

Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 446-47 Ry.

DATED 4th June

[Despatch Abstract.]

Revenue account of the Nellore branch of the
Villupuram - Guntakab State Railway. — Order
ed that the explanation of the errors and
omissions, &c, in the — for the half-year ending
30th June 1889, be forwarded to the Govt
of India.

Forwarded

BACK PAPERS.

FURTHER PAPERS.

Note by the Director General of Railways on the Capital and Revenue Accounts of the Villupuram-Guntakal State Railway, Nellore Branch, for the half-year ended 30th June 1889.

CAPITAL.

Statement No. V.—The Capital expenditure for the half-year amounted to more than Rs. 65,000, incurred chiefly on "Construction of line" and "Working Stock," but, owing to credits given to the account for certain permanent-way materials and plant returned to depôts, the net expenditure is shown as Rs. 35,994.

Statements Nos. VI and XVIII.—The total Capital outlay from the commencement of operations to end of the half-year is, including Suspense, Rs. 63,27,160, and excluding Suspense, Rs. 61,87,387. The latter figures give Rs. 74,754 as the cost per mile open.

REVENUE.

GENERAL RESULTS.

			First half, 1888.	First half, 1889.	Difference.	
			Miles.	Miles.	Miles.	Per cent.
Mean-mileage worked	...	...	82.77	82.77	<i>Nil.</i>	<i>Nil.</i>
Train-mileage	...	...	69,436	73,477	+4,041	+5.82
Average number of trains over whole line daily in both directions	...	...	No. 4.61	No. 4.90	No. +0.29	+6.29
			Rs.	Rs.	Rs.	
Gross Earnings	...	...	1,18,311	1,33,755	+15,444	+13.05
Working Expenses	...	...	1,27,023	94,706	—32,317	—25.44
Net Earnings	...	...	—8,712	39,049	+47,761	...
Percentage of Working Expenses to Gross Earnings	...	...	107.36	70.81	—36.55	...
Percentage of Net Earnings on Capital outlay, including Suspense	...	...	—0.14	0.62	+0.76	...

The gross earnings per mean mile open per week amount to Rs. 62.15 against Rs. 54.98, and have been realised at a cost of 70.81 per cent. against 107.36 per cent.

The reduction in the working percentage is due to a decrease in the maintenance expenditure, and to the charges for working being now made by the South Indian Railway on the same rate per cent. of the gross earnings as the aggregate joint working expenses, other than maintenance, of the two lines bear to the aggregate gross earnings thereof, instead of on the train-mileage basis, as heretofore.

GROSS EARNINGS.

			First-half,		First-half,		DIFFERENCE.	
			1888.		1889.			
			Rs.		Rs.		Amount	Per cent.
Coaching ...	...	...	86,265		1,01,842		+ 15,577	+ 18.06
Goods ...	...	...	30,646		30,437		— 209	— 0.68
Electric Telegraph ...	...	...	567		784		+ 217	+ 38.27
Sundries ...	...	...	833		692		— 141	— 16.93
TOTAL	...	...	1,18,311		1,33,755		+ 15,444	+ 13.05

Abstract H. Coaching Traffic.—The increase in the earnings is mainly due to an improvement in the 3rd class passenger 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.		3rd CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		Rs.		Rs.		Rs.		Rs.
First half of 1888 ...	380	935	1,383	1,371	286,735	80,835	288,498	83,141
First half of 1889 ...	373	764	1,627	1,074	359,933	97,134	361,933	98,972
Increase	...	...	244	...	73,198	16,299	73,435	15,831
Decrease	7	171	...	297	...	...	...	...

The falling off in the earnings from 2nd class passengers, notwithstanding an increase in number, is apparently due to the fare having been reduced from 6 pies to 4 pies per mile from 1st February 1889.

The variations under the other heads are small, and do not call for any notice.

Abstract I. Goods Traffic.—The earnings from “Merchandise, General,” are better by Rs. 7,067, but this increase is more than counterbalanced by a decrease of Rs. 5,637 under “Railway materials for construction” and Rs. 1,707 under “Revenue Stores”.

The weight of goods lifted for the public is 17,000 tons, or larger by 7,066 tons; the ton-mileage 662,346, or larger by 268,338, and the earnings Rs. 27,398, or larger by Rs. 7,067, the average rate charged per ton per mile being 7.94 pies against 9.91 pies. The articles which have chiefly contributed to the increase are grains Rs. 2,244, salt Rs. 2,241, and timber Rs. 1,415.

Abstract K. Sundries.—The “Rents of dwelling houses” shows a decrease from Rs. 833 to Rs. 562.

WORKING EXPENSES.

			FIRST HALF, 1888.		FIRST HALF, 1889.		DIFFERENCE.	
			Amount.	Per cent. on Gross Earnings.	Amount.	Per cent. on Gross Earnings.	Amount.	Per cent.
			Rs.		Rs.		Rs.	
Maintenance ...	...	...	51,777	43.76	36,204	27.07	—15,573	— 30.08
Locomotive ...	...	...	37,153	31.40	28,478	21.29	— 8,675	— 23.35
Carriage and Wagon ...	...	...	7,842	6.63	6,766	5.06	— 1,076	— 13.72
Traffic ...	...	...	15,663	13.24	10,927	8.17	— 4,736	— 30.24
General ...	...	...	14,079	11.90	11,565	8.65	— 2,514	— 17.86
Special and Miscellaneous ...	...	...	509	0.43	766	0.57	+ 257	+ 50.49
TOTAL	...	...	1,27,023	107.36	94,706	70.81	—32,317	—25.44

Abstract A. Maintenance of Way, Works, and Stations.—The principal variations are an increase of Rs. 8,326 under “General Superintendence” and a decrease of Rs. 23,521 under “Maintenance and Renewal of Permanent-way.” The increase under the former head is probably due to the inclusion of a mileage proportion of the cost of engineering supervision of the South Indian Railway.

No renewal of rails appears to have been made during the half-year.

The cost of maintaining a mile of track, including sidings, is Rs. 401.82 against Rs. 574.65.

Abstracts B to E and G.—The expenditure shown in these abstracts represents the charges made by the South Indian Railway for working, the details of which are not furnished, with the exception that the “General charges” include a sum of Rs. 3,022 and the “Special and Miscellaneous expenditure” a sum of Rs. 26 on account of expenses incurred direct by the State. Of the former amount, Rs. 1,055 are for share of Government Examiner’s Audit, Madras, for January and February 1889, and the remainder represents the charges for the Stores and Medical Departments debitable to Revenue. The Medical charges, it is stated, should not have been made, and they will be written back in the next half-year.

ERRORS, OMISSIONS, &c.

Abstract of Principal Commodities.—The total quantity of goods carried during the half-year is shown as 17,104 tons, whereas according to Abstract I, the weight of “Merchandise, General,” and “Military Stores,” which are only included in the commodity statement, appears to be 17,004 tons.

All communications
should be addressed
to the Secretary.

No. 72 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Traffic

29/4/90

To

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

Simla, the 19th April 1890.

Sir,

With reference to the Capital
and Revenue Accounts of the Mellore
Branch of the Villupuram - Sontakal
Railway for the half year ending with the
30th June 1889, forwarded to the Director
General of Railways under your No. 1241 R
dated the 11th November 1889, 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

E+3
M. 4047/90
4995/90

OWC N: 4047
 the note. 4995/10

Major R.E.

Under Secretary

Documents accompanying
Twelve copies of the Note referred to

R 29. 4. 90

3-7

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C. N. 2216C d/12" Gray
1890

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gms

juv. Aus. 1240-1241 R 7 11. 11. 89
 " " 1240, R 7 11. 11. 89
 " B " 274 R 7 6. 4. 88

Referred to the Com Engineer
for Railways for report.

Siding Smith
Main R.R.
Under Lee to Cook P.W.D.
Railway Branch

44m. 5/5/90. R 9.5.90

No 724

South Indian Railway,
AGENT'S OFFICE,

TRICHINOPOLY, 22nd May 1890.

From

The AGENT,

SOUTH INDIAN RAILWAY,

 T_0

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

Your letter No. 570 of the 14th instant.
The entry of 17000 instead of 17100 against Mer-
chandize General in Abstract I of the Revenue
Account is a printers error as is shown by the
total quantity of headings I. II and III including
the latter and not the former figure. The office
copy of the Revenue Account shows 17100 which
is correct.

I am
Sir,

Your most obedient servant
William B. Ellis.
Agent.

900

REGISTER
No 673
FILE
No

PW Encl
4995/90

11/26/92

Before Board Revenue
Account. Hy. e. 30. 6. 89.
P. P. P.

Dated 22nd May 1890
Received 2nd May
No. 724
ENCLOSURE

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

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 28th May 1890.

Letter from the Agent, South Indian Railway
No 724 dated 22nd May 1890.

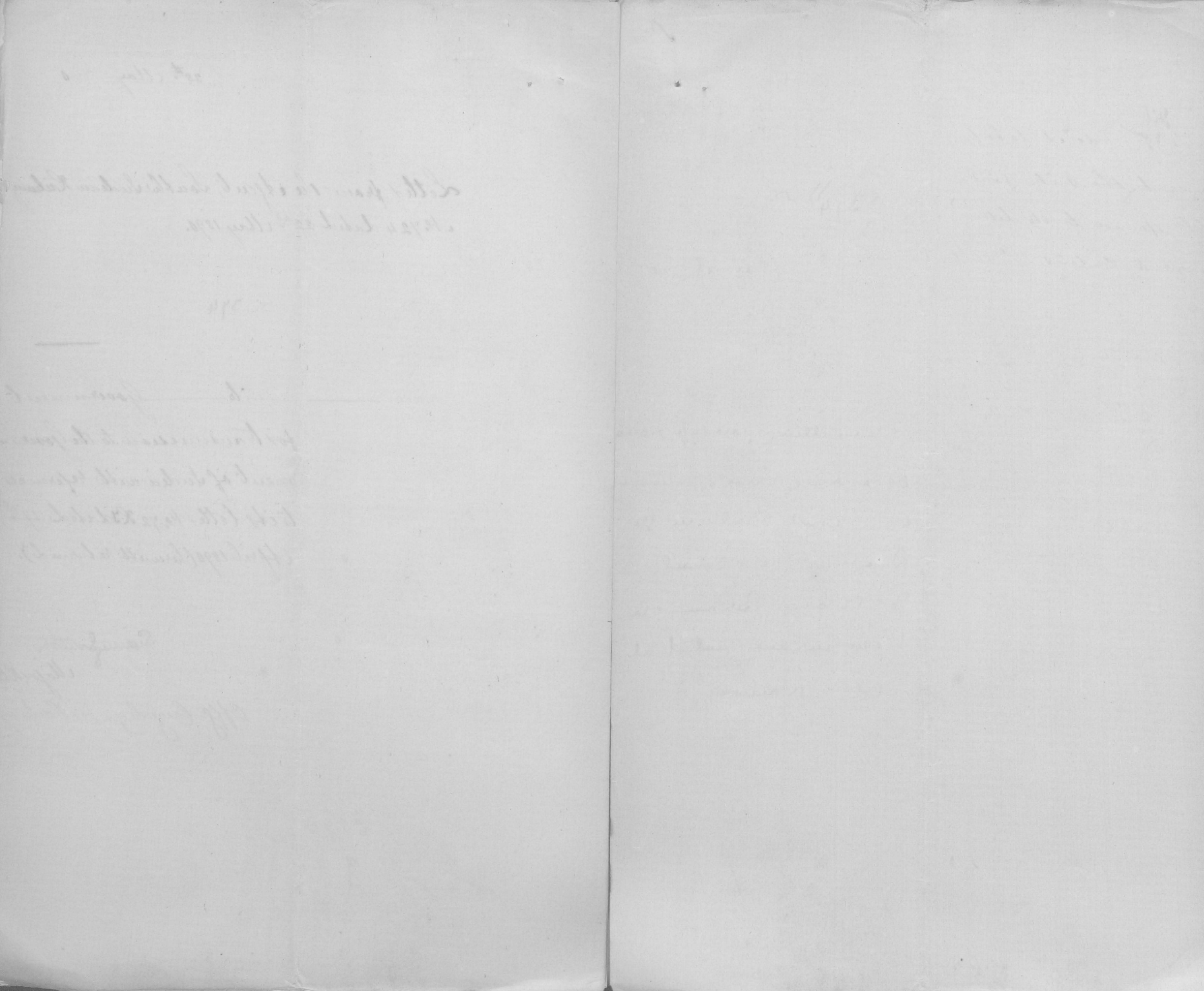
No. 344.

Government.

SUBMITTED. _____ to _____ Government
for transmission to the Govern-
ment of India with reference
to its letter No 72 R dated 19th
April 1890 (herewith returned).

Sd/-
Major R. C.

Off. Eng. for Railways.
R.



Form No. 3.
B. No. 776 R of 4th June 1890.

Hel
3 June Ordered to be for-

warded to the Govt. of India
with reference to its letter
No. 72 R. I. dated 19th April
1890.

Hel. No. 777 R of 4th June 1890

Forwarded..

Info despatch to India
4-6-90.
PUCO
2.6.8
W
fmr

P. W. C. No. 4995.

From

THE CONSULTING ENGINEER.

FOR RAILWAYS,

MADRAS,

No. 374

Dated 28th } May 1890.
Received 29 }

No. of ENCLOSURES. 3

Subject.

Submitting correspondence
regarding errors, omissions
etc pointed out in the
Revenue account
Nellore Branch
Vilupuram & Tutakal
State Railway for 1/89.

B.
No. 776-77 R of 4th June 190.

To
The Comy Insp for Rys
Ex. Secy Rys. Secy

1/2
27.6.90.
2-6- R 3.6.90

17/6

19/6