

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 283R

DATED 10th February

[Despatch Abstract.]

Establishment to list of the Bezuada Extension
Railway. — The — for the year ending 31st December
1892, sanctioned.

BACK PAPERS.

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

FURTHER PAPERS.

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

H. H. THE NIZAM'S GUARANTEED STATE
RAILWAYS CO., LD.

Establishment Estimates

AND

REVENUE CHARGES

FOR THE

Year ending 31st December 1893.

BEZVADA EXTENSION RAILWAY.

H. H. the Nizam's Guaranteed State Railways Company, Ltd.
BEZVADA EXTENSION RAILWAY.

LENGTH 21.47 MILES. MEAN LENGTH 21.47 MILES.

Abstract of the cost of working and maintaining the open Line, together with the estimated earnings for the year ending 31st December 1893.

EXPENDITURE.					EARNINGS.						
Actuals.	Per cent on gross earnings.	Abstract.	Page.	Sanctions for the previous year.	Per cent on gross earnings.	Estimate.	Per cent on gross earnings.	Actuals.	Abstract.	Sanctions for the previous year.	Estimate.
				Rs.		Rs.		Rs.		Rs.	Rs.
21,005	24.15	To Maintenance of way, works and stations ..	8	35,376	35.38	34,736	34.74	23,930	By Coaching traffic ...	28,000	27,000
13,016	14.90	" Locomotive expenses ..	21	15,736	15.74	14,717	14.72	62,648	" Goods traffic ...	71,000	72,000
2,974	3.40	" Carriage and wagon expenses ...	23	3,883	3.88	3,455	3.45	807	" Electric telegraph earnings ...	700	700
6,865	7.85	" Traffic expenses ..	43	8,432	8.43	8,353	8.35	...	" Steam-boat earnings ...	...	...
9,631	11.03	" General charges ...	69	8,023	8.02	9,192	9.19	82	" Sundries ...	300	300
...	...	" Steam-boat service ...	...	...	...	...	...	...	...	...	...
5,086	5.82	" Special and miscellaneous expenditure ...	71	5,680	5.68	(a) 5,737	5.73	...	...	...	...
58,007	67.15	" Rent of leased Lines ..		77,155	77.13	76,150	76.18	...	...	...	...
...	...	" Balance net earnings ...		...	...	...	...	...	...	...	...
28,700	33.85	Total ..		22,865	22.87	23,920	23.82	...	...	...	...
87,367	100.00			1,00,000	100.00	1,00,000	100.00	87,367	Total ..	1,00,000	1,00,000
Miles. 20,586	...	Train-mileage ...		Miles. 24,000	...	Miles. 24,000	...	73	Gross earnings per mean mile per week ...	85	85

(a) Includes Rs. 5,000 for hire of Rolling Stock.

EXPLANATORY NOTE.

4

H. H. the Nizam's Guaranteed State Railways Company, Limited.

BEZVADA EXTENSION RAILWAY.

MAINTENANCE CHARGES.

Authorizations for the year ending 31st December 1893.

PARTICULARS.	SANCTIONS FOR THE PREVIOUS YEAR.		ESTIMATES.		Actuals.*
	Amount.	Total for the year.	Amount.	Total.	
1st—GENERAL SUPERINTENDENCE—	Rs.	Rs.	Rs.	Rs.	Rs.
1. Salary of Chief Engineer	80	960	80	960	2,062
2. Travelling allowance	14	163	14	163	
3. Salary of District Engineer	87	1,014	87	1,014	
4. Travelling allowance	42	504	42	504	
	223	2,676	223	2,676	2,062
5. Subordinate Superintendence—					
Permanent-Way Inspector	110	1,320	120	1,440	1,334
6. Proportion of Office Establishment	70	840	100	1,200	957
2nd—MAINTENANCE AND RENEWAL OF PERMANENT-WAY—					
1. Wages	906	10,872	855	10,260	10,403
2. Materials	771	9,252	511	6,128	989
	1,677	20,124	1,366	16,388	11,397
3rd—REPAIRS OF BRIDGES &c.,—WAGES AND MATERIALS—					
1. Bridges and Tunnels	18	216	15	180	233
2. Miscellaneous including earth-work, roads, fencing &c.	295	3,540	400	4,800	1,374
	313	3,756	415	4,980	1,611
3rd A.—CONSERVANCY OF RIVERS			166	1,992	...
4th—REPAIRS OF STATION BUILDINGS—WAGES AND MATERIALS—					
2. Station buildings &c.	165	1,980	150	1,800	1,191
2. Staff quarters	30	360	35	420	253
	195	2,340	185	2,220	1,444
5th—MAINTENANCE BY CONTRACT					...
6th—NEW MINOR WORKS	25	300	25	300	...
7th—UNCLASSIFIED EXPENDITURE—					
1. Plantations	15	180	15	180	126
2. Tools and Plant	30	360	30	360	940
3. Freight on Stores	200	3,480	250	3,000	1,147
	235	4,020	295	3,540	2,263
Grand Total...	2,918	33,376	2,895	31,736	21,063

* For the year previous to that for which sanctioned figures are given.

BEZVADA EXTENSION RAILWAY.

APPENDIX (A) TO MAINTENANCE ESTIMATES.

(not for audit purposes.)

ESTIMATE FOR MAINTENANCE.

For the year ending 31st December 1893.

Monthly Charges.

District No. 3—21.47 Miles—Frontier to Bezvada.

Description of Works.	Cost.	Total Cost.	Remarks.
2nd—MAINTENANCE OF PERMANENT-WAY—	Rs.	Rs.	
(1) Wages—			<i>Permanent-way Gangs—</i>
8 Gangs at Rs. 83 ...	664		
4 Trollymen at Rs. 8 each ...	32		
Establishment ...	159	855	
(2) Materials—			
Ballast ...	417		1 Muccadum at Rs. 15 0 0 Rs. a. p. 15 0 0
Bridge Fittings ...			1 Keyman at Rs. 8 0 0 8 0 0
Permanent-way ...	61		8 Linemen at Rs. 7 0 0 56 0 0
Sundries ...	33		1 Water cooly at Rs. 4 0 0 4 0 0
		511	63-0-0
Total Heading 2nd...		1,366	
3rd—REPAIRS OF BRIDGES, &c., WAGES AND MATERIALS—			<i>Trollymen.</i>
(1) Bridges and Culverts ...	15		4 Inspectors at Rs. 9 0 0 32 0 0
(2) Miscellaneous including earth-work, Roads, Fencing, &c....	400		32 0 0
Total Heading 3rd...		415	
3rd—A. CONSERVENCY OF RIVERS.	166		
Total Heading 3rd A. ...		166	
4th—REPAIRS OF STATIONS AND BUILDINGS—WAGES AND MATERIALS—			<i>Establishment—</i>
(1) Stations, buildings, yards & signals ...	150		1 Timekeeper at Rs. 35 0 0 Rs. a. p. 35 0 0
(2) Staff Quarters ...	35		1 Blacksmith at Rs. 25 0 0 25 0 0
		185	1 Hammerman at Rs. 9 0 0 9 0 0
Total Heading 4th...			1 Blacksmith cooly at Rs. 8 0 0 8 0 0
5th—MAINTENANCE BY CONTRACT			1 Bellowsboy at Rs. 5 0 0 5 0 0
Total Heading 5th...			1 Carpenter at Rs. 25 0 0 25 0 0
6th—NEW MINOR WORKS	25		1 do. cooly at Rs. 8 0 0 8 0 0
Total Heading 6th...		25	1 Chowkidar at Rs. 7 0 0 7 0 0
7th—UNCLASSIFIED EXPENDITURE—			1 Mason at Rs. 20 0 0 20 0 0
(1) Plantation ...	15		2 do. cooly at Rs. 7 0 0 14 0 0
(2) Tools and Plant ...	30		1 Scavanger at Rs. 3 0 0 3 0 0
(3) Loss by Exchange ...			
(4) Loss on Stores ...			
(5) Freight on Stores ...	250		
(6) Miscellaneous ...			
Total Heading 7th...		295	
Total...		2,452	Total Establishment... 152 0 0

EXPLANATORY NOTE.

<i>Ballast—</i>	
200,000 cft. Ballast at Rs. 25 per 1,000 cft.	5,000 0 0
Total for the year	5,000 0 0
Or per month	417 0 0
<i>Permanent-way—</i>	
1 Crossing 1 in 84 at Rs. 140 0 0	140 0 0
1 Set Switches for above at Rs. 60 0 0	60 0 0
8 Point Sleepers 16' x 10" x 6" at Rs. 22 8 0	180 0 0
8 Crossing Sleepers 14' x 10" x 6" at Rs. 21 0 0	168 0 0
12 do 10' x 10" x 6" at Rs. 15 0 0	180 0 0
Total for the year	728 0 0
Or per month	61 0 0
<i>Sundries—</i>	
5 Tons Coal Smithy at Rs. 6 0 0 per ton	30 0 0
1 Cwts. Castor oil at " 19 0 0 do Cwt.	19 0 0
5 " Coco. oil at " 19 0 0 do Cwt.	95 0 0
4 " Pig lead at " 13 0 0 do Cwt.	52 0 0
4 Casks Portland cement at " 15 0 0 do cask	60 0 0
4 Barl. Coal Tar at " 21 0 0 do Barrel	84 0 0
Iron Steel &c. for repairs	100 0 0
Total for the year	394 8 0
Or per month	33 0 0

Madras, 3rd February 1893.

Establishment estimates and
Revenue charges, Berhampore Extension
Railway, for the year ending 31st
December 1893.

No. 56

Submitted _____ to _____ Government for
transmission to the
Government of India
with reference to its no.
564 R. Stat., dated 29th
December 1892.

2. The expenditure is
estimated at Rs 76,180
being 76.18 per cent on
the anticipated earnings
of Rs 1,00,000 giving net
earnings of Rs 23,820. The
estimated

Estimated train mileage and gross earnings per mile an mile open per week are the same as those of the sanctions for the previous year.

3. The maintenance charges are entered at Rs 34,736 against last year's sanction of Rs 35,376. The decrease is mainly under Maintenance & Renewal of permanent way (2) materials. Provision has been made for an increase of Rs 10 per mensem to the salary of the Permanent way Inspector and the proposition

proposition of office establishment has been increased as the sanctioned amount for last year was less than the actuals. Under Conservancy of Rivers an entry of Rs 166 per mensem has been made to cover the expenses of dredging the Boat basin Berhampore. This charge was formerly allocated to Stations & buildings.

A. D. G. Shetty Capt. R. E.
for offg. & Cons. Insp. for R. E.
4/12

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

Mudras.

No. 56

Dated

Received

No. of ENCLOSURES

Subject.

Establishment Estimates
and Revenue Charges, Bezoula
Extension Railway, for
the year ending 31st
December 1893.

No 2638-9R 47-11-5 ✓
- 17R - 10-1-53 ✓

B. No. 283 Rg 10 July 1931

140
7th
The Establishment.

Dist. of the Bay of Fundy
Extension Railway for
the year ending 31st ^{Decr.}
December 1893 is same.
Lions. -

2. A copy of these Progs
will be forwarded to the
Govt. of India with refer.
ence to its letter No. 564 R
Stab. dated 29th December
1892.

Ms. A. 9. 2. 284 R 27th July 1893

Forwarded

Рос
6 12/53

Q112 for R

2. The Consensus of Rys ^{ling}
- 4. Exr. P. W. Hunt. (H. Hunt)

Ann. 6/2.

10TH JANUARY 1893, No. 17 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

Telegram to the Govt. of India, Public Works Department, dated 23rd Dec. 1892, No. B. 375.

Telegram from the Secretary to the Government of India, Public Works Department, to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 29th December 1892, No. 563 R. Stat.

Referring to your letter numbered as follows:—2639 R. Adjustment rolls should be prepared for same period as for Bezvada Extension Railway and maintenance expenses may be charged to Capital during first half-year. Letter follows.

From the Under-Secretary to the Government of India, Public Works Department (Railway Statistics), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 29th December 1992, No. 564 R. Stat.

With reference to your letter No. 2639 R., dated the 7th November 1892, and in continuation of my telegram of this day's date regarding the period to be embraced in the authorisation rolls for the Bezvāda-Godāvāri section of the East Coast Railway and the incidence of the maintenance charges, I am directed to communicate the approval of the Government of India to the rolls being prepared for the same periods as for the Bezvāda Extension Railway and to the maintenance expenses being charged to Capital during the first half-year after the line has been opened for traffic.

Telegram from the Govt. of India, P.W.D., dated 30th December 1892, No. 007 R. Stat.

Telegram from the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated 9th January 1893, No. B. 9.

Your 564 R. of 29th December. Does the first half-year at end of letter mean for six months after opening or only up to 30th June next.

ORDER—dated 10th January 1893, No. 17 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to Proceedings No. 2638 R., dated 7th November 1892.

(True Extract.)

(Signed) F. B. WALKER.
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
 " Examiner, Public Works Accounts, Hyderabad.
 " Engineer-in-Chief, East Coast Railway, Kistna and Godavari Bridges.
 " Examiner, East Coast Railway Accounts.

Exd. S. J. Percira.
Spare Copies

The Public Works

RAILWAY.

Gobt. of {1893} Madras.
PUBLIC WORKS.

Dated January, 10th.

Recd.

Encl.

G.O., 10th Jan. 1893, No. 17 R.

JANUARY.

Bezvada-Godavari Section,
East Coast Railway

Approval of the Government of India to the authorisation rolls of the — being prepared for the same periods as for the Bezvada Extension Railway and to the maintenance expenses being charged to Capital during the first half-year, communicated to the Consulting Engineer.

7TH NOVEMBER 1892, Nos. 2638, 2639 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Consulting Engineer for Railways, dated Madras, 24th October 1892, No. 766.

From the Consulting Engineer for Railways, to the Agent and Manager, His Highness the Nizam's Guaranteed State Railway, dated Madras, 15th June 1892, No. 1351.

I have the honour to forward herewith for information copy of Government of India Public Works Department Circular No. V, * G.O., No. 1448 R., dated 4th June 1892. Railway, * dated the 9th May 1892, together with the accompanying revised forms of establishment rolls and working estimates of State Railways worked by the State, and to request that the proposals may be recommended for the favorable consideration of your Board, the advantages to be gained in time and labour by adopting yearly estimates and, if possible those for the official year, being considerable.

From the Consulting Engineer for Railways, to the Agent and Manager, His Highness the Nizam's Guaranteed State Railway, dated Madras, 3rd September 1892, No. 2081.

In continuation of my letter, No. 1351, dated 15th June, to which I request the favour of an early reply, I have the honour to bring to your notice the advisability of considering the most suitable manner of dealing with the establishment rolls and working estimates of the East Coast Railway should the Bezvada-Godavari section be handed over temporarily to His Highness the Nizam's Guaranteed State Railway Company for working. It appears to me that it would be better to keep the accounts of the section quite distinct from the Bezvada Extension Railway and that consequently separate establishment rolls should be submitted. The rolls should, it is thought, be in the State Railway form, which are for the official year. As the line is to be opened at the beginning of the calendar year, it may be convenient to prepare the first establishment rolls for periods of three and twelve months combined in one issue, having the two columns of estimates printed adjacent to each other.

From the Agent and Manager, His Highness the Nizam's Guaranteed State Railway Company (Limited), to the Consulting Engineer for Railways, dated Secunderabad (Deccan), 16th September 1892, No. 415-E.

In reply to your letter No. 2081 of the 3rd instant, I have the honour to state that, so far as this railway is concerned, I do not see any objection to preparing the establishment estimates yearly instead of half-yearly, but they must be for the calendar and not the official year.

2. So far as the Company's own line and accounts are concerned, I shall, of course, have to obtain the sanction of the Board and His Highness the Nizam's Government.

to the yearly sanctions, but even if they agree we shall be obliged to make up our accounts half-yearly, and I presume all the other Indian Guaranteed Railway Companies will have to do the same.

3. I shall also have to modify slightly para. 5 of the general instructions as to salaries of Rs. 101 to Rs. 200 and all those on less than Rs. 100 being lumped together, as my Directors are sure to require more details, but this is a matter of detail which will not really affect the comparison of the different railway returns as we will show the totals.

4. With regard to the estimates for the section of the East Coast Railway from Bezvada to the Godavari, the temporary working of which may possibly be given to this Company, I shall be glad to have the estimates prepared as you suggest, i.e., to keep the accounts for this section separate from the Bezvada Extension Railway and to prepare one estimate for 15 months ending on the 31st March 1894, but before I prepare these I would like to know whether I shall include anything in them for the Engineering charges, and, if so, for what period.

5. The reason I ask this question is that I have had some correspondence with Mr. Spring, Acting Engineer-in-Chief for the East Coast Railway (of which I believe you have received a copy from Mr. Spring) and in this it was suggested that, as the line would be opened in such an incomplete condition (i.e., from an engineering point of view), and would require much to be done to complete it, no debit for maintenance charges should be included in the working expenses for the first year.

6. If this rule is followed, and it would be only fair to do so, it would simplify the preparation of the estimate as we could scarcely say what the charges would be until we saw what there was still to do after the line was opened.

7. Will you also favour me with a list of the stations on the Bezvada-Godavari section showing the distances apart, so that I will have an idea what staff will be required.

From the Engineer-in-Chief, Kistna-Godavari Bridges and East Coast Railway, to the Consulting Engineer for Railways, dated Waltair, ^{3rd}/_{5th} August 1892, No. W/84.

The following is forwarded for information.

ENCLOSURE.

From the Engineer-in-Chief, Kistna-Godavari Bridges and East Coast Railway, to the Agent, and Manager, His Highness the Nizam's Guaranteed State Railway, dated Waltair, ^{3rd}/_{5th} August 1892, No. W 83.

As there is reason to expect that the section of the East Coast Railway will be ready for slow working on the 1st of January next, it is, I think, about time for us to get into official correspondence upon the subject which has already more than once been discussed between us unofficially—the working, viz., of the section in question by your Company as a temporary arrangement pending the completion of the Godavari bridge. It is unnecessary to say that I am not at present empowered to settle anything with you finally on Government behalf, but before sending forward proposals I desire to ascertain your ideas on the subject, and, if possible, to arrive at an arrangement acceptable to us both which I can send up for the approval of Government.

2. My own views on the matter under reference are as yet in a somewhat embryo stage, but it appears clear that the conditions of working will differ considerably from those prevailing on your main line. The following points are worthy of notice—

(a) The line being insufficiently ballasted and in some places not ballasted at all, speed must be slow, not more on the average than 10 miles per hour inclusive of stoppages, with 15 as a maximum.

(b) Station accommodation will for the first few months be in many places insufficient, but this ought to be remedied before the rains.

(c) It is probable that one mixed train per day each way will suffice to carry all the traffic for at least the first six months.

(d) The number of passengers is likely to be considerably larger during the months from March to June while the Bezvada-Ellore canal is closed.

(e) It appears likely that the present arrangement of the Bezvada station yard must suffice for some few months until its final development has been carried out.

2. During the construction of the Godavari bridge I desire to retain the running of material trains in my own hands, merely hiring from you, if I can have them, what rolling-stock may be necessary. There will also during the first six months be a good deal of running of ballast trains.

4. I am inclined to think that, in view of the newness of the line and of its unfitness for traffic at ordinary speed when first opened, it would be fair that the East Coast Railway should bear all expenses of permanent-way maintenance until the road has been put in good condition, that is, fit to be passed for 20 miles per hour. This will probably be possible by the end of 1893, so that the new calendar year's working would begin under less exceptional conditions. It appears likely that during the whole of the year 1893, that is, of the first year of working, most of the station arrangements along the line will still be more or less in the Engineer's hands for completion in detail. The statement of these facts will perhaps aid you in arriving at an opinion about the terms of our proposed agreement.

5. I shall be obliged if, to allow of my maturing my own ideas on the subject, you will kindly send me copies of your printed revenue accounts for the last four half years. Meanwhile I shall be glad to learn your views generally as to what would be fair terms of working.

6. I may add that though carriage and waggon stock will be all yours, we have arranged for the erection of five locomotives in the B.B. & C.I. shops at Bombay; these ought to be ready by the 1st of January 1894, and could be used if you were short of engines; but it would, I think, for many reasons be preferable if the whole of the rolling-stock was yours, and, moreover, I could utilize our own engines for material trains to be worked departmentally.

From the Engineer-in-Chief, Kistna-Godavari Bridges and East Coast Railway, to the Consulting Engineer for Railways, dated Waltair, 31st August 1892, No. W./138.

When I addressed to the Agent of His Highness the Nizam's Guaranteed State Railway the letter No. W/83 of the 3rd August, of which a copy went to you with my endorsement No. W/84 of 3rd August, I was not aware that your Government were already on behalf of the Government of India in correspondence with the Guaranteed Railway Company's Agent on the same subject.

2. Simultaneously with the receipt of your Government's Proceedings, No. 1892 R. of 4th August 1892, I received a reply from Mr. Pendlebury, of which I herewith enclose a copy. I shall, of course, carry on the correspondence with Mr. Pendlebury in such a manner as to commit Government to nothing as regards the actual terms of working.

3. The important point to be noted in regard to any agreement that may be entered into for the working of the section is this: that, as it will for several months after its opening be in an incomplete state, though sufficiently advanced for slow working, it will be necessary that maintenance work and ballasting and the completion of unfinished work should be entirely excluded from the terms of the agreement; thus in comparing the percentage of working expenses to gross earnings for the entire system with that for the East Coast Railway section, maintenance of way, works and stations must be excluded from both.

4. About the Godavari ferry: I quite agree with Colonel Coaker's suggestions; the fleet of Radhari boats is excellent and sufficient and it will be largely out of work if we take away much of the canal traffic. I think that the Rajahmundry Local Board would be unwise to buy an additional steamer unless they see their way to utilize her after the Godavari bridge is completed.

5. About ballast trains and Godavari bridge stone trains I request that these may be altogether excluded from the terms of the agreement, powers only being reserved for my running them, under the ordinary rules, but I must be left free to run my own or hire from the Nizam's Guaranteed State Railway as Mr. Pendlebury

and I may agree after further discussion. The matter is too important a one as affecting the cost of the construction of the Godavari bridge to be settled offhand in a general working agreement.

6. The whole question shall continue to receive my attention, and if any point of importance should suggest itself, I will write to you again.

ENCLOSURE.

From the Agent and Manager, His Highness the Nizam's Guaranteed State Railway Company (Limited), to the Engineer-in-Chief, East Coast Railway, dated 19th August 1892, No. 1607-W.

I must apologize for not answering your letter of the 3rd August, No. 83, earlier, but the fact is the letter arrived here during my absence in Bombay.

With reference to the question of the terms on which this Company will be prepared to work temporarily the first section of the line from Bezvada to the Godavari river, which is expected to be ready to open for traffic under certain conditions on the 1st January next, I have to state that the Company are prepared to work this section on the same terms as those sanctioned for working the present Bezvada extension and this I have already intimated to the Consulting Engineer for Railways, Madras, in answer to an inquiry from that officer.

As you may not have seen these letters, I send you (enclosed) copies for your information as they give the Company's views and show that there will be no difficulty in our finding the rolling-stock for the section Bezvada to the Godavari.

The only doubt I have is as to finding the stock on the other side of the Godavari, as our difficulty is that any engines or vehicles we might supply would be entirely cut off from doing any service on our side of the river.

As I understand from the Consulting Engineer that the section from the other side of the Godavari to Cocanada will not be ready for traffic until the 1st July next year, it occurred to me that by that time you would probably have sufficient stock of your own to work this short length, and in that case the terms of the Bezvada extension could also be applied to this piece of land the *minus* clause that you pay us 5 per cent. of the gross earnings for the use of the rolling-stock, and the Consulting Engineer suggested that I should ask you if this could be arranged.

If it would help you in any way to do this, I should be glad to arrange for this Company to erect any of your new engines and vehicle stock, as I presume you could hand over the parts to us in Bezvada and we could I have no doubt, have sufficient stock ready in time to work this section.

Will you be so kind as to let me hear from you hereon, as early as you can; if you were likely to be in Bezvada soon, I would gladly run down and discuss the matter with you.

I will now reply to the different matters mentioned in your letter *seriatim*.
Para. 1.—I think I have, to some extent, answered this except that I may add that I distinctly understand that what you write to me is simply your own personal opinion and nothing is binding on the Government of India until the Government has confirmed it.

Para. 2. (a)—I note the restriction you would consider necessary to put on trains; this could easily be arranged as the time drew near for opening by our going over the line and deciding the maximum speed I should arrange in the time-table.

(b) The station accommodation being insufficient, need not interfere with our opening the line during the dry season, as no doubt before the next rains came on you would have been able to improve matters.

(c) My own idea was to run a mixed train (of 30 vehicles, if necessary,) in each direction and to supplement this with a goods train whenever the traffic required it.

(d) There would be no difficulty in providing for the passengers during the time the Ellore canal was closed.

(e) We could manage very well with the existing arrangements at Bezvada for the first six months, as I do not anticipate much development of traffic during the first half-year.

Para. 3.—I think it would be as well if you were to let me have the running of your material trains between Kistna and the Godavari. I would arrange to order them at whatever times you considered most convenient to you, and I would charge you the same as we do our own Engineering department for their ballast and material trains. I only say this, not because I want to make any money out of it, but on the score of safety in working.

This is a matter I would like to discuss with you. We have some long bogie wagons that would be well suited for your material and which carry 21 to 30 tons each, and we could make the charge for running the trains very light.

You seem to me to have sufficient ballast trucks to work your line, but perhaps you wish to send these to the other side of the river.

I think you can trust me to do all I can to assist you.

Para. 4.—I think your suggestion, that it would hardly be fair to debit revenue with permanent-way charges on the section considering the condition the line would be in when traffic trains were first run over it, quite right.

This, however, would be a matter that you would have to settle with the Government of India as you will see the terms quoted for working the line provide that the actual cost of the Engineering department shall be debited against Government.

This should in my opinion be a capital charge, for you admit that you will have a great amount of work to do after the 1st January. At all events I think your idea should be carried out for the first half-year, and before this period expired you would be able to decide whether it should be continued during the second half-year.

Para. 5.—I am sending you by book-post copies of our revenue accounts for the last four half-years, although I do not think that these will help you much, as we charge (except in the Engineering department) the same percentage of the cost of working the main line to the gross receipts on the gross receipts of the line worked which I need not point out to you is a most favorable arrangement for the East Coast line.

6. I have already stated that I would find the stock as far as the Godavari, but, as already mentioned, I will be glad to arrange to erect any engines or vehicle stock for you, so that we can have an ample supply in case of a rush of traffic. The erection by us, I fancy, could be done even cheaper than you can do the work yourselves, and I have no doubt as cheap as the B.B. & C.I. are doing the work for you.

Will you please let me know whether there are any other matters on which you would like to have my views and I will be glad to give them.

With regard to the working, my idea is that our present mail train, which runs through from Wadi to Bezvada, and which arrives there at 3 p.m., should be expedited so as to arrive about noon or 1 p.m., and, instead of stopping, as at present, at Bezvada, it should continue its journey on to the Godavari, arriving there at about 6 a.m.

The return train should start the following morning from the Godavari so as to run to Bezvada in time to connect with the present through train to Wadi.

By this means there will be an uninterrupted through train service between both Bombay and Madras and the Godavari.

Whenever the section from the Godavari to Cocanada is ready, I would strongly advise that the Company work the ferry that will form the connection between the trains on each side of the river.

From the Engineer-in-Chief, East Coast Railway, to the Consulting Engineer for Railways, dated Waltair, 4th October 1892, No. 7019/753.

The following is forwarded for information with reference to previous correspondence.

ENCLOSURE.

From the Engineer-in-Chief, East Coast Railway, to the Agent, His Highness the Nizam's Guaranteed State Railway, dated 4th October 1892, No. 7019/753.

The following is the list asked for in your letter No. 416 E. of the 16th September, which reached me only yesterday on return from tour:—

Station.	Mileage.	Distance between.
Bezvada (water)	0-00	
Gannavaram	12-36	12-36
Virauli (water)	21-50	9-14
Nuzvid	25-39	3-89
Ellore (water)	37-01	11-62
Bhimdoli	44-70	11-69
Shabrol	57-45	8-75
Tarapalli (water)	66-39	8-94
Nidadavoli	78-80	12-41
Godavari ferry (water)	90-00	11-20

It is next to impossible to give you any sort of an estimate of the probable traffic of any of these stations. I would, if I were in your place, for the first half-year prepare only such an estimate as would just suffice to cover working expenses. For the next half-year, the an estimate as would afford some information to go upon; but if, as I gather from experience of the first would afford some information to go upon; but if, as I gather from your letter No. 415 E., of 16th September, to the Consulting Engineer for Railways, Madras, you are being called upon by some new order of Government to submit an estimate up to the 31st March 1894, I would be disposed, if I were you, to prepare an estimate for the first half-year to simply cover working expenses; for the second half-year for a net profit of Rs. 25,000 and for the final odd three months of the term for a net profit of Rs. 25,000. This is of course

all guess work, but to solemnly go through the face of an elaborate estimate based upon no real knowledge of what is at all likely to happen would, in my opinion, be only a waste of time.

2. During the first six months the whole of the maintenance of way and works charges will be practically capital expenditure and must be incurred under my orders and need not go into your accounts. I am disposed to think that for the second six months actual revenue maintenance could be kept separate from other expenditure incurred by my engineers. After the 1st January 1893, I ought perhaps to be able to withdraw my men and leave maintenance to you.

3. The above rough estimate of possible net earnings allows for probable debits by me to revenue maintenance after the 30th June 1893.

4. It may not be out of place to take this opportunity of stating that, though all are working their best to get the line fit for any sort of slow running by the 1st of January, it may possibly, owing to the extremely wet weather we have been having, not be ready until February.

5. I presume that you would desire to run your Bezvada 3 p.m. train straight on to the Godavari ferry and to get it back by 12-15 p.m. next day. This would mean very inconvenient hours for the Godavari ferry about midnight, but that would remedy itself later on. It might perhaps be as well, until a mean speed of 20 miles per hour is permitted, that is, until, say, the 31st March 1893, that the Rajahmundry-Bezvada service should consist of two special local trains with a light type of engine arranged to run, so that passengers could cross at the Godavari ferry at convenient hours.

6. I don't believe you will get any goods to speak of until after the 31st of March 1893.

From the Engineer-in-Chief, East Coast Railway, to the Consulting Engineer for Railways, dated Waltair, 11th October 1892, No. 7206/753.

I think I owe it to you to make it clearer why I have proposed that engineering outlay on the Bezvada-Rajahmundry section ought, for the first twelve months, be a Capital charge and ought not to be embodied in the Revenue estimates of this section. My reasons are as follows:—

(1) Instead of offering a fully equipped line for opening, we are, as a very special case, offering a line so incomplete that, though good enough for slow speeds and tendered as such to the Inspecting officers, it will not be nearly up to the usual standard of completeness.

(2) The reason for offering an incomplete section is that the extreme inconvenience of the present most primeval means of communication may as speedily as possible be in some degree alleviated. When the canals are drying up or closed, that is between the end of January and the end of June, the important centre of population, civil Government and trade, Rajahmundry, is practically cut off from the rest of the world, unless palkis are used or a sea voyage is undertaken.

(3) The line will be only very partially ballasted at the proposed time of opening. It will be scarcely possible to get it into good running order by the time the rains begin, as money will be so scarce before April. Platforms, buildings, watering arrangements, &c., will necessarily, owing to the same want of money, be in an unfinished or temporary state.

(4) The completion of Capital expenditure will therefore be going along all over the section for nearly or quite a year to come, and it will be difficult to fairly decide what portion of this expenditure, if any, is a proper Revenue debit.

(5) It would, of course, be possible to set apart a certain share of the cost of the upkeep of the road as agreed on to be debited to maintenance, but because I believe that all such expenditure before, during, and after the rains will be properly a Capital charge, I have recommended that engineering maintenance charges be omitted from the Revenue estimates for the first year.

(6) It may, however, be considered preferable that such charges should only be debited to Capital until the line is declared to be good enough for a certain speed. To this I would agree. The speed for this purpose might be fixed at 25 miles per hour and I don't think that the line will be fit for this until the 30th of June 1893.

The correspondence read above is submitted to Government for orders on the following points:—

(1) The period to be embraced in the first establishment rolls for the Bezvada-Godavari section of the East Coast Railway.

(2) The incidence of the maintenance charges on this section.

2. With regard to (1) it is recommended that the revised forms of establishment rolls and working estimates prescribed for State Railways in Government of India Circular No. V (Railway) should be adopted for the Bezvada-Godavari section, and that the first estimates should be prepared so as to comprise the period from the 1st January 1893 to the 31st March 1894 in order to fit in with future rolls of extensions of the East Coast Railway open system. It is considered that the estimates for the Bezvada-Godavari section should be kept distinct from those of the Bezvada Extension Railway, and that the latter should be prepared according to the system which the Company may decide to adopt in future for the preparation of the estimates relating to its own line.

3. Assuming that the working of the Bezvada-Godavari section will be entrusted to the Nizam's Railway and that the terms offered by that Company will be accepted, the only estimated expenditure, which will be required to be shown in detail in the establishment rolls, will be that for the Engineering Department, as the whole of this outlay will be borne by Government. The expenditure in other abstracts will be a percentage charge and need only be given in lump. A general summary will, however, be prepared showing the receipts and the working expenses of each department in lump sum.

4. In connection with the second point, the Agent, His Highness the Nizam's Guaranteed State Railway, inquires whether any provision for maintenance expenses should be made in the establishment estimates for the Bezvada-Godavari section referred to above, and, if so, for what period. Mr. Spring considers that, as the line will be opened in such an incomplete condition and will require much to be done to complete it, no debit for maintenance charges should be included in the working expenses for the first year and that all such expenditure should be debited to Capital. He further states, as his reasons, that, at the time of opening, the line though sufficiently advanced for slow working, will not be fit for traffic at ordinary speed, that it will only be very partially ballasted, that platforms, buildings, watering arrangements, &c., will still be more or less in the engineers' hands and be practically Capital expenditure, and that this expenditure will be going on all over the section for nearly a year from the date of opening.

5. As it is probable that during the first six months the expenditure will be chiefly Capital owing to the completion of unfinished works and it will be difficult to decide what portion of the total expenditure should be a charge against Revenue, it may be preferable to allow maintenance charges to be debited against Capital until the line is declared to be good enough for an accelerated speed, say, 25 miles an hour, and for this speed Mr. Spring states that the line will not be fit till the 30th June 1893, i.e., six months after it is opened. The orders of Government are solicited in the matter.

ORDER—dated 7th November 1892, No. 2638 R., Public Works.

Ordered that the Government of India be addressed.

(Here enter No. 2639 R., Public Works, dated 7th November 1892.)

(True Extract.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Engineer-in-Chief, East Coast Railway
" and Kistna and Godavari Bridges.
" Examiner, East Coast Railway Accounts.
" Public Works Accounts, Hyderabad.

LETTER—to the Secretary to the Government of India, Public Works Department, dated Ootacamund, 7th November 1892, No. 2639 R.

I am directed to forward a copy of the Proceedings of this Government, No. 2638 R., dated 7th November 1892, and to request the sanction of the Government of India to the following proposals:—

1st.—That the authorisation rolls for the Bezvada-Godavari section may be prepared for a period embracing 15 months, commencing on the 1st January next.

2ndly.—That the maintenance charges may, as recommended by the Engineer-in-Chief, East Coast Railway, and by the Consulting Engineer for Railways, be charged to Capital for the period 1st January to 30th June 1893 and to Revenue for the remainder of the 15 months' period.

2. In support of the latter proposal, it may be pointed out that not only has a road to be kept up sufficiently good for the passage of ballast and material trains, but a road fit for slow passenger traffic must also be maintained, and this necessitates a greater number of permanent-way men being entertained than would be required under the first contingency only. Under these circumstances, it would appear only fair to charge the excess number of permanent-way men to Revenue.

3. The simplest way of dividing the charges is by periods of time and it is considered that, if for six months after opening or up to the 30th June 1893 at the latest Capital bears all charges usually debitable to abstract A, Revenue subsequently taking up the burden, an equitable allocation will have been made.

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of Madras.
PUBLIC WORKS.

Dated November, 7th.

Recd.

Encl.

7th November 1892, Nos. 2638,
2639 R.

NOVEMBER.

Bezvada-Godavari Section

Requesting sanction to certain proposals regarding the period to the embraced in the authorisation rolls for the — of the East Coast Railway and the incidence of its maintenance charges.