross ton-miles | „ | (*a*) 270·03 | (*a*) 153·52 | (*b*) | (*a*) 185·90 | (*a*) 188·46 | (*a*) 116·62 | (*a*) 149·18 | (*a*) 156·22 |
| *Maintenance and Renewals.* | | | | | | | | | |
| Per mean mile worked | Rs. | (*f*) | 160·81 | 441·54 | (*d*) 159·74 | 462·51 | 304·93 | 132·87 | 48·22 |
| „ total train-mile | Annas | 1·72 | 1·48 | 3·83 | 1·72 | 2·79 | 2·07 | 1·56 | 0·87 |
| „ engine-mile | „ | 1·64 | 1·33 | 3·42 | 1·47 | 2·47 | 1·91 | 1·26 | 0·79 |
| „ 1,000 gross ton-miles | Rs. | 099 | 0·49 | 0·69 | 0·68 | 0·63 | 0·40 | 0·35 | 0·29 |
| *Total Locomotive Expenses.* | | | | | | | | | |
| Per mean mile worked | Rs. | 542·10 | 1,055·03 | 1,451·97 | 849·39 | 2,383·66 | 1,851·55 | (*e*) 760·85 | 342·93 |
| „ total train-mile | Annas | 8·99 | 9·74 | 12·60 | 8·76 | 14·37 | 12·54 | (*e*) 8·94 | 6·19 |
| „ engine-mile | „ | 8·52 | 8·73 | 11·24 | 7·48 | 12·74 | 11·62 | (*e*) 7·20 | 5·60 |
| „ 1,000 gross ton-miles | Rs. | 5·14 | 3·14 | 2·27 | 3·45 | 3·27 | 2·43 | (*e*) 1·99 | 2·04 |
| MEAN MILEAGE WORKED | Miles | 82·77 | 1,664·42 | (*c*) 1,586·53 | 662·44 | 1,499·85 | 460·90 | 692·55 | 376·00 |
| TOTAL TRAIN-MILEAGE | Train-miles | 79,844 | 2,884,601 | 2,924,738 | 1,028,033 | 3,981,723 | 1,089,213 | 942,271 | 333,293 |
| TOTAL ENGINE-MILEAGE | Engine-miles | 84,236 | 3,217,299 | 3,278,640 | 1,203,287 | 4,489,043 | 1,175,129 | 1,170,347 | 368,470 |
| TOTAL GROSS TON-MILEAGE | Ton-miles | 8,721,846 | 559,480,585 | 1,012,112,414 | 163,125,157 | 1,093,156,997 | 350,214,033 | 265,502,474 | 63,269,008 |

(*a*) In terms of coal.
(*b*) Information not furnished.
(*c*) Includes 13 miles of the East Indian Railway worked over by the North Western Railway.
(*d*) Includes the expenditure incurred by the South Indian Railway in working the Villupuram-Dharmavaram Railway, Nellore Branch, the mean mileage (82·77 miles) of which has been added to that of the South Indian Railway in arriving at these results.
(*e*) Excludes special items chargeable to Locomotive expenses, see foot-note (*g*) to Appendix A.
(*f*) Included with South Indian Railway.

# Appendix B—*continued.*

*Statement showing, in comparison, the cost of supervision, &c.*

| Principal headings. | | Villupuram-Dharmavaram, Nellore Branch. | Rajputana-Malwa. | North Western (excluding Military lines). | South Indian (including Pondicherry). | Great Indian Peninsula (including Branch lines). | Bombay, Baroda and Central India (including Patri Branch). | Oudh and Rohilkhand. | Bengal and North-Western. |
|---|---|---|---|---|---|---|---|---|---|
| CARRIAGE AND WAGON EXPENSES. | | | | | | | | | |
| *Salaries of Superintendents, including allowances.* | | | | | | | | | |
| Per mean mile worked | Rs. | (g) | 4·06 | 8·69 | (f) 3·27 | 8·84 | 9·77 | 5·14 | 4·60 |
| „ total train-mile | Annas | 0·04 | 0·04 | 0·08 | 0·04 | 0·05 | 0·07 | 0·06 | 0·08 |
| „ 1,000 vehicle-miles run by home vehicles (a) | Rs. | 0·17 | 0·10 | 0·20 | 0·11 | 0·19 | 0·16 | 0·13 | 0·19 |
| *Salaries of Subordinate Superintendents, including allowances.* | | | | | | | | | |
| Per mean mile worked | Rs. | (g) | 7·26 | 13·31 | (f) 5·86 | 13·56 | 22·22 | 2·53 | 7·48 |
| „ total train-mile | Annas | 0·06 | 0·07 | 0·11 | 0·06 | 0·08 | 0·15 | 0·03 | 0·14 |
| „ 1,000 vehicle-miles run by home vehicles (a) | Rs. | 0·31 | 0·18 | 0·31 | 0·20 | 0·29 | 0·37 | 0·07 | 0·30 |
| *Office Expenses.* | | | | | | | | | |
| Per mean mile worked | Rs. | (g) | 10·06 | 16·17 | (f) 4·49 | 13·36 | 19·13 | 6·62 | 4·60 |
| „ total train-mile | Annas | 0·05 | 0·09 | 0·14 | 0·05 | 0·08 | 0·13 | 0·08 | 0·08 |
| „ 1,000 vehicle-miles run by home vehicles (a) | Rs. | 0·23 | 0·25 | 0·38 | 0·15 | 0·28 | 0·32 | 0·17 | 0·19 |
| *Total General Superintendence.* | | | | | | | | | |
| Per mean mile worked | Rs. | (g) | 21·38 | 38·17 | (f) 13·62 | 35·76 | 51·12 | 14·29 | 16·68 |
| „ total train-mile | Annas | 0·15 | 0·20 | 0·33 | 0·15 | 0·21 | 0·35 | 0·17 | 0·30 |
| „ 1,000 vehicle-miles run by home vehicles (a) | Rs. | 0·71 | 0·53 | 0·89 | 0·46 | 0·76 | 0·85 | 0·37 | 0·68 |
| *Repairs and renewals of vehicles and machinery.* | | | | | | | | | |
| *Coaching vehicles (wages, including overtime and materials).* | | | | | | | | | |
| Per mean mile worked | Rs. | (g) | 65·41 | 136·52 | (f) 60·59 | 205·00 | 173·81 | 70·97 | 13·08 |
| „ total train-mile | Annas | 0·65 | 0·60 | 1·19 | 0·65 | 1·24 | 1·18 | 0·83 | 0·24 |
| „ 1,000 vehicle-miles run by home vehicles (b) | Rs. | 4·76 | 5·14 | 10·11 | 4·68 | 13·64 | 9·85 | 5·38 | 1·20 |
| *Goods vehicles (wages, including overtime and materials).* | | | | | | | | | |
| Per mean mile worked | Rs. | (g) | 77·34 | 317·18 | (f) 88·47 | 297·42 | 324·10 | 72·14 | 11·56 |
| „ total train-mile | Annas | 0·95 | 0·71 | 2·75 | 0·95 | 1·79 | 2·19 | 0·85 | 0·21 |
| „ 1,000 vehicle-miles run by home vehicles (c) | Rs. | 13·68 | 2·77 | 10·92 | 5·26 | 9·18 | 7·62 | 2·82 | 0·84 |
| *Total Carriage and Wagon expenses.* | | | | | | | | | |
| Per mean mile worked | Rs. | 124·62 | 198·12 | 569·73 | 200·48 | 698·48 | 672·68 | 200·26 | 60·17 |
| „ total train-mile | Annas | 2·06 | 1·83 | 4·95 | 2·06 | 4·21 | 4·55 | 2·36 | 1·09 |
| „ 1,000 vehicle-miles run by home vehicles (a) | Rs. | 10·00 | 4·88 | 13·39 | 6·45 | 14·74 | 11·18 | 5·17 | 2·45 |
| MEAN MILEAGE WORKED | Miles | 82·77 | 1,664·42 | (d) 1,586·53 | 662·44 | 1,499·85 | 460·90 | 692·55 | 376·00 |
| TOTAL TRAIN-MILEAGE | Train-miles | 79,844 | 2,884,601 | 2,924,738 | 1,028,033 | 3,981,723 | 1,089,213 | 942,271 | 333,293 |
| TOTAL VEHICLE-MILES RUN BY HOME VEHICLES FOR | (a) | 1,031,462 | 67,604,190 | 67,518,325 | 20,586,288 | 71,062,245 | 27,727,143 | 26,837,651 | 9,245,886 |
| COACHING VEHICLE-MILES FOR | (b) | 684,064 | 21,184,697 | (e) | 8,956,535 | 22,545,429 | 8,133,050 | 9,126,802 | 4,088,065 |
| GOODS VEHICLE-MILES FOR | (c) | 347,398 | 46,419,493 | (e) | 11,629,753 | 48,516,816 | 19,594,093 | 17,710,849 | 5,157,821 |

(d) Includes 13 miles of the East Indian Railway worked over by the North Western Railway.
(e) Information not furnished.
(f) Includes the expenditure incurred by the South Indian Railway in working the Villupuram-Dharmavaram Railway, Nellore Branch, the mean mileage (82·77 miles) of which has been added to that of the South Indian Railway in arriving at these results.
(g) Included with South Indian Railway.

## Appendix B—*continued.*

*Statement showing, in comparison, the cost of supervision, &c.*

| Principal headings. | Villupuram-Dharmavaram, Nellore Branch. | Rajputana-Malwa. | North Western (excluding Military lines). | South Indian (including Pondicherry). | Great Indian Peninsula (including Branch lines) | Bombay, Baroda and Central India (including Patri Branch). | Oudh and Rohilkhand. | Bengal and North-Western. |
|---|---|---|---|---|---|---|---|---|
| TRAFFIC EXPENSES. | | | | | | | | |
| *Salaries of Traffic Managers, &c., including travelling allowances.* | | | | | | | | |
| Per mean mile worked . . . . . Rs. | (*d*) | 36·57 | 44·52 | (*b*) 35·31 | 53·06 | 67·82 | 17·33 | 21·12 |
| „ total train-mile . . . . . Annas | 0·38 | 0·34 | 0·39 | 0·38 | 0·32 | 0·46 | 0·20 | 0·38 |
| „ cent. of total traffic earnings . . . . . | 1·64 | 0·74 | 0·64 | 0·90 | 0·48 | 0·60 | 0·43 | 1·02 |
| *Office Establishment and Contingencies.* | | | | | | | | |
| Per mean mile worked . . . . . Rs. | (*d*) | 34·06 | 39·78 | (*b*) 15·28 | 41·28 | 36·17 | 25·89 | 10·44 |
| „ total train-mile . . . . . Annas | 0·16 | 0·32 | 0·34 | 0·16 | 0·25 | 0·25 | 0·31 | 0·19 |
| „ cent. of total traffic earnings . . . . . | 0·71 | 0·69 | 0·58 | 0·39 | 0·38 | 0·32 | 0·64 | 0·50 |
| *Total General Superintendence.* | | | | | | | | |
| Per mean mile worked . . . . . Rs. | (*d*) | 70·63 | 84·30 | (*b*) 50·59 | 94·34 | 103·99 | 43·22 | 31·56 |
| „ total train-mile . . . . . Annas | 0·54 | 0·66 | 0·73 | 0·54 | 0·57 | 0·71 | 0·51 | 0·57 |
| „ cent. of total traffic earnings . . . . . | 2·35 | 1·43 | 1·22 | 1·29 | 0·86 | 0·92 | 1·07 | 1·52 |
| *Station Staff.* | | | | | | | | |
| Per mean mile worked . . . . . Rs. | (*d*) | 183·56 | 259·88 | (*b*) 159·90 | 394·57 | 437·96 | 230·49 | 80·57 |
| „ total train-mile . . . . . Annas | 1·72 | 1·69 | 2·25 | 1·72 | 2·38 | 2·97 | 2·71 | 1·45 |
| „ cent. of total traffic earnings . . . . . | 7·42 | 3·72 | 3·77 | 4·07 | 3·60 | 3·87 | 5·72 | 3·89 |
| *Train Staff.* | | | | | | | | |
| Per mean mile worked . . . . . Rs. | (*d*) | 64·60 | 97·39 | (*b*) 31·15 | 227·16 | 81·91 | 65·90 | 29·65 |
| „ total train-mile . . . . . Annas | 0·34 | 0·59 | 0·85 | 0·34 | 1·37 | 0·55 | 0·78 | 0·54 |
| „ cent. of total traffic earnings . . . . . | 1·46 | 1·31 | 1·41 | 0·80 | 2·07 | 0·72 | 1·64 | 1·43 |
| *Total Traffic Expenses.* | | | | | | | | |
| Per mean mile worked . . . . . Rs. | 202 49 | 419·95 | 557·61 | 325·75 | 893·53 | 809·56 | (*c*) 450·00 | 241·22 |
| „ total train-mile . . . . . Annas | 3·35 | 3·88 | 4·84 | 3·35 | 5·38 | 5·48 | (*c*) 5·29 | 4·35 |
| „ cent. of total traffic earnings . . . . . | 14·47 | 8·51 | 8·10 | 7·93 | 8·15 | 7·15 | (*c*) 11·16 | 11·65 |
| MEAN MILEAGE WORKED . . . . . Miles | 82·77 | 1,664·42 | (*a*) 1,586·53 | 662·44 | 1,499·85 | 460·90 | 692·55 | 376·00 |
| TOTAL TRAIN-MILEAGE . . . . . Train-miles | 79,844 | 2,884,601 | 2,924,738 | 1,028,033 | 3,981,723 | 1,089,213 | 942,271 | 333,293 |
| TOTAL TRAFFIC EARNINGS . . . . . Rs. | 1,15,811 | 82,15,224 | 1,09,28,474 | 27,20,536 | 1,64,49,079 | 52,16,566 | 27,92,084 | 7,78,303 |

(*a*) Includes 13 miles of the East Indian Railway worked over by the North Western Railway.
(*b*) Includes the expenditure incurred by the South Indian Railway in working the Villupuram-Dharmavaram Railway, Nellore Branch, the mean mileage (82·77 miles) of which has been added to that of the South Indian Railway in arriving at these results.
(*c*) Excludes special items chargeable to Traffic Expenses, see foot-note (*g*) to Appendix A.
(*d*) Included with South Indian Railway

## Appendix B—*continued.*

*Statement showing, in comparison, the cost of supervision, &c.*

| Principal headings. | Villupuram-Dharmavaram, Nellore Branch. | Rajputana-Malwa. | North Western (excluding Military lines). | South Indian (including Pondicherry). | Great Indian Peninsula (including Branch lines). | Bombay, Baroda and Central India (including Patri Branch). | Oudh and Rohilkhand. | Bengal and North-Western. |
|---|---|---|---|---|---|---|---|---|
| GENERAL CHARGES. | | | | | | | | |
| *Controlling Office, including travelling allowances and contingencies.* | | | | | | | | |
| Per mean mile worked . . . . . Rs. | (d) | 18·21 | 39·94 | (b) 27·75 | 31·82 | 40·27 | (c) 38·78 | 69·94 |
| „ total train-mile . . . . . Annas | 0·31 | 0·16 | 0·35 | 0·31 | 0·19 | 0·27 | (c) 0·45 | 1·26 |
| „ cent. on total earnings . . . . . | 1·33 | 0·36 | 0·57 | 0·73 | 0·29 | 0·35 | (c) 0·91 | 2·92 |
| *Audit, Accounts and Pay, including travelling allowances and contingencies.* | | | | | | | | |
| Per mean mile worked . . . . . Rs. | (d) | 67·04 | 99·88 | (b) 67·14 | 97·89 | 157·85 | 108·46 | 75·06 |
| „ total train-mile . . . . . Annas | 1·64 | 0·62 | 0·87 | 0·74 | 0·59 | 1·07 | 1·28 | 1·36 |
| „ cent. on total earnings . . . . . | 6·95 | 1·35 | 1·42 | 1·73 | 0·88 | 1·36 | 2·55 | 3·13 |
| *Stores, including travelling allowances and contingencies.* | | | | | | | | |
| Per mean mile worked . . . . . Rs. | (d) | 23·73 | 14·35 | (b) 15·79 | 35·04 | 61·47 | 11·37 | 13·42 |
| „ total train-mile . . . . . Annas | 0·42 | 0·22 | 0·12 | 0·19 | 0 21 | 0·42 | 0·13 | 0·24 |
| „ cent. on total earnings . . . . . | 1·78 | 0·47 | 0·20 | 0·44 | 0·32 | 0·53 | 0·27 | 0·56 |
| *Total Indian Management.* | | | | | | | | |
| Per mean mile worked . . . . . Rs. | (d) | 134·58 | 204·64 | (b) 132·01 | 205·84 | 345·33 | (c) 199·52 | 175·77 |
| „ total train-mile . . . . . Annas | 2·77 | 1·24 | 1·77 | 1·43 | 1·24 | 2·34 | (c) 2·35 | 3·17 |
| „ cent. on total earnings . . . . . | 11·79 | 2·70 | 2·91 | 3·33 | 1·86 | 2·99 | (c) 4·69 | 7·34 |
| *Total General Charges.* | | | | | | | | |
| Per mean mile worked . . . . . Rs. | 246·60 | 343·33 | 306·75 | 266·58 | 428·68 | 592·44 | (c) 364·34 | 336·85 |
| „ total train-mile . . . . . Annas | 4·09 | 3·17 | 2·66 | 2·74 | 2·58 | 4·01 | (c) 4·28 | 6·08 |
| „ cent. on total earnings . . . . . | 17·39 | 6·86 | 4·36 | 6·40 | 3·86 | 5·12 | (c) 8·56 | 14·00 |
| MEAN MILEAGE WORKED . . . . . Miles | 82·77 | 1,664·42 | (a) 1,586·53 | 662·44 | 1,499·85 | 460·90 | 692·55 | 376·00 |
| TOTAL TRAIN-MILEAGE . . . . . Train-miles | 79,844 | 2,884,601 | 2,924,738 | 1,028,033 | 3,981,723 | 1,089,213 | 942,271 | 333,293 |
| TOTAL EARNINGS . . . . . Rs. | 1,17,348 | 83,35,488 | 1,11,58,671 | 27,57,202 | 1,66,45,181 | 53,27,876 | 29,46,378 | 9,01,247 |

(a) Includes 13 miles of the East Indian Railway worked over by the North Western Railway.
(b) Includes the expenditure incurred by the South Indian Railway in working the Villupuram-Dharmavaram Railway, Nellore Branch, the mean mileage (82·77 miles) of which has been added to that of the South Indian Railway in arriving at these results.
(c) Excludes special items chargeable to General Charges, see foot-note (g) to Appendix A.
(d) Included with South Indian Railway.



## Appendix B—*concluded.*

*Statement showing, in comparison, the cost of supervision, &c.*

| Principal headings. | Villupuram-Dharmavaram, Nellore Branch. | Rajputana-Malwa. | North Western (excluding Military lines). | South Indian (including Pondicherry). | Great Indian Peninsula (including Branch lines). | Bombay, Baroda and Central India (including Patri Branch). | Oudh and Rohilkhand. | Bengal and North-Western. |
|---|---|---|---|---|---|---|---|---|
| STEAM-BOAT SERVICE. | | | | | | | | |
| *Total Steam-boat Expenses.* | | | | | | | | |
| Per cent. on Steam-boat earnings . . . . . | *Nil.* | *Nil.* | 138·64 | *Nil.* | *Nil.* | *Nil.* | *Nil.* | 74·55 |
| TOTAL STEAM-BOAT EARNINGS . Rs. | *Nil.* | *Nil.* | 56,059 | *Nil.* | *Nil.* | *Nil.* | *Nil.* | 92,870 |
| SPECIAL AND MISCELLANEOUS EXPENDITURE. | | | | | | | | |
| *Total Special and Miscellaneous Expenses.* | | | | | | | | |
| Per cent. on total earnings . . . . . | 0·75 | 0·67 | 0·79 | 0·41 | 1·40 | 0·97 | (a) 1·15 | 1·06 |
| TOTAL EARNINGS . Rs. | 1,17,348 | 83,35,488 | 1,11,58,671 | 27,57,202 | 1,66,45,181 | 53,27,876 | 29,46,378 | 9,01,247 |

(a) Excludes Rs. 3,57,581 on account of provision made by the Oudh and Rohilkhand Railway Company for unadjusted and disputed claims and bonus to Company's servants.

## Appendix C to the Note by the Director General of Railways on the Capital and Revenue Accounts of the Villupuram-Dharmavaram Railway, Nellore Branch, for the half-year ended 31st December 1888.

*Statement showing, in comparison, the Coaching fares per mile and the Special Goods rates per ton per mile on the following Railways for the half-year ended 31st December 1888.*

| Railways. | Passenger fares per mile. | | | | Special Goods rates per ton per mile. | |
|---|---|---|---|---|---|---|
| | 1st Class. | 2nd Class. | 3rd or Intermediate Class. | Lowest Class (3rd or 4th). | Food-grains. | Coal. |
| | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. |
| Villupuram-Dharmavaram, Nellore Branch | 12·00 | 6·00 | ... | 2·00 | (c) 8·98 | (c) 8·98 |
| Rajputana-Malwa | 15·00 | 8·00 | 3·00 | 2·00 to 2·25 | (a) | (a) |
| North Western | 12·00 and 15·00 | 6·00 and 8·00 | 3·00, 3·50 and 4·00 | 2·00, 2·25 and 2·50 | (b) 3·40, 4·54, 5·44 and 6·80 | (b) 2·72, 4·54 and 5·44 |
| South Indian | 12·00 | 6·00 | 3·00 | 2·00 | (c) 8·98 | (c) 8·98 |
| Great Indian Peninsula | 12·00 | 6·00 | 3·00 | 2·50 | 5·00 to 8·00 | 5·00 |
| Bombay, Baroda and Central India | 12·00 | 6·00 | 3·00 | 2·25 to 2·50 | (a) 10·89 | (a) 10·89 |
| Oudh and Rohilkhand | ... | (d) 9·00 | 4·00 | 2·50 | 4·53 & 5·44 | 5·44 |
| Bengal and North-Western | 15·00 | 9·00 | 4·00 | 2·00 | 3·40 to 6·81 | 5·44 to 8·98 |

(a) 9·53 pies per ton per mile for distances from 1 to 100 miles; 6·81 " " " 101 to 200 "; 4·08 " " " 201 to 400 "; 2·72 " " " over 400 "; when in consignments of 160 maunds or 5·88 tons and over.

(b) Double rates were charged on the Pishin Section beyond Sibi up to 31st December 1888, after which date the double charge was abolished.

(c) On the excepted list. In truck loads of 162 maunds, or 5·95 tons, three annas per mile; and of 270 maunds, or 9·92 tons, five annas per mile.

(d) Upper class.

Exd.—R. S. W.

Government of India Central Printing Office.—No. 930 P. W. D.—15-11-89.—60.

All communications should be addressed to the Secretary.

No. 946 R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Traffic

To

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

Calcutta, the 27th November 1889.

Sir,

With reference to the Capital and Revenue Accounts of the Nellore Branch of the Villupuram-Dharmavaram Railway for the half-year ended 31st December 1888, forwarded under your No. 620 R dated the 31st May 1889, I am directed to forward, for information, six copies of a note thereon by the Director General of Railways with Appendices A to C thereto, and to invite attention to the error noticed

P.W.C. No. 11.514

at the end of the note.

2. I am at the same time to request that, with the permission of His Excellency the Governor, the Consulting Engineer for Railways, Madras, may be instructed to report specially whether the requirements of the Traffic could not be met by a more restricted train service, and as regards the heavy maintenance charges.

G.O. 619. 20 R. d/31-5-89

Recd: 3.12.89

B. No. 1380 R of 12th Dec/89.

I have the honour to be

Sir,

Your most Obdt. Servt.

M. Kinchenberg Major, R.E.

Under Secretary

Documents accompanying

Six copies of a note by the Director General of Railways on the Capital and Revenue Accounts of the Nellore Branch of the Villupuram-Dharmavaram Railway for the 2nd half of 1888, with appendices A, B & C to the note.

W 17/12

Communicated to the Consulting Engineer for Railways for information and report with reference to Proc: No. 619 R, dated 31st May 1889.

ERC 14/12

The Cons. Engr. for Ry. with 3 copies of Enclosure

Ex. Ry. Accts with 2 copies of Enclosure

---

Refd. to A.L.M. No. 60 d 11/1/90
Letter No. 47 d 15/1/90

No. 29

**South Indian Railway,**

AGENT'S OFFICE,

TRICHINOPOLY, 8th January 1890.

*From*

**The AGENT,**

SOUTH INDIAN RAILWAY,

*To*

**The CONSULTING ENGINEER FOR RAILWAYS,**

MADRAS.

*Sir,*

Your letter No. 1172 of the 18th ultimo. The Director General of Railways remarks that under Abstract A, Unclassified expenditure, a new sub head (Miscellaneous) has been opened, contrary to rule 8 of the general instructions appended to the Standard form of half yearly Revenue Accounts.

As the Statement for the Nellore Branch for half year ending 31st December, 1888 was prepared in the Examiners' Office, will you please refer the above remark to Mr. Morrison.

The other points alluded to in your letter are under inquiry.

I am

Sir

Your most obedient Servant,

William Betts.

Agent.

Memorandum from the Examiner of Railway Accounts dated 10th January 1890, on South Indian Railway. Agent's No 29 d 8th January 1890.

The head referred to viz "Miscellaneous" under "unclassified" in abstract A was opened in the first ½ yearly Revenue account of the Nellore Branch for December 1887 and was apparently continued in successive half years. I regret I can only state it has been opened by inadvertence and was not noticed by myself in passing the accounts. It is certainly contrary to orders and should be discontinued.

(Sd) J. Morrison,
Examiner, Railway Accounts

(True copy)
Thomas Doyle
Asst. to Con. Engr. for Rys.

REGISTER No. 28 FILE No.

P.W. Enc 3
2594/90

From
THE AGENT,
South Indian Railway,
Trichinopoly.
To
THE CONSULTING ENGINEER FOR RAILWAYS,
Madras.
Dated 8th Jany 1890
Received 9th/... No. 29
ENCLOSURE.
Unclassified Expenditure under ... Head

No. 350

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 7th March 1891.

From

The Agent,
SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your letter No. 1172 of the 18th December last. With regard to the train Service on the Nellore Branch I have to state there are but two trains daily in each direction between Peniguta and Nellore. I have before intimated (See my letter No. 532 of the 6th may last) that my policy has been to foster the traffic and to offer facilities for the movement of the people to and fro. It would be possible (by running occasional Specials to clear off accumulated goods) to carry in one train daily in both directions the extent of traffic now being worked, but if the train service be reduced a falling off in the number of passengers would certainly follow.

Regarding the heavy maintenance charges the Chief Engineer has sent to me the following copy of a report he has received from

reduced this would certainly be

from Mr. Gwyther the Executive Engineer
in charge of the Branch.

"General Superintendence. Rs. 24,923.
" Heavy outlay under this head is principally
" due to the order of the Government of India,
" directing that the entire cost of Establishment
" should be debited to Maintenance from
" 1st July 1888 instead of $\frac{1}{3}$ to Maintenance and
" $\frac{2}{3}$ to Capital as was done previous to that
" month. See Director General of Railways No.
" 3290 of 4th December 1888. Besides as many
" of the Higher paid officials were pensionable
" hands it was found impossible to reduce
" the charges."

"Maintenance &c. Rs. 22,144. This is
" principally made up as follows:-

| | |
|---|---|
| " (1) Wages | 15674. |
| " (2) Cost of ballast materials Viz 138847 cft | 5291. |
| " (3) Renewals of P. way. | 338. |
| " (4) Other Stores | 841. |

" (1) Labour charges Rs. 15674. This sum is
" considerably less than what was incurred
" for the corresponding previous half year Viz
" 24378. and in excess of sanction by Rs. 1562.
" which was due to extra gangs that were
" employed during rainy weather and feasts
" (Venkatagherry)"

(2)

" (2) Ballast materials — Rs. 5291
" (3) Renewals of P. way — 338.
" (4) Other Stores — 841

6470.

" This is excess of sanction by Rs. 470. I think
" this calls for no explanation."

"Repairs of Bridges &c.
" (1) Bridges & Tunnels - 544 - Under sanction
" (2) Earthwork repairs - 4930. The great excess
" is due to heavy repairs to Banks done during the
" half year - under Estimate. For further parti-
" culars please see the E. I. A. Register herewith
" returned."

"Repairs of Stations and Buildings
" Repairs of Stations and Offices - 1573
" do Staff Quarters - 998

2571

"The same remarks against repairs of
" Bridges applies to this also."

I am
Sir,
Your most obedient Servant,
Wallis D. Hoofer
for Agent.

G.D.A.

REGISTER
No. 332
FILE
No.

PW Progs
2594/90.

From
THE AGENT,
South Indian Railway,
*Trichinopoly,*
To
THE CONSULTING ENGINEER FOR RAILWAYS,
*Madras.*

Dated 7th March 1890.
Received 9th do. No. 350
— ENCLOSURE.
— papers etc.

Re. Revenue Account Nellore Branch H.y.e. 31.12.88.

FORM No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

*Madras,* 12th March 1890.

Letter from the Agent, South Indian Railway, No. 29 dated 8th January 1890.

Memorandum from the Examiner of Railway Accounts, dated 13th January 1890.

Letter from the Agent, South Indian Railway, No 350 dated 7th March 1890.

No. 180.

SUBMITTED to Government, with reference to its No. 1380R dated 12th December 1889.

2. The error as regards unclassified expenditure is explained by the Examiner of Railway Accounts.

3. With regard to a more restricted train service, the Agent, South Indian Railway, states that there are only two trains daily each way on the Nellore Branch, and he considers that, although with occasional specials, the traffic could now be carried in one train daily in both directions, if the number of trains were reduced there would certainly be

be a falling off in passenger traffic, in which opinion I agree.

4. It has been found on enquiry that the Buckingham Canal and the Trunk Road both carry goods from Nellore to Madras, and the rates between these places have consequently been reduced since 1st March 1890 from an average of 8 pies per ton per mile for "special" and 10 and 13.61 pies per ton per mile for "first" and "second" class goods respectively over the Madras Railway portion, and from 9 or 13.5 pies per ton per mile according to the class of goods over the South Indian Railway portion, to a general rate of 5.4 pies per ton per mile between Nellore and Madras. A better traffic may therefore be confidently expected.

5. The heavy maintenance charges are explained in detail by the Executive Engineer in charge of the Nellore Branch.

6. The expenditure is being closely watched and will be reduced to the least possible consistent with the safety of the public.

Sidney Smith
Major R.E.
for consulting Engineer for Rys.

No. 1380R 4/12-12-89
" 619-20R 4 31-5-89

Gov. Mr. H. C. Elkins C.I.

Form No. 3.

B. No. 401 R of 21st March /90

Ordered to be forwarded to the Govt. of India with reference to its No: 046 R. T. of 27th November 1889.

H. C. No. 402 R of 21st March 1890.
Forwarded

C.L.S.
14.3.90
R.

Despd to Simla 21/3

Ans. 15-3-90 R 17-3-90

P W C No 2594.

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 180

Dated 12th } March 1890.
Received 13. }

No. of Enclosures. 3

*Subject.*

Submitting, certain correspondence explaining errors &c pointed out in the Revenue Account Madras Branch for 1st half of 1888.

B.

No. 401-402 R of 21st March 1890.