

RAILWAY BRANCH.

G.O., No. 949R

DATED 15th June

[Despatch Abstract.]

Bezwada Extension Railway.—Letter from the Govt of India forwarding, with remarks, Copies of a note by the Director General of Railways on the Capital & Revenue accounts of the — for the half-year ending 30th June 1892, Communicated to the Consulting Engineer for Railways.

Indexed.

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FURTHER PAPERS.

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

No. 108 Statistics.

Simla, the 8th April 1893.

NOTE BY THE DIRECTOR GENERAL OF RAILWAYS.

**THE NIZAM'S GUARANTEED STATE RAILWAY AND THE
BEZVÁDA EXTENSION RAILWAY.**

**Capital and Revenue Accounts for the half-year ended the
30th June 1892.**

THE NIZAM'S GUARANTEED STATE RAILWAY.

CAPITAL.

Statements Nos. V and VI.—The capital expenditure for the half-year amounted to Rs. 6,04,957, and was incurred chiefly under "Ballast and permanent-way," Rs. 89,204, and "Working stock," Rs. 4,66,679. The total capital outlay, including suspense, from the commencement of operations to the end of the half-year under review was Rs. 3,95,60,374, and the expenditure, excluding suspense, Rs. 3,87,24,168, which gave an average of Rs. 1,16,850 per open mile, excluding 2.19 miles of troop siding.

REVENUE.

GENERAL RESULTS.

2. The following table shows the general results of working:

	1st-half, 1991. (a)	1st-half, 1992. (a)	Increase or decrease.	Percentage of increase or decrease.
	Miles.	Miles.	Miles.	
Mean mileage worked	353.77	353.77	...	...
Train-mileage	312,681	314,322	+ 1,411	+ 0.45
	No.	No.	No.	
Average number of trains over the whole line daily in both directions	4.90	4.68	- 0.02	
	Rs.	Rs.	Rs.	
Gross earnings	13,77,129	14,60,119	+ 72,990	+ 5.30
Working expenses (b)	7,24,263	7,35,950	+ 11,687	+ 1.61
Net earnings	6,52,846	7,14,169	+ 61,323	+ 9.39
Percentage of working expenses to gross earnings	52.50	50.75	- 1.64	...
Percentage of net earnings on capital outlay, including surplusage	1.71	1.61	+ 0.10	...

(a) Includes the Nevada extension railway, except in the case of the last item.
(b) Includes rent of leased line (Nevada extension railway).

3. The gross earnings per mean mile worked per week averaged Rs. 156 against Rs. 150, and were realised at a cost of 50.75 per cent. against 52.59 per cent. in the corresponding period of 1891; but, excluding the special outlay incurred during the half-years under comparison on account of renewals of permanent-way, the percentage of working expenses to gross earnings was 47.10 against 45.43.

GROSS EARNINGS.

4. The following table shows the gross earnings for the two half-years:

		1st-half, 1891.	1st-half, 1892.	Increase or decrease in amount.	Percentage of increase or decrease.
		Rs.	Rs.	Rs.	
Coaching	...	4,09,240	4,36,070	+26,830	+6.56
Goods	...	9,15,018	9,52,916	+37,898	+4.15
Electric telegraph	...	8,319	7,865	-454	-5.46
Sundries	...	41,552	53,238	+11,686	+28.12
TOTAL	...	13,77,129	14,50,110	+72,980	+5.30

5. *Abstract II.—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.		3rd Class by Mail Trains.		3rd Class by Other Trains.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		Rs.		Rs.		Rs.		Rs.		Rs.
1st-half, 1891	3,557	27,470	14,529	22,705	142,523	87,779	377,140	2,15,703	642,190	3,43,887
1st-half, 1892	3,914	27,437	17,274	22,593	167,310	88,117	413,925	2,24,291	693,550	3,75,018
Increase	357	37	2,745	2,888	24,787	1,338	36,785	8,588	51,360	31,131

6. Under second class there was an increase of 2,684, or 18.40 per cent., in number, and of Rs. 2,198, or 8.42 per cent., only in the earnings. This was principally due to an increase in the Military traffic, for which only the next lower class fare is received.

7. Under third class by mail trains there was an increase of 17,157 in number and of Rs. 5,247 in the earnings, due principally to an increase in the ordinary local traffic.

8. Under third class by other than mail trains there was an increase of 36,645 in number and of Rs. 11,027 in the earnings, due principally to increased foreign traffic.

9. Under "Military baggage" there was an increase of Rs. 1,424, and under "Special trains" an increase of Rs. 1,831. The increase under the latter head was due to six more special trains having been run during the half-year under review.

10. *Abstract I.—Goods Traffic.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the corresponding period of 1891:

	1st-half, 1891.		1st-half, 1892.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Merchandise, general	97,969	5,94,502	101,676	5,98,919
Military stores	339	5,641	438	6,801
Railway materials for construction	2,025	7,509	20,923	4,613
Coal	54,903	2,90,830	59,525	3,11,759
Revenue stores	77,845	12,309	80,996	23,060
Other goods traffic	...	3,832	...	7,761
TOTAL	2,33,081	9,15,018	263,758	9,52,946

11. The traffic in "Coal" showed an increase of 4,622 tons and of Rs. 20,953. The bookings of coal for the public during the half-year under review were chiefly as follows:

	Tons.	Rs.
To Wāli and beyond	34,765	2,33,710
„ Secunderabad	2,015	8,571
„ Bezwāda	13,135	40,000

It will be seen from the following statement that, except in the 1st-half of 1889, 2nd-half of 1890, and the half-year under review, the traffic in "Coal for the public" has steadily developed since 1887:—

	Tons.	Rs.
1st-half, 1887	105	374
2nd-half, 1887	931	6,563
1st-half, 1888	457	2,013
2nd-half, 1888	1,504	7,599
1st-half, 1889	7,651	37,617
2nd-half, 1889	20,892	1,36,464
1st-half, 1890	34,919	2,49,624
2nd-half, 1890	36,529	2,22,272
1st-half, 1891	43,923	2,67,715
2nd-half, 1891	54,414	3,00,867
1st-half, 1892	50,705	2,89,152

12. The total weight of "Merchandise, general," moved was 101,676 tons against 97,969 tons, or 3.99 per cent. more; the ton-mileage was 10,799,836 against 11,104,414, or 2.74 per cent. less; and the earnings Rs. 5,98,919 against Rs. 5,94,502, or 0.74 per cent. more. The rate charged per ton per mile was pice 10.65 against pice 10.28.

13. The following table shows some of the principal commodities included above under the head of "Merchandise, general," carried during the two half-years under comparison:

	1st-HALF, 1891.		1st-HALF, 1892.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Grains—				
Rice	3,507	11,922	4,796	29,583
Jawar and bajra	5,733	29,910	9,753	41,699
Metals	2,362	27,728	3,796	40,043
Oil-seeds—				
Til or jinjili	6,616	41,623	9,961	61,750
Castor	14,506	79,071	5,955	33,004
Provisions	4,818	62,461	3,901	40,021
Salt	15,231	73,599	16,557	60,985
Sugar	2,090	18,730	1,755	13,719
Stone and lime	3,693	14,260	5,026	16,846
Timber	10,115	44,952	8,185	31,331

14. *Grains—rice.*—Increase of 1,289 tons and of Rs. 17,661. The increases were principally in the imports of Secunderabad and Hyderabad from foreign lines, and in the exports from Bezwada to Warangal, Secunderabad, and Hyderabad.

15. *Grains—jawar and bajra.*—Increase of 4,020 tons and of Rs. 14,789. This was chiefly due to the larger despatches to foreign lines from stations near the junction.

16. *Metals.*—Increase of 1,434 tons and of Rs. 12,315, due to increased despatches from foreign lines to Bezwada and Hyderabad, aggregating 1,390 tons and Rs. 12,363.

17. *Oil-seeds—til or jinjili.*—Increase of 3,345 tons and of Rs. 23,127. The bulk of the increase was in the traffic from Warangal to foreign lines.

18. *Oil-seeds—castor.*—Decrease of 8,551 tons and of Rs. 46,067, due to bad crops. The decreases were chiefly in the bookings of Raghunathpalli, Bhongir, Secunderabad, and Hyderabad to foreign lines.

19. *Provisions.*—Decrease of 917 tons and of Rs. 22,440. The decrease was chiefly under "Dried fruits and nuts," the principal items being tamarinds in the down traffic and coconuts in the up traffic to and from Bezwada respectively. The decreases were chiefly in the traffic from Tandur to Bezwada, from Secunderabad to Bezwada, and from Bezwada to Hyderabad.

20. *Salt.*—Increase of 1,326 tons and of Rs. 7,386. The increase was chiefly in the bookings of Bezwada to Warangal.

21. *Sugar.*—Decrease of 335 tons and of Rs. 4,981, due chiefly to the falling off in the traffic from Bezwada to Secunderabad and Hyderabad.

22. *Stone and lime.*—Increase of 1,933 tons and of Rs. 2,586, due to stones having been carried for the Kistna bridge at Bezwada from Khammameth and Kondapalli.

23. *Timber.*—Decrease of 1,930 tons and of Rs. 10,631, of which the despatches from Garia to Kondapalli account for 1,103 tons and Rs. 6,235.

24. *Abstract K.—Sundries.*—There was an increase of Rs. 12,162 under "Gain by exchange," and decreases of Rs. 3,244 under "Hire of locomotives," and of Rs. 1,712 under "Sale of revenue stores."

The increase under "Gain by exchange" was due to the market of exchange between British Government currency and the Halli Sicea rupees having been remarkably low as compared with the fixed rate adopted by the railway, and the decrease under "Hire of locomotives" was due to there having been no earnings under this head during the half-year under review.

WORKING EXPENSES.

25. The working expenses of the two half-years compare as follows:

	1st-HALF, 1891.		1st-HALF, 1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	Rs.		Rs.		Rs.	
Maintenance	2,16,694	15.74	2,12,424	14.65	—4,269	—1.97
Locomotive	1,09,703	14.50	1,05,524	13.50	—3,875	—1.04
Carriage and wagon	49,292	3.54	56,596	3.92	+7,504	+15.41
Traffic	1,06,356	7.73	1,12,025	7.73	+5,669	+5.30
General	1,29,090	9.37	1,38,003	9.52	+8,913	+6.90
Special and miscellaneous	7,767	0.56	9,291	0.64	+1,524	+19.66
Rent of leased line	15,352	1.11	11,490	0.79	—3,862	—25.16
Total	7,21,293	52.59	7,35,950	50.75	+11,657	+1.61

26. *Abstract A.—Maintenance of Way, Works and Stations.*—The principal variations were a decrease of Rs. 15,276 under "Maintenance and renewal of permanent-way" and increases of Rs. 2,986 under "Repairs of bridges," of Rs. 1,891 under "Repairs of stations and buildings," of Rs. 1,738 under "New minor works," and of Rs. 4,137 under "Unclassified expenditure."

The decrease under "Maintenance and renewal of permanent-way" was due partly to a reduction in the strength of the permanent-way gangs on the south-eastern division, and partly to the larger credit received during the half-year under review on account of old materials returned to stock.

The increase under "Repairs of bridges" was chiefly due to the painting of the girder bridges during the half-year under review, and that under "New minor works" to the expenses incurred in connection with the additions and alterations to the rest-house at Gangavaram.

The increase under "Unclassified expenditure" was principally under the sub-head "Carriage of revenue stores."

27. The number of miles of rails renewed during the half-year was 19.58 against 18.2 in the 1st-half of 1891, 18.37 miles having been relaid with double headed steel rails weighing 68 lbs. per yard laid on old pot sleepers, and 0.32 miles with flat-footed 66½ lbs. steel rails on steel pea-pod sleepers. Iron rails were relaid to the extent of 0.59 miles in different parts of the old line.

29. The cost of maintaining a single mile of track, including sidings, was Rs. 550.11 against Rs. 561.17.

30. *Abstract B.—Locomotive expenses.*—Under "General superintendence" there was an increase of Rs. 2,965, due partly to the appointment of an erecting Shop Foreman from February 1892, and partly to an increase in the salaries of clerks, and to a larger supply of stores, stationery, and printed forms having been obtained than in the corresponding previous half-year.

31. Under "Fuel" there was a decrease of 1,882 tons in the quantity used and of Rs. 13,241 in cost. The decrease in the consumption of fuel is attributed to the better condition of the locomotives; that in the cost was due to the average price of coal per ton having been Rs. 5.88 against Rs. 6.10 during the 1st-half of 1891.

32. Under "Maintenance and renewals of locomotive engines" there was an increase of Rs. 5,097, which was due to heavier repairs. The number of engines repaired during the half-year was 6 against 8, and the number undergoing Repairs on the last day of the half-year was 17 against 11.

33. The cost of the department per train-mile was 9.97 annas against 10.21 annas, and per engine-mile 8.93 annas against 9.18 annas.

34. *Abstract C.—Carriage and Wagon Expenses.*—The increase was mainly under "Repairs and renewals of vehicles," where there was an increase of Rs. 7,413, due to heavier renewals and to the rebuilding of six brake vans. The number of vehicles repaired during the half-year was 675 against 653, and the number renewed 5 against nil in the corresponding previous half-year.

35. The carriage and wagon expenses per train-mile were 2.90 annas against 2.52 annas, and per 1,000 vehicle-miles run by home vehicles Rs. 6.90 against Rs. 6.41.

36. *Abstract D.—Traffic Expenses.*—The chief variations were increases of Rs. 717 under "General superintendence," of Rs. 976 under "Station staff," of Rs. 2,889 under "Fuel, lighting, water and general stores," and of Rs. 903 under "Printing, stationery, and tickets."

The increase under "General superintendence" was due to increases in the salaries of the Agent and Manager and of the Traffic Inspectors.

The increase under "Station staff" was partly due to increases to salaries, and partly to an increase in the strength of the petty establishment.

The increase under "Fuel, lighting, water, and general stores" was due to the issue of 20 new roof lamps, to repairs to lamps, and to an error of Rs. 1,038 discovered in the allocation since the accounts were printed. This amount should have been debited to "Clothing."

37. The charges for station and train staff, the tonnage of goods lifted, and the ton-mileage of goods carried compare as follows:

	1st-half, 1891.	1st-half, 1892.	Increase or decrease.	Percentage of increase or decrease.
	Tons.	Tons.	Tons.	
Tonnage of goods ...	233,091	263,758	+ 30,677	+ 13.16
	Ton-miles.	Ton-miles.	Ton-miles.	
Ton-mileage of goods ...	24,314,562	24,765,580	+ 451,018	+ 1.94
	Rs.	Rs.	Rs.	
Station staff ...	45,732	42,708	+ 3,024	+ 6.61
Train staff ...	11,291	11,561	+ 270	+ 2.39

38. The cost of the department per train-mile was 5.70 annas against 5.44 annas.

39. *Abstract E.—General Charges.*—There was an increase of Rs. 6,613 under "Home expenditure," which was due partly to the salary of the Consulting Engineer to the Company, London, having been debited to this head instead of under "General superintendence" of the Engineering, Locomotive, and Carriage and Wagon departments respectively as in the corresponding half of 1891, and partly to the fall in the rate of exchange at which the sterling cost of the home expenses was converted.

40. Under "Government Auditor's office" there was a decrease of Rs. 4,062, which was due to the fixed allowance of Rs. 850 having been paid by the Company from 9th October 1891 instead of the entire cost of the establishment as in the 1st-half of 1891.

41. The increase of Rs. 1,133 under "Stores department" was chiefly due to the Storekeeper having been absent on sick leave for about four months during the corresponding period of 1891.

42. The increase of Rs. 1,908 under "Police" was partly due to clothing supplied to the railway police on the company's line during the first-half of 1891 having been charged for in the second-half of that year, and partly to arrear charges on account of the police employed on the Bezvada extension railway having been included in the accounts of the half-year under review.

43. *Abstract G.—Special and Miscellaneous Expenditure.*—The only noticeable variation under this abstract was an increase of Rs. 1,352 under "Contribution to Provident Institution."

44. *Statement of train-mileage, No. XIV.*—The miscellaneous engine mileage was 11.66 per cent. of the total train-mileage run against 11.25 per cent. in the 1st-half of 1891.

ERRORS, OMISSIONS, &c.

45. *Chief Accountant and Auditor's note, paragraph 48.*—The statement of goods traffic should in future be drawn up according to the form given in paragraph 10 of this note.

46. *Paragraph 165.*—The percentage of increase in the tonnage of goods lifted should be 13.16 instead of 13.77.

47. The ton-mileage of goods shown in the table under the same paragraph should have been taken from Abstract I. of the Revenue account, and should exclude the ton-mileage of live stock.

48. The information given in paragraph 12 of this note should in future be supplied in the reviews on the half-yearly Capital and Revenue Accounts.

BEZVADA EXTENSION RAILWAY.

CAPITAL.

49. *Statements Nos. V and VI.*—The capital expenditure for the half-year amounted to Rs. 6,299. The chief items of expenditure were "Fencing, &c.," Rs. 3,567; "Stations and buildings," Rs. 885; and "Plant," Rs. 526.

50. The total capital outlay from the commencement of operations to the end of the half-year under review was Rs. 14,17,376, which gave an average of Rs. 66,017 per mile open. There was no debit under the head "Suspense."

REVENUE.

GENERAL RESULTS.

50. The following table shows the general results of working:

	1st-half, 1891.	1st-half, 1892.	Increase or decrease.	Percentage of increase or decrease.
	Miles.	Miles.	Miles.	
Mean mileage worked	21.47	21.47	...	...
Train-mileage	11,022	10,283	- 639	- 5.75
	No.	No.	No.	
Average number of trains over the whole line daily in both directions.	2.54	2.66	+ 0.12	...
	Rs.	Rs.	Rs.	
Gross earnings	30,667	45,506	+ 5,839	+ 19.72
Working expenses	25,079	31,577	+ 6,498	+ 25.87
Net earnings	14,588	10,929	- 3,659	- 25.08
Percentage of working expenses to gross earnings	63.22	70.94	+ 12.76	...
Percentage of net earnings on capital outlay	1.04	0.77	- 0.27	...

51. The gross earnings per mean mile worked per week averaged Rs. 82 against Rs. 71, and were realised at a cost of 75.93 per cent. against 63.22 per cent. in the corresponding period of 1891.

GROSS EARNINGS.

52. The following table shows the gross earnings for the two half-years:

	1st-half, 1891.	1st-half, 1892.	Increase or decrease in amount.	Percentage of increase or decrease.
	Rs.	Rs.	Rs.	
Coaching	11,629	11,702	+ 133	+ 1.41
Goods	27,297	30,333	+ 3,036	+ 11.12
Electric telegraph	407	320	- 87	- 21.39
Sundries	34	66	+ 32	+ 94.12
TOTAL	39,367	42,321	+ 2,954	+ 7.50

53. *Abstract II.—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.		3rd class.		Total.	
	No.	Earnings	No.	Earnings	No.	Earnings	No.	Earnings
		Rs.		Rs.		Rs.		Rs.
1st-half, 1891	109	117	504	276	61,301	10,331	62,004	10,924
1st-half, 1892	120	165	576	296	62,128	10,695	62,824	11,126
Increase	11	48	72	20	827	364	827	202
Decrease	...	...	12	10	...	...	...	...

54. The fluctuations in the 1st and 2nd class traffic were small, and do not call for any special remark. The 3rd class traffic showed an increase of 857 in number and of Rs. 164 in earnings. This improvement occurred mainly in the traffic from Kondapalli and Bezvada to Gangineni, and between Bezvada and Yerupalayam.

55. *Abstract I.—Goods Traffic.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the corresponding period of 1891:

	1st-HALF, 1891.		1st-HALF, 1892.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Merchandise, general	15,804	21,536	17,614	21,731
Railway materials for construction	3	4	15	6
Coal	6,331	4,441	13,463	9,361
Revenue stores	9,812	1,258	7,501	1,897
Other goods traffic	...	353	...	410
TOTAL	32,150	27,597	38,653	33,333

56. The traffic in "Coal" showed an increase of 6,937 tons and of Rs. 4,820; due to larger bookings to Bezvada.

57. Under "Revenue stores" there was a decrease of 2,221 tons in the weight lifted, and an increase of Rs. 639 in the earnings.

58. The "Merchandise, general," traffic exhibited an increase; the weight moved was 17,614 tons against 15,804 tons, or 11.45 per cent. more; the ton-mileage 372,688 against 314,298, or 18.58 per cent. more; and the earnings Rs. 21,731 against Rs. 21,536, or 0.92 per cent. more. The rate charged per ton per mile was 11.20 pias against 13.16 pias.

59. The following table shows some of the principal commodities included above under the head "Merchandise, general," carried during the two half-years under comparison:

	1st-HALF, 1891.		1st-HALF, 1892.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Grains—				
Rice	467	511	2,117	2,246
Oil-seeds—				
Castor	4,020	4,931	2,902	3,623
Metals—				
Iron	453	721	1,655	1,375
Provisions—				
Dried fruits and nuts	2,161	3,775	1,021	1,375
Salt	1,266	2,463	2,673	3,296
Stone and lime	67	273	1,903	1,953
Timber	3,415	3,163	1,149	1,352

60. *Grains—rice.*—Increase of 1,650 tons and of Rs. 1,705, due to larger exports from Bezvada to stations on the Nizam's Guaranteed State railway.

61. *Oil seeds—castor.*—Decrease of 1,118 tons and of Rs. 1,296, due to bad crops.

62. *Metals—iron.*—Increase of 1,172 tons and of Rs. 654, due to heavier consignments from foreign lines to Bezvada.

63. *Provisions—dried fruits and nuts.*—Decrease of 1,080 tons and of Rs. 2,330, due chiefly to a falling off in the traffic in tamarinds and cocoanuts.

64. *Salt.*—Increase of 687 tons and of Rs. 828, due to larger bookings from Bezvada.

65. *Stone and lime.*—Increase of 1,816 tons and of Rs. 1,720, due to stones having been carried to Bezvada from Khammameth and Kondapalli for the Kistna bridge.

66. *Timber.*—Decrease of 2,266 tons and of Rs. 2,136. The decrease was mainly due to the heavy customs dues charged on timber and to the lack of feeder roads which rendered it practically impossible for large logs to be transported from the forests to stations.

WORKING EXPENSES.

67. The working expenses of the two half-years compare as follows:

	1st-HALF, 1891.		1st-HALF, 1892.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	Rs.		Rs.		Rs.	
Maintenance ...	8,168	29.59	15,015	31.31	+ 7,447	+ 91.17
Other expenses calculated on the same percentages, viz., 35.74 in the 1st-half of 1891 and 35.31 in the 1st-half of 1892, of gross earnings of the Bezvada extension railway as represents the percentage of working expenses on the gross earnings of the amalgamated undertaking ...	14,177	35.74	16,062	35.31	+ 1,891	+ 13.35
5 per cent. on gross earnings of the Bezvada extension railway for hire of rolling-stock ...	1,983	5.00	2,275	5.00	+ 292	+ 14.73
Income tax on staff employed on the Bezvada extension railway, excepting income tax on the engineering staff which is included under "Maintenance" ...	50	0.13	57	0.13	+ 7	+ 14.00
Pay and allowances of the Accountant attached to the office of the Examiner, Public Works Accounts, Hyderabad, debitable to the Bezvada extension railway ...	701	1.76	861	1.23	— 140	—19.97
TOTAL ...	25,079	63.22	34,577	75.98	+ 9,198	+ 37.67

68. *Abstract A.—Maintenance of Way, Works and Stations.*—The increased maintenance charges of Rs. 7,447 were mainly due to the outlay during the corresponding previous half-year having been reduced by the adjustment of a sum of Rs. 7,699 which was charged to capital on account of works which had been allocated to revenue during 1890.

69. The cost of maintaining a mile of single track, including sidings, was Rs. 604.76 against Rs. 316.34.

70. *Statement of train-mileage, No. XIV.*—The miscellaneous engine-mileage was 13.27 per cent. of the total train-mileage run against 4.04 per cent. in the corresponding half of 1891.

ERRORS, OMISSIONS, &c.

71. *Brief note by the Consulting Engineer for Railways, paragraph 5.*—The increase in passenger earnings is stated to be Rs. 230, whereas from abstract II of the Capital and Revenue Accounts the increase works out to Rs. 172.

H. P. BURT,
for Offg. Director General.

Documents accompanying.
Nil.

To
THE PUBLIC WORKS DEPARTMENT.

40

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

CAPITAL

AND

REVENUE ACCOUNTS

FOR THE

HALF-YEAR ENDING 30th JUNE 1892.

BRITISH GOVERNMENT CURRENCY.

2281/53

H. H. the Nizam's Guaranteed State Railways Co., "Ld."

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(British Government Currency.)
H. H. the Nizam's Guaranteed State Railways Co., "Ld".

PART 1.

No. I.

Statement of Capital authorized and created by the Company.

Contract with H. H. the Nizam's Government or other authority.	CAPITAL AUTHORIZED.			CAPITAL CREATED OR SANCTIONED.			BALANCE.		
	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.
	£	£	£	£	£	£	£	£	£
Capital Stock ...	2,000,000	...	2,000,000	2,000,000	...	2,000,000	...	...	...
Debentures 1993 ...	}	2,000,000	2,000,000	}	1,000,000	1,000,000	}	800,000	800,000
Do. 1990 ...					200,000	200,000			
Total...	2,000,000	2,000,000	4,000,000	2,000,000	1,200,000	3,200,000	...	800,000	800,000

No. II.

Statement of Stock and Share Capital created, showing the proportion received.

DESCRIPTION.				Amount created.	Amount received.	Calls in arrear.	Amount uncalled.	Amount unissued.
				£	£	£	£	£
Capital Stock ...	...	...	...	2,000,000	2,000,000	...	...	...
Total				2,000,000	2,000,000	...	...	...

No. III.

Capital raised by Mortgage Debentures.

				Raised by Redeemable Mortgage Debentures.		Total raised by Redeemable Mortgage Debentures.
				At 4 per cent.		
				£	£	£
Existing at 31st December 1891 ...	...	...	...	1,193,390	...	1,193,390
Existing at 30th June 1892...	...	...	...	1,193,820	...	1,193,820
Increase ...	...	...	...	10,430	...	10,430
Decrease ...	...	...	...	...	...	...

Total amount authorized to be raised by Mortgage Debentures in respect of Capital created, as per Statement No. 1 ... 1,200,000
Total amount raised by Mortgage Debentures as above ... 1,193,820
Balance, being available Borrowing Powers at 30th June 1892. £ 6,180

Receipts and Expenditure on Capital account.

To Expenditure:	Amount expended to 31st Decr. 1891.		Amount expended during half-year as per Account No. V.		TOTAL.		By Receipts:	Amount received to 31st Decr. 1891.		Amount received during half-year.		TOTAL.	
	£.	s. d.	£.	s. d.	£.	s. d.		£.	s. d.	£.	s. d.	£.	s. d.
On Lines opened for Traffic	2,755,575	8 11	10,109	6 3	2,765,684	14 2	SHARES as per Account No. II.	2,000,000	0 0	...	...	2,000,000	0 0
WORKING STOCK	260,657	14 11	34,117	19 7	294,774	14 6	DEBITURES as per Account No. III.	1,133,390	0 0	10,430	0 0	1,133,520	0 0
	3,016,233	3 10	44,227	4 10	3,060,460	8 14							
Suspense (Stores &c. Not)	...	...	...	...	62,254	17 2							
To Balance... { Indian Books	£. 29,863	2 0											
{ London Books	£. 41,241	11 2			71,104	13 11							
Total £.	...	...	...	...	3,193,820	0 0	Total £.	3,183,390	0 0	10,430	0 0	3,193,820	0 0

Details of Expenditure for half-year ending 30th June 1892.

LINES OPENED FOR TRAFFIC.						LINES IN COURSE OF CONSTRUCTION.					
Wadi to Frontier of British Territory:-						NIL.					
	R.	a.	p.	R.	a.	p.	£.	s.	d.		
Preliminary Expenses	...	...	...	...	...	...	...	...	...		
Land	...	...	...	...	...	...	...	...	...		
Formation	...	...	...	...	...	...	...	...	...		
Bridge-work	...	...	...	...	...	...	...	...	...		
Fencing, &c.	...	...	...	...	...	...	...	...	...		
Ballast and Permanent-way	...	...	...	...	...	...	...	...	...		
Stations and Buildings	...	...	...	...	...	...	...	...	...		
Plant	...	...	...	...	...	...	...	...	...		
Ferries, &c.	...	...	...	...	...	...	...	...	...		
General Charges	...	...	...	...	...	...	...	...	...		
Homo Expenditure	...	...	...	...	...	...	...	...	...		
Total Lines opened for traffic	...	...	...	...	...	...	...	...	...		
Working stock:-											
Locomotive Stock	...	...	...	...	...	...	...	...	...		
Carriage and Wagon Stock	...	...	...	...	...	...	...	...	...		
Total Expenditure of half-year	...	...	...	...	...	...	...	...	...		

Date of conversion is 17-545933d. per Rupee.

Estimate of Further Expenditure on Capital Account.

Lines opened for Traffic more than two years:-	Total Expenditure from commencement of operations to end of the half-year.		FURTHER EXPENDITURE.		Total.
	£.	R.	During the following half-year.	In subsequent half-year.	
Purchase of Line	1,861,947	2,50,30,382	...	...	...
Preliminary Expenses (Indian)	14,825	1,90,591	...	...	...
Land...	...	...	...	...	...
Formation	...	...	...	...	4,782
Bridge-work	103,646	13,60,091	...	...	...
Fencing, &c.	84,902	11,18,907	...	...	77,773
Electric Telegraph	13,409	1,76,403	...	...	13,528
Ballast and Permanent-way	...	...	...	...	28,458
Stations and Buildings	494,953	63,39,210	...	...	...
Plant	94,069	12,39,148	...	...	70,034
Ferries, &c.	25,262	3,29,097	...	...	6,46,422
General Charges...	...	...	...	...	1,61,880
General Contingencies	60,777	7,97,395	...	...	...
Homo Expenditure	6,657	86,040	...	...	21,905
	15,237	1,97,965	...	...	...
Total	2,765,684	3,48,65,229	...	...	10,24,767

Working Stock:-
Locomotive Stock
Carriage & Wagon Stock

Value of stock taken over with Line.	Subsequent Expenditure.			
£.	R.			
3,47,252	15,97,319	...	...	...
3,24,404	15,99,934	...	...	75,745
6,71,656	31,87,293	294,776	38,38,939	51,126
£ 54,572	£ 240,204	...	...	1,26,874
Total expenditure to end of half-year	3,060,460	3,87,24,165	...	...
Total estimated further expenditure on Capital.	...	...	...	11,51,611

Date of conversion is 17-545933d. per Rupee.

Capital Powers and other Assets available to meet further Expenditure.

Share and Loan Capital authorized or created but not yet received as per Statement III.	£.	£.
Balance of Capital cash unexpended at 30th June 1892	6,180	...
	71,105	77,285
Total	...	77,285

H. H. the Nizam's Guaranteed State Railways Company, "Ltd." PART II. NO. VIII. REVENUE ACCOUNT FOR THE HALF-YEAR ENDING 30TH JUNE 1892.

Dr.

EXPENDITURE.				EARNINGS.			
Half-year ending 30th June 1892.	Per cent. on Gross Receipts.	Half-year ending 30th June 1892.	Per cent. on Gross Receipts.	Half-year ending 30th June 1892.	Per cent. on Gross Receipts.	Half-year ending 30th June 1892.	Per cent. on Gross Receipts.
R. a. p.		R. a. p.		R. a. p.		R. a. p.	
1,59,417 15 0	11.38	1,59,417 15 0	11.00	4,09,239 4 4	3.65	4,09,239 4 4	3.65
57,274 12 11	4.16	57,274 12 11	4.16	9,15,019 3 0	8.30	9,15,019 3 0	8.30
1,00,703 15 8	14.50	1,00,703 15 8	14.50	8,319 1 0	7.73	8,319 1 0	7.73
49,292 0 0	3.33	49,292 0 0	3.33	...	9.32	...	9.32
1,06,346 6 3	7.73	1,06,346 6 3	7.73	...	...	...	...
1,59,089 11 5	9.87	1,59,089 11 5	9.87	...	...	...	...
...	...	...	...	...	...	...	...
7,767 0 0	0.56	7,767 0 0	0.56	...	...	...	...
0,51,055 11 9	47.32	0,51,055 11 9	47.32	...	...	...	...
57,274 12 11	4.16	57,274 12 11	4.16	...	...	...	...
15,322 4 1	1.11	15,322 4 1	1.11	...	...	...	...
6,52,845 11 9	47.41	6,52,845 11 9	47.41	...	...	...	...
13,77,128 11 5	100.00	13,77,128 11 5	100.00	...	...	...	...
Total		Total		...	...	...	...

E. H. DWANE,
Chief Accountant & Auditor.

DETAILS OF OUTSTANDING ON DATE OF PREPARATION.

Amount.	Amount.
R. a. p.	R. a. p.
3,162	3,162
23,078	23,078
17,427	17,427
1,713	1,713
47,409	47,409
Total	Total

C. HAROLD,
Government Auditor.

W. PENDLEBURY,
Agent and Manager.

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ABSTRACT A.

Maintenance of Way, Works and Stations.

Corresponding previous half-year.	R. a. p.	R. a. p.	R. a. p.	R. a. p.
41,006 3 7	...	...	...	...
1,40,460 6 3	...	...	...	...
11,552 12 6	...	...	...	...
...	...	...	...	...
8,473 9 7	...	...	...	...
1,373 8 9	...	...	...	...
13,816 1 3	...	...	...	...
2,16,692 9 11	...	...	...	...
2,16,692 9 11	...	...	...	...

Mean mileage maintained by Revenue—

				Miles.		feet.		Total.		
RAILWAY LINE {				Miles.		feet.		Miles.		feet.
Double				...	...	...	...	...	...	
Single				359	3557	...	...	...	...	
SIDINGS				35	1492	...	...	359	3557	
Total single track, including sidings ...				...	...	...	...	35	1492	
Cost per mile of track, including sidings				...	...	...	...	325	4250	
				...	...	...	...	R.	55041	
<i>Includes half of the salary of the Consulting Engineer.</i>										

* Includes half of the salary of the Consulting Engineer to the Company, London, Rs. 1,411-12-3.
† Excludes ...
* Includes an outlay of Rs. 52,913 - 0 - 0 on special renewals of permanent way of Wain-Secunderabad Section and Mineral Branch as compared with Rs. 57,274-12-11 in the corresponding half-year.
A sum of Rs. 65,117-1-7 has been credited in the above for stores returned to stock.

No. IX continued.

ABSTRACT B.
Locomotive Expenses.

Corresponding previous half-year.							
R.	s.	d.	p.	R.	s.	d.	p.
				I.—General Superintendence—			
				(1) Salaries of Superintendents & Assts. ...	† 6,973	14	9
				(2) Allowances of ditto, including travelling ...	724	8	3
				(3) Subordinate Superintendents ...	4,565	2	6
				(4) Allowances of ditto, including travelling ...	424	11	6
				(5) Overtime allowances ...			
				(6) Office expenses ...	9,034	0	4
18,757	7	0					21,722 8 1
				II.—Running expenses (wages connected with the working of Locomotive Engines)—			
				(1) Wages of Drivers and Firemen ...	26,171	4	0
				(2) Overtime allowances ...	7,113	10	11
				(3) All labour connected with fuelling, cleaning & looking after engines in yards.	5,262	9	2
				(4) Contingent expenses, including clothing and travelling expenses ...	719	9	3
37,975	15	3					39,267 1 1
				III.—Fuel—			
				Tons. c. q.	Tons. c. q.		
				(1) Coal ...	7,912	15	0
				(2) Coko ...			
				(3) Patent fuel ...			
				(4) Wood ...			
59,931	1	9			46,690	3	0
							46,690 3 0
7,864	0	6		IV.—Water (including Wages and Stores)			
					7,775	10	6
5,333	15	11			7,775	10	6
				V.—Oil, tallow, and other stores (expended on Engines in work)			
					6,944	5	5
					6,944	5	5
				VI.—Maintenance & Renewals of Loco. Engines.			
				(1) Wages ...	21,825	7	7
				(2) Overtime allowances ...	559	10	2
				(3) Materials ...	20,549	1	8
40,846	0	6					45,943 5 5
				VII.—(A) Maintenance & Renewals of Machinery Tools and Plant—			
				(1) Wages ...	544	0	2
				(2) Overtime allowances ...	7	8	10
				(3) Materials ...	1,453	13	0
2,027	5	6					2,005 6 0
				VII.—New Minor Works—			
				VIII.—Payments to other Lines—			
				(1) For haulage of trains ...			
				IX.—Unclassified Expenditure—			
				(1) Loss on stores, &c. ...			
				(2) Loss by Exchange ...			
				(3) Carriage of Revenue Stores ...	21,901	12	4
				(4) Tools and Plant ...	3,577	12	8
26,667	0	10					25,479 9 0
1,99,792	15	3		Total ...			1,95,827 15 0
				Deduct.—			
				Credits received for work done in work-shops for other Departments ...			
				Value of stores returned to stock, &c. ...			
1,99,792	15	3		Total ...			1,95,827 15 0

* Includes $\frac{1}{2}$ of the salary of the Consulting Engineer to the Company, London, No. 705—11—2.
† Excludes ... ditto ... See page 9.

A sum of Rs. 5,797—11—6 has been credited in the above for stores returned to stock.

No. IX continued.

ABSTRACT C.**Carriage and Wagon Expenses.**

Corresponding previous half-year.							
R.	s.	d.	p.	R.	s.	d.	p.
				I.—General Superintendence—			
				(1) Salaries of Superintendents and Assistants ...	† 2,026	1	3
				(2) Allowances of ditto, including travelling ...	210	7	9
				(3) Subordinate Superintendents ...	1,326	6	6
				(4) Allowances of ditto, including travelling ...	123	5	10
				(5) Overtime allowances ...			
				(6) Office expenses ...	2,624	10	8
6,855	14	0					6,311 0 0
				II.—Repairs and Renewals of Vehicles—			
				(a)—COACHING VEHICLES—			
				(1) Wages ...	7,359	3	2
				(2) Overtime ...			
				(3) Materials ...	15,736	1	10
					23,089	5	0
				(b)—GOODS VEHICLES—			
				(1) Wages ...	7,000	2	5
				(2) Overtime ...			
				(3) Materials ...	11,700	2	7
					18,700	5	0
34,436	12	8					41,849 10 0
				II.—(A) Repairs and Renewals of Machinery, Tools and Plant—			
				(1) Wages ...	312	9	4
				(2) Overtime ...	679	5	9
				(3) Materials ...			
					991	15	1
				III.—Cleaning Carriages and Wagons, and Oiling—			
				(1) Labour, including wages of Oilers, Carriage Cleaners, and Examiners ...	3,670	11	3
				(2) Stores, including oil, grease, and other stores for consumption on running vehicles ...	3,862	11	4
					7,532	6	7
				IV.—New Minor Works ...			
				V.—Unclassified Expenditure—			
				(1) Loss on stores, &c. ...			
				(2) Loss by Exchange ...			
				(3) Carriage of Revenue Stores ...			
				Total ...			56,885 15 8
				Deduct { Credits received for work done in work-shop for other Departments, &c. ...			
				Value of stores returned to stock, &c. ...			
				Total ...			56,885 15 8

* Includes $\frac{1}{2}$ of the salary of the Consulting Engineer to the Company, London, No. 705—11—1.
† Excludes ... ditto ... See page 9.
A sum of Rs. 20,611—11—10 has been credited in the above for stores returned to stock.

No. IX. concluded.

ABSTRACT F. Steam-Boat Service.

NIL.

ABSTRACT G.
Special and Miscellaneous Expenditure.

Corresponding previous half-year.							R. A. P.			R. A. P.																																										
R.	a.	p.	R.	a.	p.																																															
510	12	0	510	12	0	I—LAW CHARGES	505	12	0	505	12	0																																								
						II—COMPENSATION—																																														
			126	1	3	(1)—For Goods lost or damaged	268	6	3																																											
			...	...	...	(2)—For Personal injury	...	...	...																																											
126	1	3	...	...	...	(3)—For other claims	...	...	...	268	6	3																																								
			...	...	...	III—RATES AND TAXES (including Municipal Water-rates)	-178	13	3	-178	13	3																																								
						IV—PAYMENTS TO OTHER LINES—																																														
						<table><tr><th>Rs.</th><th>a.</th><th>p.</th></tr><tr><td>...</td><td>...</td><td>...</td></tr><tr><td>...</td><td>...</td><td>...</td></tr><tr><td>...</td><td>...</td><td>...</td></tr><tr><td>...</td><td>...</td><td>...</td></tr><tr><td>...</td><td>...</td><td>...</td></tr><tr><td>1,139</td><td>12</td><td>4</td></tr></table>	Rs.	a.	p.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,139	12	4	<table><tr><th>Rs.</th><th>a.</th><th>p.</th></tr><tr><td>...</td><td>...</td><td>...</td></tr><tr><td>...</td><td>...</td><td>...</td></tr><tr><td>...</td><td>...</td><td>...</td></tr><tr><td>...</td><td>...</td><td>...</td></tr><tr><td>...</td><td>...</td><td>...</td></tr><tr><td>1,139</td><td>12</td><td>0</td></tr></table>	Rs.	a.	p.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,139	12	0			
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1,139	12	0																																																		
			1,139	12	4	{(1)—Hire of { Gross Charges Locomotives { Gross Receipts	...	...	...																																											
			...	...	...	{(2)—Hire of { Gross Charges Vehicles ... { Gross Receipts	...	...	...																																											
			...	...	...	{(3)—Mileage & demurrage of foreign stock ... { Gross Charges Gross Receipts	...	...	...																																											
			1,139	12	4	{(4)—Rent of Stations, &c. jointly occupied ... { Gross Charges Gross Receipts	1,139	12	0																																											
			1,139	12	4		1,139	12	0																																											
1,139	12	4	389	0	0	V—PRIZES FOR STATION GARDENS, &c	400	0	0	1,139	12	0																																								
389	0	0	4,838	9	3	VI—CONTRIBUTION TO PROVIDENT INSTITUTION	6,191	4	2	400	0	0																																								
4,838	9	3	...	...	...	VII—MISCELLANEOUS—				6,191	4	2																																								
			...	...	...	(1)—Loss on light coins	...	...	...																																											
			...	...	...	(2)—Bridge Toll Collection Establishment	...	...	...																																											
			429	9	6	(3)—Conservancy	517	1	3																																											
			...	...	...	(4)—Loss by Exchange	...	...	...																																											
			...	...	...	(5)—Carriage of Revenue Stores	...	...	...																																											
			...	...	...	(6)—Decoration charges	...	...	...																																											
			...	...	...	(7)—Contribution to Ry. Institute	...	...	...																																											
			342	3	6	(8)—Locomotive Schools	450	7	10																																											
771	13	0				Total				967	9	1																																								
7,767	0	0				Deduct—				9,293	14	3																																								
...	...	...				Total				...	...	...																																								
7,767	0	0								9,293	14	3																																								

No. X.

ABSTRACT H.
Coaching Traffic.

Corresponding previous half-year.			TARIFF mileage fares— (Single Return)	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.				TOTAL.			
No.	R.	A. P.		18 pica.		8 pica.		By Mail Trains.		By Other Trains.		No.	Amount.		
				No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
I.—Passenger.—															
529,957	3,31,145	7 8	Single journeys	3,402	19,239 15	6,311	15,004 0	166,173	83,774 7	6	698,647	3,31,716 1	Q	682,363	3,30,750 7 8
...	3,354	0 6	Excess fares	...	847 7	...	294 13 8	...	84 10 9	...	1,106 3 0	...	...	...	3,093 5 6
7,877	17,901	11 6	Return journeys	1,218	8,544 3	7,186	11,423 12 3	...	...	...	...	...	...	8,604	17,863 13 8
7,004	11,824	2 0	Troops and Police	346	1,043 6	3,876	8,476 11 0	1,133	1,783 7 0	5,798	6,416 7 9	...	...	10,848	16,776 0 3
Total															
...	3,318	27,436 13	...	...	17,376	32,504 8 6	167,310	86,116 14	6,413,744	3,39,206 11 3	607,249	3,74,897 14 6	...	...	
616,990	3,33,138	11 3	Corresponding period of June last	3,344	27,600 7	14,380	29,704 10 0	168,823	80,863 14 0	37,600	3,13,163 11 3	844,890	3,33,138 11 3	...	...
Season Tickets															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
II.—Passenger's Luggage...															
66,327	21,174	13 3	...	...	...	...	...	...	...	...	...	...	...	67,673	21,206 2 9
20,448	1,713	11 0	III.—Military Baggage	...	...	...	...	...	...	...	...	...	...	23,593	3,136 6 0
IV.—Carriages, Horses, Dogs, &c.—															
95	1,846	10 0	(1) Carriages	...	...	...	...	...	...	No.	...	...	...	117	1,359 14 0
737	7,523	6 0	(2) Horses	...	...	...	...	...	...	"	...	...	...	957	7,495 10 0
1,123	801	13 3	(3) Dogs	...	...	...	...	...	...	"	...	...	...	1,236	706 1 9
V.—Military Carriages, Horses, &c.—															
39	720	0 0	(1) Carriages	...	...	...	...	...	...	"	...	...	...	...	...
468	3,511	10 0	(2) Horses	...	...	...	...	...	...	"	...	...	...	685	4,081 2 0
57	1012	6	(3) Dogs	...	...	...	...	...	...	"	...	...	...	61	11 8 9
VI.—Parcels—															
79,203	14,712	15 0	(1) For the Public	...	...	...	...	...	...	Ton-miles	...	...	...	75,468	14,844 15 10
163	95	0 0	(2) For Revenue	...	...	...	...	...	...	"	...	...	...	277	130 0 0
1,003	3,061	0 0	VII.—Special Trains	...	...	...	...	...	...	Train-miles	...	...	...	1,630	4,892 0 0
...	...	...	VIII.A.—Trolleys	...	...	...	...	...	...	Trolley-miles	...	...	...	...	2,497 13 0
...	...	...	VIII.—Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...
IX.—Post Office.—															
...	...	...	(1) Haulage and hire of Post Office	...	...	...	...	...	...	Number of Vehicles hauled	...	...	...	...	...
...	...	...	Vehicles	...	...	...	...	...	...	Mileage of ditto	...	...	...	...	...
...	...	...	(2) Special trains	...	...	...	...	...	...	Train-miles	...	...	...	...	...
...	...	...	(3) Parcels	...	...	...	...	...	...	Ton-miles	...	...	...	...	...
Total															
...	4,09,237	4 3	...	...	...	...	...	...	...	...	...	...	...	...	4,36,101 6 7
Less outstandings irrecoverable...															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31 13 0
Total															
...	4,09,237	4 3	...	...	...	...	...	...	...	...	...	...	...	...	4,36,009 12 7

One season ticket is equivalent to 30 tickets.

N. B.—One season ticket is equivalent to 40 tickets.

No. X. continued.

ABSTRACT I. Goods Traffic.

Corresponding previous half-year.				No. of tons lifted.	Average rate per ton per mile.	Ton miles.	Amount.					
Amount.	Ton miles.	Average rate per ton per mile.	No. of tons lifted.									
R.	a.	p.	Pies.				R.	a.	p.			
5,94,501	15	0	11,104,444	10-28	97,900	I.—MERCHANDISE, GENERAL.	101,876	10-55	10,799,836	3,93,918	13	1
5,640	8	0	40,978	26-43	339	II.—MILITARY STORES ...	434	24-78	52,686	6,801	1	0
7,893	3	0	207,846	7-30	2,025	III.—RAILWAY MATERIALS FOR CONSTRUCTION ...	20,923	2-68	330,754	4,612	12	0
6,08,040	10	0	11,353,268	10-23	100,333		123,237	10-49	11,133,270	6,10,332	10	1
2,67,715	6	0	10,723,496	4-79	43,923	IV.—COAL—	50,705	4-93	11,264,816	2,89,151	9	0
165	12	0	4,529	7-03	41	(1) For the Public ...	...	...	...	...	...	...
22,885	14	0	1,056,143	4-16	10,919	(2) For the Company (CONSTRUCTION ONLY) ...	...	...	...	...	...	...
68	15	0	3,176	4-17	20	(3) For Locomotive Dept. (REVENUE ONLY) ...	8,804	4-13	1,051,010	22,617	12	0
2,90,835	15	0	11,792,344	4-74	54,903	(4) For other Depts. ...	12	4-03	927	19	9	0
12,309	5	0	1,168,950	2-02	77,813	Total Coal ...	59,525	4-26	12,316,747	3,11,749	14	0
...	...	...	...	...	...	V.—REVENUE STORES—	80,996	3-44	1,285,543	23,060	1	0
12,309	5	0	1,168,950	2-02	77,813	(1) For all Depts. except- ing Loco: fuel ...	...	...	...	...	...	...
9,11,185	14	0	24,314,562	7-20	233,081	(2) Wood & patent fuel for Loco: Dept. ...	...	...	...	...	...	...
1,012	7	0	137	...	...	Total ...	80,996	3-44	1,285,543	23,060	1	0
471	10	0	63	...	...	VI.—LIVE STOCK—	...	...	...	...	...	...
157	7	0	914	...	...	(1) Horses ...	...	...	...	...	...	...
1,671	8	0	1,114	...	...	(2) Cattle ...	...	...	...	...	...	...
...	...	...	...	...	...	(3) Sheep &c. ...	...	...	...	...	...	...
...	...	...	...	...	...	Total ...	5,736	...	1,831	10	0	...
...	...	...	...	...	...	VII.—MILITARY LIVE STOCK—	...	...	...	...	...	...
...	...	...	...	...	...	(1) Horses ...	...	...	...	...	...	...
...	...	...	...	...	...	(2) Cattle ...	...	...	...	...	...	...
...	...	...	...	...	...	(3) Sheep, &c. ...	...	...	...	...	...	...
...	...	...	...	...	...	Total ...	133	...	869	11	0	...
1,979	13	0	...	...	...	VIII.—RENTS AND DEMURRAGE, WHARFAGE, STORAGE, &c. ...	...	...	2,336	8	0	...
...	...	...	...	...	...	IX.—INTEREST ON OUTSTANDING BILLS ...	...	...	...	...	...	...
131	0	0	...	...	...	X.—MISCELLANEOUS... ...	...	...	2,723	14	0	...
2,160	13	9	...	...	...	Total ...	...	...	5,060	6	0	...
9,15,015	3	0	...	...	...	Less outstandings irrecoverable ...	...	...	9,52,916	4	1	...
...	...	...	...	...	...	Total ...	...	...	9,52,916	4	1	...
9,15,015	2	0	...	...	...							

ABSTRACT J. (Steam Boat Earnings)—Nil.

No. X—concluded.

ABSTRACT K. Sundries.

Corresponding previous half-year.							Amount.							
Ra.	a.	p.	Ra.	a.	p.		Ra.	a.	p.	Ra.	a.	p.		
3,233	15	5	3,233	15	5	} Hire of Locomotives ... {	Gross Receipts ...	...	...	...	...	...		
			...	...	Gross Charges ...		...	...	...	...				
			...	...	...		...	...	...	...				
880	0	0	880	0	0	} „ of Vehicles ... {	Gross Receipts ...	1,560	0	0	1,560	0	0	
			...	...	Gross Charges ...		...	...	...	...				
			...	...	...		...	...	...	...				
17,827	4	0	34,111	13	0	} Mileage and demurrage of {	Gross Receipts ...	34,126	8	0	17,456	11	0	
			15,284	9	0		vehicles over Foreign lines. {	Gross Charges ...	15,669	12				0
			...	...	...		...	...	...	...				
...	...	...	...	...	...	} Rent of Stations, &c., jointly {	Gross Receipts ...	...	...	...	...	...		
			...	...	occupied. ... {		Gross Charges ...	...	...					
			...	...	...		...	...	...				...	
2,115	9	8	Rents of Dwelling-houses ...				...	...	2,064	6	5			
1,775	5	10	Rents of Refreshment-rooms and licenses for selling fruits &c. at stations...				...	...	1,675	8	2			
307	1	10	Profits of Workshops for work done for other Railways, &c. ...				...	...	43	8	4			
61	15	11	Sale of unclaimed and damaged goods ...				...	...	223	8	2			
759	3	3	Unpaid or unclaimed salaries ...				...	...	750	15	1			
1,629	13	7	Excess cash ...				...	...	1,802	10	4			
10,801	2	9	Gain by Exchange ...				...	...	23,263	2	9			
...	...	...	Sale of grass ...				...	...	20	13	0			
14	0	0	Sale of Tender Forms ...				...	...	25	13	4			
3,420	2	1	Interest account ...				...	...	3,898	8	6			
...	...	...	Fees on Share transfers &c. ...				...	...	412	0	5			
Sale of Revenue Stores—														
1,726	8	10	Ra.	a.	p.		Ra.	a.	p.					
			1,643	14	11	1. Maintenance...	...	...	9	3	0			
			2	2	0	2. Locomotive ...	...	...	...	...	...			
			...	...	...	3. Carriage and Wagon ...	...	...	...	...	...			
			71	2	4	4. Traffic ...	...	...	5	11	4			
...	...	...	9	5	1	5. General ...	...	...	...	...	14	11		
			Miscellaneous ...				...	...	...	...	...	...	...	
41,552	3	2					Total	...	53,237	4	10			
...	...	...	Less—Outstandings irrecoverable ...				...	...	...	...	...	...		
41,552	:	2					Total	...	53,237	4	10			

14
No. XII.
Statement of Rolling-Stock for half-year ending 30th June 1892.

DESCRIPTION.	1	2	3	4	5	6	7	8	9	10	11	12
	Total stock authorized.	Total stock constructed and authorized up to the last day of the previous half-year.	Additions to stock during the half-year.	Reduction of stock.	Total stock on the list at end of the half-year.	Actual stock in running order on the last day of the half-year.	Repairs and Renewals.				Average number undergoing repairs and renewals at any one time.	Fleet condemned in this and previous half-years awaiting replacement.
							Number of vehicles repaired during the half-year.	Number of vehicles renewed during the half-year.	Number of vehicles undergoing or awaiting repairs on the last day of the half-year.	Number of vehicles undergoing or awaiting renewals on the last day of the half-year.		
Engines.												
Tender Engines, Class "H."	...	30	13	...	13	6	2	...	7	...	7 00	...
do Class "L."	...	17	...	...	17	9	4	...	8	...	8 43	...
do Class "A."	...	20	16	4	20	19	...	...	2	...	05	...
Total	60	46	4	...	50	33	6	...	17	...	15 50	...
Cooling Stock.												
Saloon	...	1	4	...	4	4	8	...	...	...	1 27	...
First Class Carriages	...	10	...	...	10	8	9	...	1	...	1	...
Composite do	...	9	9	...	9	7	10	...	1	...	1 12	1
2nd Class do	...	8	8	...	8	8	6	...	...	...	81	...
3rd Class do	...	50	...	...	50	46	47	...	3	...	2 05	...
Postal Composite	...	33	33	...	33	32	30	...	1	...	2 30	...
Brake-vans	...	10	10	...	10	8	9	...	2	...	1 00	...
Carriage Trucks	...	2	2	...	2	2	2	...	...	...	15	...
Luggage-vans or Road Vans	...	7	7	...	7	5	8	...	1	...	79	1
2nd Class Post Office and Brakes	...	...	...	...	...	...	...	...	...	...	...	...
Total	142	142	...	...	142	130	129	...	49	...	9 48	43
Goods Stock.												
Covered Goods Wagons	...	170	170	...	170	158	160	6	3	...	6 19	9
Bogie Wagons	...	10	10	...	10	10	12	...	...	...	1 43	...
High and Low-sided open Wagons	...	470	470	...	470	461	346	...	3	...	8 47	3
Ballast Wagons	...	79	79	...	79	64	61	...	13	...	13 53	1
Mineral Wagons	...	...	...	...	...	...	...	...	...	...	...	...
Goods Brake-vans	...	8	8	...	8	3	...	...	...	...	...	...
Travelling Cranes 5 and 10 Tons	...	2	2	...	2	2	...	...	...	...	...	...
Accident Vans or Pilot Truck	...	3	3	...	3	3	1	...	...	...	31	...
Travelling Water Tanks	...	2	2	...	2	2	...	...	...	...	...	...
Total	743	743	...	...	743	706	546	75	19	46	29 02	13

a.—"A" class Engines Nos. 46, 47, 49 and 60 newly constructed.
b.—"H" class Engines Nos. 1 & 10 and "L" class Engines Nos. 16, 21, 24 and 26 repaired.
c.—"H" class Engines Nos. 3, 4, 5, 7, 8, 9 and 13 and "L" class Engines Nos. 14, 15, 18, 19, 22, 23, 25 and 27 and "A" class Engines Nos. 33 & 37 are under repairs.
d.—1st Class Carriage No. 11. Composite carriage No. 29, 3rd class carriages Nos. 69, 99 and 103, Brake Van No. 100, Horse Boxes Nos. 201 and 204 and Road Van No. 245 are under repairs.
e.—1st Class carriage No. 4, Composite carriage No. 24 and Luggage Van No. 275 condemned by Agent and Manager's No. 1455 W dated 26th July 1892 but not struck off the return as per Public Works Department No. 1146 dated 17th December 1884 as they await renewals or replacement.
f.—Covered Goods wagons Nos. 284, 295, 290, 297 and 299 renewed.
g.—Covered Goods wagons Nos. 227, 230 & 376, High Sided open wagons Nos. 414, 427 & 434 & Ballast Wagons Nos. 403, 411, 412, 416, 419, 433, 440, 450, 452, 453, 460 and 472 are under repairs.

A.—Goods Brake Vans Nos. 143, 164, 185, 167 and 190 are undergoing renewals.
B.—Covered Goods Nos. 290, 291, 292, 294, 296, 298, 299, 300 and 361, High Sided open wagons Nos. 410, 431 & 437 and Ballast Wagon No. 444 condemned by Agent and Manager's No. 1455 W dated 26th July 1892 but not struck off the return as per Public Works Department No. 1146 dated 17th December 1884 as they await renewals.
C.—Number of Locomotives lent or hired out to other lines—Nil.
D.—Composite carriages.—1 First class and 1 Second class.
E.—Two, 3rd class carriages Nos. 60 & 104 have 2 1/2 lbs of the carriage set apart for British Postal Service and 3 1/2 lbs for the Nizam's.
F.—Two, 3rd class Carriages Nos. 91 & 92 have 2 1/2 lbs of the carriage set apart solely for British Postal Service.
G.—Three, 3rd class carriages Nos. 94, 95 & 96 have 1 1/2 lbs of the carriage set apart solely for Nizam's Postal Service.

15
No. XII. A.
Statement of Flotilla Service.—NIL

No. XIII.
Mileage Statement.

	DOUBLE LINE.	SINGLE LINE.	TOTAL.	SIDINGS.
	Mls.	Mls. ft.	Mls. ft.	Mls. ft.
Lines owned by Company, sanctioned, not commenced ...	...	...	...	...
" " " under construction ...	...	(a) ...	...	...
" " " constructed, but not worked..	...	2 1019	2 1019	...
" " " and worked by Company	...	329 1067	329 1067	30 4852
" " " constructed & worked by others	...	...	...	...
Total	...	331 2086	331 2086	30 4852
Lines worked by Company—				
Its own	...	329 1067	329 1067	30 4852
Foreign, Bezvada Extension Railway	...	21 2490	21 2490	4 1830
Total	...	350 3557	350 3557	35 1402
Foreign Lines worked over by Company	...	...	...	...
Total mean mileage worked, including mileage worked over, during the half-year	...	(b) 353 4060	353 4060	35 1402

(a)—Trimulcherry Troop siding.
(b)—Of this length 3 miles 503 feet are worked over twice by every train, the mean mileage is therefore 350 Mls. 3,557ft. plus 3 miles 503 ft. = 353 Mls. 4060ft.

No. XIV.
Statement of Train Mileage.

Estimated Loco. expenses.	Miles.		Miles.	Estimated Loco. expenses.
R.				R.
26,531	45,593	(1) Train-miles run for Public Traffic.	Passengers	46,154 25,755
14,241	24,822		Goods	21,758 12,141
1,31,101	228,502		Mixed	226,095 1,26,165
303	528	(2) Train-miles run for Locomotive Department	Light	541 190
7,537	13,136		(3) Ditto for Maintenance	19,944 11,129
1,79,513	312,831	Total Train-mileage		314,292 1,75,380
437	849	(4) Miles of assisting engines (actual distance)		100 56
13,904	24,231		(5) Miles of engines shunting and standing in steam for traffic purposes, calculated at 5 miles an hour	30,924 17,256
5,799	10,108		(6) Miles run for miscellaneous services (actual distance)	5,619 3,136
20,190	35,190	Total Miscellaneous engine-mileage...		36,643 20,443
1,99,703	348,071	Total Engine-mileage...		350,935 1,95,823

Passenger Train-miles ... 46,154
Proportion of Mixed mileage due to Goods ... 104,221
Proportion of Light mileage ... 59
Train-miles run for Engineering Dept. ... 19,944
Do, Locomotive do. ...
Total ... 208,079

No. XV.
Distribution Statement of Audited Salaries including Allowances and Office Expenses.
Half-year ending 30th June 1892.

Total.		Revenue.	Capital.	DEPARTMENT.	Capital.	Revenue.	Total.
R.a. p.	R.a. p.	R.a. p.	R.a. p.		R.a. p.	R.a. p.	R.a. p.
28,000 5 7	28,000 5 7	28,000 5 7	...	Home Expenditure	...	34,622 8 5	34,622 8 5
41,006 3 7	41,006 3 7	41,006 3 7	...	Engineering	...	41,655 15 6	41,655 15 6
18,757 7 0	18,757 7 0	18,757 7 0	...	Locomotive	...	21,722 8 4	21,722 8 4
6,855 14 0	6,855 14 0	6,855 14 0	...	Carriage and Wagon	...	6,311 0 0	6,311 0 0
19,217 3 9	19,217 3 9	19,217 3 9	...	Traffic	...	19,961 7 10	19,961 7 10
8,956 11 0	8,956 11 0	8,956 11 0	...	Agency	...	9,917 14 0	9,917 14 0
22,098 10 4	22,098 10 4	22,098 10 4	...	Audit and Accounts	...	23,860 2 5	23,860 2 5
9,161 8 9	9,161 8 9	9,161 8 9	...	Government Auditor and his Staff	...	5,100 0 0	5,100 0 0
3,291 5 11	3,291 5 11	3,291 5 11	...	Paymaster...	...	3,425 6 0	3,425 6 0
5,318 8 2	5,318 8 2	5,318 8 2	...	Stores	...	6,455 4 0	6,455 4 0
7,083 14 5	7,083 14 5	7,083 14 5	...	Medical	...	7,174 7 7	7,174 7 7
4,251 3 1	4,251 3 1	4,251 3 1	...	Police	...	4,989 15 1	4,989 15 1
563 13 3	563 13 3	563 13 3	...	Electric Telegraph	...	581 11 3	581 11 3
1,74,607 13 7	1,74,607 13 7	1,74,607 13 7	...	Total	...	21,85,031 4 5	21,85,031 4 5

* Includes Rs. 2,825-8-6 salary of the Consulting Engineer, to the Company, London.
† Includes Rs. 3,115-9-11.
‡ Includes half the salary of
§ Each of these heads includes 1/2 of the salary
|| Each of these heads excludes the salary

17
No. XVII.

Net Revenue Account.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Guaranteed interest payable to H. H. the Nizam's Government for the half-year, as under:—				By Net Profits of the half-year.	43,426	13	6
On subscribed Capital—				By Balance being interest paid on the total Capital raised in excess of the net earnings of the Line	36,418	16	6
£2,000,000 at 5 per cent	50,000	0	0				
On Debentures—							
£1,193,820 at 4 per cent	23,876	8	0				
Sinking Fund—							
£1,193,820 at 1 per cent	5,969	2	0				
Total	79,845	10	0	Total	79,845	10	0

* Note.—The rate of conversion is taken at 1s.—2 1/2 d. per rupee being the current market rate on the 6th September 1892

No. XVII. A.
Revenue Balance Sheet.

Dr.	R.	a.	p.	Cr.	R.	a.	p.
To Net Revenue...	62,76,051	14	2	By Government for Net Profit	55,61,832	15	9
„ Advances Capital Account	40,469	9	5	„ Cash balance in hand	2,306	4	0
„ Demands payable	1,18,980	14	10	„ Banking Account—			
„ Deposits, Miscellaneous	17,626	1	3	Bank of Bengal, Hyderabad	76,111	3	0
„ „ Unpaid Wages	331	0	4	Chartered Bank of India, Australia, & China, Bombay	4,68,652	6	6
„ „ Traffic in Suspense	4,735	6	11	Suspense Account...	5,41,163	10	3
„ Fines	5,436	12	3	„ Traffic Account	45,258	13	4
„ Provident Institution	1,41,900	13	11	„ Foreign Railways...	2,62,214	4	4
				„ Chartered Bank of India, Australia and China, Bombay—	43,605	11	1
				Provident Fund...	1,11,451	3	7
				Fine Fund	5,68,102		
Total	66,05,532	9	1	Total	66,05,532	9	1

No. XV.
Statement of Audited Salaries including Allowances and Office Expenses.

No. XVIII.
Capital Balance Sheet (India.)

DR.	CR.	By Purchase of Line				By Construction Account				By Cash Balance				Grand Total			
		Rs.	a. p.	f.	s. d.	Rs.	a. p.	f.	s. d.	Rs.	a. p.	f.	s. d.	Rs.	a. p.	f.	s. d.
To London Board:—																	
Purchase of Line ...		2,30,30,381 14 11		1,861,916 18 8													
Value of Rolling Stock taken over ...		6,71,656 6 6		54,572 1 6				1,916,518 10 8									
Remittances from Board of Directors ...		80,67,170 6 4		596,701 3 4													
Homo Board, Miscellaneous ..		4,81,277 8 3		36,850 5 3													
Board of Directors, Interest on Bank Deposits ...		9,715 12 6		711 4 10													
London Account for Stores deposited from England ...		77,20,935 4 8		691,796 15 9													
To Sundry Accounts:—																	
LIABILITIES:—																	
Purchases ...		15,002 7 3		1,098 12 11													
Deposits (Security) ...		10,065 2 2		736 1 3													
Grand Total ...																	

19
Abstract of the principal commodities carried during the Half-year ending 30th June 1892.

Description of Goods.	Quantity.		Receipts.		Quantity.		Receipts.	
	1st Half of				Increase.	Decrease.	Increase.	Decrease.
	1891.	1892.	1891.	1892.				
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I. Coal and Coke (For the Public)	43,923	50,705	2,07,715	2,80,152	6,782	...	21,437	...
II. Cotton, raw	350	334	4,253	3,542	...	10	...	711
III. Cotton, Twist and Yarn—	320	336	4,213	7,107	207	...	8,254	...
1. European	334	336	4,458	4,981	2	...	623	...
2. Indian	...	...	...	...	...	...	...	...
IV. Cotton, Piece-Goods—	757	805	10,812	12,184	111	...	1,377	...
1. European	483	602	7,872	8,104	119	...	236	...
2. Indian	...	...	...	...	...	...	...	...
V. Drugs and Chemicals—	6	11	61	8	5	...	32	...
1. Intoxicating, other than opium	...	...	...	...	...	...	...	...
2. Non-intoxicating—	...	...	...	...	...	...	...	...
(a) Cinchona bark	223	195	2,611	2,374	...	28	...	241
(b) Others	...	...	...	...	...	...	...	...
VI. Dyes and Tans—	8	3	98	42	...	5	...	53
1. Indigo	100	132	472	654	32	...	371	...
2. Mordants	14	36	184	651	22	...	35	...
3. Aniline dyes	26	31	202	237	5	...	...	1,070
4. Cutch	947	876	8,654	7,381	...	71	...	295
5. Tanning bark	119	63	1,259	864	...	31	...	...
6. Others	...	...	...	...	...	...	...	...
VII. Grains—	2,405	1,151	13,018	5,804	...	1,341	...	7,118
1. Wheat	3,507	4,796	11,924	29,584	1,289	...	17,661	...
2. Rice	5,733	9,753	29,910	44,694	4,021	...	14,789	...
3. Jawari and Bajra	1,189	1,564	4,923	7,765	375	...	2,839	...
4. Gram	1,900	2,154	8,576	9,018	164	...	142	...
5. Others	...	...	...	...	...	...	...	...
VIII. Hides and Skins—	420	477	4,449	5,462	57	...	973	...
1. Hides of cattle—	56	140	329	1,034	84	...	705	...
(a) Dressed	...	...	...	...	...	...	...	...
(b) Undressed	...	...	...	...	...	...	...	293
2. Skins of Sheep, &c.—	49	20	505	212	...	29	...	764
(a) Dressed	426	532	2,504	3,271	106	...	...	...
(b) Undressed	473	559	2,208	2,471	84	...	263	...
IX. Horses and Donkeys	7	36	63	234	29	...	181	...
X. Jute—	934	832	6,851	6,024	...	101	...	629
1. Raw	31	9	165	108	...	22	...	77
2. Gunny bags and Cloth, &c.	...	...	...	...	...	...	...	...
XI. Lard	53	42	709	523	...	11	...	155
XII. Leather Manufactured	759	904	5,219	5,654	105	...	435	...
XIII. Lignors—	18	27	256	824	...	...	...	...
1. Beer	159	155	2,058	2,004	...	4	...	54
2. Wines	...	...	...	...	...	...	...	...
3. Spirits	...	...	...	...	...	...	...	...
XIV. Metals—	43	44	253	274	...	...	...	...
1. Copper, unwrought	93	164	638	744	...	...	...	...
2. Brass, unwrought	74	83	861	992	...	...	...	...
3. Brass and Copper wrought	1,025	3,950	22,159	35,545	1,455	...	13,386	...
4. Iron	19	22	234	257	...	...	...	...
5. Tin	208	157	3,533	2,185	...	...	...	1,319
6. Others	...	...	...	...	...	...	...	...
XV. Oils—	52	81	404	435	...	...	...	...
1. Castor	774	774	5,734	6,454	...	...	...	...
2. Kerosene	273	200	8,114	2,821	...	...	...	423
3. Others	...	...	...	...	...	...	...	...
XVI. Oil-seeds—	8,642	5,409	22,374	23,674	...	...	...	...
1. Linseed	16	76	91	374	...	...	...	...
2. Rape and Mustard	6,646	9,361	41,623	64,754	...	...	...	...
3. Til or Jinjili	...	...	...	...	...	...	...	...
Carried over	84,713	101,211	5,07,945	5,90,931	19,456	1,961	1,04,695	12,749

Description of Goods.	Quantity.		Receipts.		Quantity.		Receipts.	
	1st Half of				Increase.	Decrease.	Increase.	Decrease.
	1891.	1892.	1891.	1892.				
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
Brought forward	64,713	101,211	5,67,945	5,09,032	18,457	1,061	1,04,695	12,704
XVI. Oil-seeds—(contd.)	11,500	5,000	73,071	33,000	...	8,551	...	40,071
4. Castor ...	47	47	210	24	...	...	...	1
5. Poppy ...	1,794	1,922	8,504	7,904	132	...	...	612
6. Others ...	1	9	14	40	...	...	43	...
XVII. Opium	197	197	2,327	2,421	...	...	94	...
XVIII. Paper and Paste-board	...	...	...	...	...	...	...	...
XIX. Provisions—	...	...	...	...	...	...	...	...
1. Ghee ...	110	132	970	1,717	4	...	741	...
2. Dried fruits and Nuts ..	3,219	2,154	48,570	21,887	...	1,069	...	26,683
3. Green fruits and Vegetables	...	770	...	6,144	10	...	703	...
4. Others ...	1,454	819	12,915	7,177	...	...	...	...
XX. Railway Plant and Rolling Stock—	...	...	...	...	...	...	...	...
XXI.—Salt	15,231	16,357	73,590	81,084	1,326	...	7,384	...
XXII. Saltpetre	34	23	201	172	...	11	...	29
XXIII. Silk, raw—	...	...	...	...	...	...	...	...
1. Foreign	...	...	...	2	...	...	...	1
2. Indian	...	...	...	...	...	...	...	...
XXIV. Silk, Piece-Goods—	...	...	...	...	...	...	...	...
1. Foreign	...	2	4	4	...	2	...	24
2. Indian	...	...	...	...	...	...	...	...
XXV. Spices—	...	...	...	...	...	...	...	...
1. Pepper	20	17	208	170	...	3	...	38
2. Others	1,500	1,000	12,010	12,150	130	...	141	...
XXVI.—Sugar—	...	...	...	...	...	...	...	...
1. Drained	470	400	3,612	3,750	...	18	...	60
2. Undrained	1,611	1,270	15,080	10,167	...	337	...	4,913
XXVII. Stone and Lime	3,000	5,020	14,200	16,640	1,033	...	2,380	...
XXVIII. Tea—	...	...	...	...	...	...	...	...
1. Foreign	...	10	10	10	...	...	...	1
2. Indian	...	...	...	...	...	...	...	...
XXIX. Timber—	...	...	...	...	...	...	...	...
1. Firewood	3,585	4,258	9,320	10,581	400	...	1,262	...
2. Bamboo and Rafters	1,400	670	6,317	2,933	...	820	...	3,414
3. Timber	4,732	3,227	29,280	29,517	...	1,500	...	8,420
XXX. Tobacco	712	680	10,702	8,500	...	120	...	2,202
XXXI. Umbrellas	16	14	120	170	...	2	...	20
XXXII. Wool—	...	...	...	...	...	...	...	...
1. Raw	15	13	190	130	...	6	...	40
2. Piece-Goods—	...	...	...	...	...	...	...	...
(a) European	...	120	130	1,320	...	10	...	432
(b) Indian	...	...	...	1	...	...	...	...
3. Shawls	...	...	...	...	...	...	...	...
XXXIII. All other articles of merchandise—	...	...	...	...	...	...	...	...
1. Earthen-ware, Glass and Porcelain	200	220	2,500	2,500	11	...	200	...
2. Furniture and Luggage	600	600	8,000	7,000	...	20	...	300
3. Gums and Resins	50	20	600	250	...	20	...	...
4. Grass, Kibber, &c.	400	2,500	1,200	8,000	2,000	...	6,700	...
5. Military Stores	300	400	6,000	6,000	...	...	1,000	...
6. Other articles	1,500	2,000	12,100	10,200	670	...	4,077	...
Total Public Traffic	112,231	153,019	8,67,800	8,91,575	23,244	14,401	1,30,780	1,03,760
Coal for Construction	41	...	100	...	...	41	...	100
do. Revenue	10,910	8,320	22,054	22,057	...	2,110	...	314
Railway Materials for Construction*	2,025	20,920	7,400	4,610	18,895	...	...	3,285
do. do. Revenue*	77,940	80,900	12,100	23,000	3,151	...	10,751	...
Live Stock for Public	...	...	1,071	1,800	...	...	100	...
do. Military Department	...	...	...	80	...	...	870	...
Rents, Demurrage and miscellaneous	...	...	2,101	6,100	...	...	2,800	...
Total	233,041	263,750	9,15,010	9,52,042	47,200	15,621	1,45,461	1,07,535
Net Decrease	...	...	...	...	...	...	...	...
Net Increase	...	...	...	...	30,677	...	37,925	...

* Includes materials carried by ballast.

Certified that the foregoing accounts of H. H. the Nizam's Guaranteed State Railways Company, "Limited," for the half-year ending 30th June 1892 are correct, and have been prepared strictly in accordance with the orders in force.

C. HAROLD,
Government Auditor.

Dated 13th September 1892.

E. H. DWANE,

Chief Accountant and Auditor.

Dated 3rd September 1892.

Certificate respecting the Permanent-way, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, Telegraph, Fencing, &c., have, during the past half-year, been maintained in good working condition and repair.

C. B. DUNLOP, M.I.C.E.,

Resident Engineer.

Dated 20th July 1892.

Certificate respecting the Rolling Stock.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, Tools, and other Stock have, during the past half-year, been maintained in good working order and repair.

JAMES E. BERKLEY, M.I.C.E., M.I.Mech. E.

Locomotive and Carriage Superintendent.

Dated 20th July 1892.

I hereby confirm the certificates given above by the Departmental Officers.

I hereby confirm the certificates given above by the Railway Departmental Officers.

W. H. COAKER, LT. COLONEL. R. E.

Government Inspector and

Consulting Engineer for Railways, Madras.

Dated 25th July 1892.

W. PENDLEBURY,
Agent and Manager.

Dated 20th July 1892.

Analysis of the Working Results for the half-year ending 30th June 1892.

(A)—Passenger Traffic.

Corresponding previous half- year.					
353-77	Average length open	...	...	Miles	353-77
4,09,239	(1) Receipts from coaching traffic...	...	...	Rs.	4,36,070
104,445	(2) Passenger train-miles run	...	...	No.	103,213
3-92	(3) Average passenger train-mile receipts	...	...	Rs.	4-03
32,991,719	(4) Number of passengers carried one mile	{ Passengers 30,467,790 Other Coaching Receipts. 4,964,437 }		No.	35,432,277
20	(5) Average sum received for carrying a passenger one mile	...	...	Ans.	20
316	(6) Average number of passengers in a train at any one time	...	...	No.	327
82	(7) Average number of passenger trains per diem each way, supposing each train to traverse the whole line open..	...	...	"	84
515	(8) Average number of passengers passing over each mile of line daily (both ways)	...	...	"	550
6,69,532	(9) Total working expenses for both goods & passengers, deducting from them telegraph, special & miscellaneous receipts, & demurrage on goods	...	...	Rs.	672,511
2-14	(10) Average cost of running a train-mile: passengers and goods miles assumed to cost the same	...	...	"	2-14
11	(11) Average cost of carrying a passenger one mile	...	...	Ans.	10

(B)—Goods Traffic.

Corresponding previous half- year.					
353-77	Average length open	...	...	Miles	353-77
9,13,038	(1) Receipts from goods traffic, exclusive of demurrage on goods	...	...	Rs.	9,50,610
208,436	(2) Goods train-miles run	...	...	No.	206,679
4-38	(3) Average goods train-mile receipts	...	...	Rs.	4-61
21,359,135	(4) Tons of goods carried one mile	...	...	Tons	21,807,957
60	(5) Average sum received for carrying one ton one mile	...	...	Ans.	61
116-87	(6) Average number of tons in a goods train at any one time	...	...	Tons	120-33
1-63	(7) Average number of goods trains per diem each way, supposing each train to run over the whole line open	...	...	No.	1-60
380	(8) Average number of tons of goods passing over each mile of line daily (both ways)	...	...	Tons	385
6,69,532	(9) Total working expenses for both goods & passengers, deducting from them telegraph, special & miscellaneous receipts, & demurrage on goods	...	...	Rs.	672,511
2-14	(10) Average cost per train-mile: goods & passenger miles assumed to cost the same	...	...	"	2-14
29	(11) Average cost of carrying a ton of goods one mile	...	...	Ans.	23

CHIEF ACCOUNTANT AND AUDITOR'S OFFICE,

Dated 1st September 1892.

E. H. DWANE,

Chief Accountant and Auditor.

All communications
should be addressed to
the Secretary.

No. 146 R. Stat.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

To

THE Joint Secretary to the Government
of Madras, Public Works Department
Railway Branch.

Simla, the 26th April 1893.

SIR,

With reference to the Capital and Revenue Accounts of the
Bayáda Extension Railway for the half-year ended the
30th June 1892, received with your letter No. 2635 R, dated
7th November 1892, I am directed to forward 12 copies of a note
by the Director General of Railways on the accounts together with ~~Appendix~~
~~and B thereon~~, and to invite attention to the "Errors, Omissions, etc.,"
noticed at the end of the note.

I have the honour to be,

SIR,

Your most obedient Servant,

J. A. Roberts
~~Joint Secy.~~

Under Secretary.

Document accompanying.

Note by the Director General of Railways
on the Capital and Revenue Accounts of the
Bayáda Extension railway for the half-year ended
the 30th June 1892
G. O. No. 3, P. W. D. 15, 1893. Y.

259

no 2634.528 7.11.72
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Enclot (H.S.C.)

Recd. 2.5.53

B. No. 949 R 8 15 June 73.

Communicated to
 the Consulting Engineer
 for Railways with reference
 to Progs. No. 2634 R 7 7 Nov
 1892.

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DESPATCHED
 17 JUN. 93

20/11/93 17/10
 24/11/93 17/10
 24/11/93 17/10

22ND NOVEMBER 1892, No. 2810 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
 PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated 11th November 1892, No. 804.
 Note on the Capital and Revenue Accounts, Bezvada Extension Railway, for the
 half-year ended the 30th June 1892.

CAPITAL.

Statements Nos. V and VI.—The Capital expenditure for the half-year amounted to Rs. 6,299 and was incurred on "Land" (Rs. 121), "Bridgework" (Rs. 521), "Fencing" (Rs. 3,867), "Ballast and permanent-way" (Rs. 379), "Stations and buildings" (Rs. 885) and "Plant" (Rs. 526). The total Capital expenditure from the commencement of operations to the end of the half-year under review was Rs. 14,17,376, or an average of Rs. 66,017 per mile open.

REVENUE.

2. General Results.—The following table shows the general results of working:—

	First half of 1891.	First half of 1892.	Difference.	
			MILES.	PER CENT.
Mean mileage worked	MILES. 21.47	MILES. 21.47	—	—
Train mileage	11,022	10,368	— 654	— 5.75
Average number of trains over the whole line daily in both directions	NO. 2.84	NO. 2.66	— 0.18	— 6.34
Gross earnings	RS. 39,667	RS. 45,606	+ 5,939	+ 14.72
Working expenses	28,079	34,577	+ 6,498	+ 27.87
Net earnings	14,588	10,929	— 3,659	— 25.08
Percentage of working expenses to gross earnings	63.22	75.98	+ 12.76	..
Do. of net earnings on Capital outlay including suspense	1.04	0.77	— 0.27	..

3. The gross earnings per mean mile worked per week averaged Rs. 81.52 against Rs. 71.06 and were realized at a cost of 75.98 per cent. against 63.22 in the corresponding period of 1891.

4. The percentage of net earnings on Capital outlay, including suspense, was 0.77 against 1.04 in 1891, the net loss to Government being Rs. 17,305.

GROSS EARNINGS.

5. The following table shows the gross earnings for the two half-years:—

	First half of 1891.	First half of 1892.	Difference.	
			Amount.	Per cent.
Coaching	RS. 11,629	RS. 11,762	+ 133	+ 1.14
Goods	27,697	33,338	+ 5,641	+ 20.80
Electric telegraph	407	320	— 87	— 21.38
Steam boat	34	86	+ 52	+ 152.94
Sundries	..	..	..	..
Total	39,667	45,606	+ 5,939	+ 14.72

6. Abstract II—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.

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
First half of 1891	109	Rs. 147	594	Rs. 276	61,301	Rs. 10,531	62,004	Rs. 10,954
1892	120	165	675	266	62,159	10,695	62,854	11,126
Increase	11	18	81	90	858	164	850	172
Decrease	..	..	..	..	..	..	..	..

7. The fluctuations in the first and the second class traffic are very slight and call for no comment.

8. The third-class traffic showed an increase in numbers carried of 858 and in earnings of Rs. 164. This improvement occurred mainly in the traffic from Kondapalle and Bezvada to Gangeneni and between Bezvada and Yerrapoliem. The earnings from the third class contributed 96.12 of the total passenger receipts.

9. The average number of passengers in a train at any one time was 237 as against 232.

10. *Abstract I—Goods Traffic.*—The following is the summary of the tonnage of goods lifted and the earnings therefrom as compared with the corresponding period of 1891:—

	FIRST HALF OF 1891.		FIRST HALF OF 1892.	
	Quantity.	Earnings.	Quantity.	Earnings.
Merchandise, general	16,804	Rs. 21,636	17,614	Rs. 21,731
Military stores	..	..	..	..
Railway materials for construction	..	..	..	..
Coal for the public	..	..	..	..
Coal for the railway	..	..	..	..
Revenue stores	..	..	..	..
Live stock	..	..	..	..
Other goods traffic	..	..	..	..
Less outstanding irrecoverable or not recovered	..	..	..	..
Total	32,150	27,697	38,698	33,338
Total	32,160	27,697	38,698	33,338

11. The "Merchandise, general" traffic exhibited an increase, the tonnage lifted being 17,614 against 16,804 in the first half of 1891 or 11.45 per cent. more, the ton mileage 372,688 against 314,208 or 18.58 per cent. more, and the earnings Rs. 21,731 against Rs. 21,636 or .92 per cent. more. The average rate received per ton per mile was 11.20 pica against 13.16 pica.

12. The following table shows some of the principal commodities included above under the head of "Merchandise, general" carried during the two half-years under comparison:—

	FIRST HALF OF 1891.		FIRST HALF OF 1892.	
	Quantity.	Earnings.	Quantity.	Earnings.
I. Coal and coke (for the public)	..	..	..	..
VII. Grain—	..	..	..	..
(2) Rice	6,428	Rs. 6,428	13,436	Rs. 9,248
(3) Jawari and Bajra	..	..	..	..
XIV. Metals	..	..	..	..
XVI. Oil-seeds—	..	..	..	..
(2) Til or jinjili	..	..	..	..
(4) Castor	..	..	..	..
XIX. Provisions—	..	..	..	..
(2) Dried fruits and nuts	..	..	..	..
XXI. Salt	..	..	..	..
XXVI. Sugar	..	..	..	..
XXVII. Stone and lime	..	..	..	..
XXIX. Timber	..	..	..	..

13. *Coal for the Public.*—Increase of 6,937 tons and of Rs. 4,820 or 1.07 and 1.09 per cent. respectively. This was due to the heavier bookings to Bezvada.

14. *Grain—(2) Rice.*—Increase of 1,650 tons and of Rs. 1,705. This is due to the larger export of rice from Bezvada to the stations on the Nizam's State Railway.

15. *Grain—(3) Jawari and Bajra.*—Increase of 530 tons and of Rs. 844. This is due to the heavier despatches to foreign lines.

16. *Metals.*—Increase of 1,150 tons and of Rs. 590 in earnings. The development was caused by increased consignments from foreign lines to Bezvada.

17. *Oil-seeds—(3) Til or Jinjili.*—Increase of 580 tons and of Rs. 599 in earnings which were mainly due to the carriage of 607 tons from Warangal to Bezvada.

18. *Oil-seeds—(4) Castor.*—Decrease of 1,118 tons and of Rs. 1,296 in earnings. The falling off in traffic is attributed to bad crops.

19. *Provisions—(2) Dried Fruits and Nuts.*—Decrease of 1,080 tons and of Rs. 2,360 in earnings. In the down traffic to Bezvada, the decline was chiefly in tamarinds and in the up traffic from that station in cocoanuts.

20. *Salt.*—Increase of 687 tons and of Rs. 828 in earnings. The bookings from Bezvada show an increase of 691 tons and of Rs. 4,826, most of the consignments being to Warangal. Up to this station, the East Coast salt has gained ground over that from the West Coast, but it is probable that very little of the Bezvada salt passes westward of Warangal.

21. *Sugar.*—Decrease of 389 tons and of Rs. 529 in earnings. The falling off occurred principally in undrained sugar.

22. *Stone and Lime.*—Increase of 1,816 tons and of Rs. 1,720 in earnings. This is attributed to stones carried to Bezvada for the Kistna bridge from Khammamett and Kondapalli.

23. *Timber.*—Decrease of 2,266 tons and of Rs. 2,136 in earnings. This decline appears to be mainly due to the heavy customs dues charged on timber and to the lack of feeder roads rendering it practically impossible for large logs to be transported from the forests to stations.

24. *Abstract K—Sundries.*—The increase of Rs. 52 over the corresponding half of 1891 was derived from higher receipts under "Rents of refreshment-rooms and licenses for selling fruits, &c., at stations," Rs. 20; "Unpaid or unclaimed salaries," Rs. 31; and excess cost, Rs. 9; diminished by a decrease of Rs. 5 under "Rents of dwelling houses" and Rs. 3 under "Sale of unclaimed and damaged goods."

WORKING EXPENSES.

25. The working expenses of the two half-years compare as follows:—

	FIRST HALF OF 1891.		FIRST HALF OF 1892.		DIFFERENCE.	
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Amount.	Per cent.
Maintenance	Rs. 8,168	20.59	Rs. 15,615	34.31	+ 7,447	+ 81.17
Other expenses calculated on same percentage, viz., 35.71 in 1891 and 35.28 in 1892, of gross earnings of the State Railway as represents the percentage of working expenses on the gross earnings of the amalgamated undertaking	14,163	35.71	16,555	35.28	+ 1,892	+ 13.36
Five per cent. on gross earnings of the State Railway for hire of rolling-stock	1,983	6.00	2,276	6.00	+ 293	+ 14.73
Income-tax on staff employed on Bezvada Extension Railway to end of June 1892	64	0.16	71	0.16	+ 7	+ 10.94
Salary and allowances of the accountant attached to the office of Examiner, Public Works Accounts, Hyderabad, debit to this railway in accordance with Government of India Public Works Department letter, No. 35 A.B., dated 13th January 1890	701	1.76	661	1.23	- 140	- 19.97
Total	25,079	63.22	34,677	76.98	9,498	37.87

26. *Abstract A.*—The increased maintenance charges of Rs. 7,447 were mainly due to the outlay during the corresponding half-year having been reduced by the adjustment of a sum of Rs. 7,699 which was charged to Capital on account of works allocated to Revenue during 1890.

27. The cost of maintaining a single mile of track, including sidings, was 604-76 against Rs. 516-34 in the first half of 1891.

28. The charges under the other heads of working expenses aggregated Rs. 2,051 more than in the first half of 1891, which is chiefly owing to the increased gross earnings of the Extension Railway.

29. *Statement of Train Mileage No. XIV.*—The miscellaneous engine mileage was 13-27 per cent. of the total train mileage run against 4 01 per cent. in the corresponding previous half-year.

Submitted to Government for transmission to the Government of India, in continuation of this office endorsement No. 739, dated 7th October 1892.

ORDER—dated 22nd November 1892, No. 2810 R., Public Works.

Ordered to be forwarded to the Government of India and to the Secretary of State in continuation of Public Works Department endorsement No. 2635 R., dated 7th November 1892.

(Here enter No. 2811 R., Public Works, dated 22nd November 1892.)
(True Extract.)



Major, R.E.,
Offg. Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner, Public Works Accounts, Hyderabad.

To Major W.
14/11/92

RAILWAY.
Govt. of {1892} Madras.
PUBLIC WORKS.

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1767

7TH NOVEMBER 1892, No. 2634 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated 7th October 1892, No. 739.
CAPITAL and Revenue Accounts, Bezvada Extension Railway, for the half-year ended the 30th June 1892.

Brief note on the Capital and Revenue Accounts, Bezvada Extension Railway, for the half-year ended the 30th June 1892.
The following table shows the principal features of the working during the last five half-years:—

	First half of 1890.	Second half of 1890.	First half of 1891.	Second half of 1891.	First half of 1892.
Mean mileage worked	21	31	21	21	21
Gross earnings	Rs. 27,777	Rs. 36,954	Rs. 39,667	Rs. 47,701	Rs. 45,506
Working expenses	27,115	31,298	25,079	33,589	34,577
Net earnings	10,662	5,656	14,588	14,112	10,929
Gross earnings per open mile per week	69.67	66.95	73.05	86.41	83.34
Percentage of expenses to receipts	71.78	84.70	63.22	70.41	76.98
Train mileage	11,022	9,240	11,022	9,564	10,388
Gross earnings per train mile	2.427	3.999	3.999	4.987	4.381
Passenger traffic (exclusive of troops and police and season tickets)—					
Number { First class	281	157	109	155	118
Second	665	662	675	616	667
Third	64,100	71,212	59,844	63,137	60,906
Total	64,946	72,032	60,628	63,908	61,591
Receipts { First class	504	220	148	238	164
Second	298	308	267	287	262
Third	11,305	12,241	10,225	10,797	10,444
Total	12,107	12,769	10,640	11,322	10,870
Goods traffic (exclusive of railway materials, military stores, coal and revenue stores)—					
Tons lifted	18,694	13,102	15,804	15,455	17,614
Ton miles	392,637	250,714	311,298	324,394	372,689
Receipts	22,077	17,139	21,536	21,369	21,734

- The gross earnings exceeded those of the corresponding half of 1891 by Rs. 5,439 mainly on account of the increased traffic in "coal and coke for the public," "rice," and "stone and lime."
- The working expenses also increased by Rs. 9,498 owing to higher expenditure under all heads, especially that of "Maintenance," the expenses of which were nearly doubled. The percentage of expenses to receipts thus rose from 63.22 to 75.98.

Dated November, 22nd.

Recd

Aino.

G.O., 22nd Nov. 1892, No. 2810 R.

NOVEMBER.

Rs. 2805 of 22 November 92
Copy forwarded to
Rs. 2805 for information in Cal
of this office on 26th Nov 11. 92
Capital and Revenue Accounts,
Bezvada Extension Railway

Note on the — for the first-half of 1892,
ordered to be forwarded to the Government
of India and to the Secretary of State.

4. There is a small decrease of 634 in the number of train miles run compared with the number in the corresponding period of 1891, and the receipts per train mile have risen from Rs. 3.599 to Rs. 4.381.

5. The small increase of Rs. 230 in the passenger receipts is due to a slight improvement in the third-class traffic.

6. As regards the goods traffic, the receipts from "Merchandise general" have increased by Rs. 198, improvement being shown under the items "grain," "iron," "salt," and "stone and lime," while there was a falling off in the receipts from "castor-oil seeds," "dried fruits," "sugar" and "timber."

MADRAS,
29th September 1892.

(Signed) R. E. TOMLIN, Lieut., R.E.,
for Offg. Consulting Engineer for Railways.

Submitted to Government for transmission to the Government of India.

ORDER—dated 7th November 1892, No. 2634 R., Public Works.

Ordered to be forwarded to the Government of India and to the Secretary of State.

(Here enter No. 2635 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
" Examiner, Public Works Accounts, Hyderabad.

ENDORSEMENT—dated 7th November 1892, No. 2634 R., Public Works.

Forwarded.

(By Order.)

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

RAILWAY.

Govt. of {1892} Madras.
PUBLIC WORKS.

Dated November, 7th.

Recd.

Encl.

G.O. 7th Nov. 1892, Nos. 2334,
2635 R.

NOVEMBER.

Capital and Revenue Accounts,
Bezvada Extension Railway

Forwarding copy of Proceedings embody-
ing the —, with brief note thereon for the
first half of 1892.

7TH NOVEMBER 1892, No. 2634 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

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Working expenses	27,116	31,298	25,079	23,589	34,577
Net earnings	10,662	5,656	14,588	14,112	10,929
Gross earnings per open mile per week	69.67	66.95	73.06	86.41	83.34
Percentage of expenses to receipts	71.78	84.70	63.22	70.41	78.98
Train mileage	11,022 no.	9,240 no.	11,022 no.	9,664 no.	10,388 no.
Gross earnings per train mile	8.427	3.999	8.699	4.987	4.381
Passenger traffic (exclusive of troops and police and season tickets)—					
Number { First class	281	157	109	156	116
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Ton miles	392,637	250,714	314,293	324,394	372,688
Receipts	22,077	17,139	21,636	21,369	21,736

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MADRAS,
29th September 1892.

(Signed) R. E. TOMLIN, Lieut., R.E.,
for Offg. Consulting Engineer for Railways.

Submitted to Government for transmission to the Government of India.

ORDER—dated 7th November 1892, No. 2634 R., Public Works.

Ordered to be forwarded to the Government of India and to the Secretary of State.

(Here enter No. 2635 R., Public Works, dated 7th November 1892.)

(True Extract.)

Major, R.E.,
Offg. Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways. ✓
" Examiner, Public Works Accounts, Hyderabad. *Abul*
5/11/92 R.C.S.R.

Exd. J. Henricus.
Spare Copies

1620

RAILWAY.

Govt. of Madras.
PUBLIC WORKS.

Dated November, 7th.

Recd.

Encl.

G O. 7th Nov. 1892, No. 2334 R.

NOVEMBER.

No 2668 of 11th November 92

Copies forwarded

to Mr. S. R. Govindarajan

11/11/92

54 Capital and Revenue Accounts,
Bezvada Extension Railway

Ordered that the — for the first half of
1892, with a brief note thereon, be forwarded
to the Government of India and to the
Secretary of State.