

Public Works (1895) Department

RAILWAY BRANCH.

G.O., No. 473-6A

DATED 26th July

[Despatch Abstract.]
South Indian Railway. — Ordered that the list of sanctioned & unsanctioned works to accompany the Capital Budget Estimate —, for 1895-96 be forwarded to the Govt of India.

Forwarding Pros: embodying the list of sanctioned & unsanctioned works to accompany the Capital Budget Estimate — for 1895-96.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

2ND APRIL 1895, No. 230 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Agent, South Indian Railway, dated 30th March 1895, No. 298.

ABSTRACT.—Requesting sanction for the proposed alteration in the timing of the train service on the Tanjore-Negapatam section.

[Statement.

ENCLOSURE.

SOUTH INDIAN RAILWAY.

Present and proposed timing of the passenger train service on the Négapatam branch.

Stations.	No. 216 train.				No. 148 train.				No. 2 train.				No. 156 train.			
	Present.		Proposed.		Present.		Proposed.		Present.		Proposed.		Present.		Proposed.	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Tanjore J.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kaliyamangalam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ammapet	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Nidamangalam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Koradachéri	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kulikkurái	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tiruvallur J.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kivallur	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kikkil	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Négapatam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Stations.	No. 141 train.				No. 43 train.				No. 153 train.			
	Present.		Proposed.		Present.		Proposed.		Present.		Proposed.	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Négapatam	..	..	..	..	..	..	..	..	..	..	..	..
Sikkil	..	..	..	..	..	..	..	..	..	..	..	..
Kivallur	..	..	..	..	..	..	..	..	..	..	..	..
Tiruvallur J.	..	..	..	..	..	..	..	..	..	..	..	..
Kulikkurái	..	..	..	..	..	..	..	..	..	..	..	..
Koradachéri	..	..	..	..	..	..	..	..	..	..	..	..
Nidamangalam	..	..	..	..	..	..	..	..	..	..	..	..
Ammapet	..	..	..	..	..	..	..	..	..	..	..	..
Kaliyamangalam	..	..	..	..	..	..	..	..	..	..	..	..
Tanjore	..	..	..	..	..	..	..	..	..	..	..	..

ORDER—dated 2nd April 1895, No. 230 R., Public Works.

Approved.

(True Extract.)

Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent, South Indian Railway.
" Examiner, Guaranteed Railway Accounts.
" Postmaster-General, Madras.
" Inspector-General, Railway Mail Service in India.
" Director-General of the Post Office in India.
" Revenue Department.
" Chairman, Chamber of Commerce.

Exd. C. A. Muniasawmy.
Spare Copies

The proposed alteration in the timing of the train service on the Tanjore-Negapatam section, —, approved.

[Signature]

J. H. McNeill
30/3/95 for Agent
S. I. R.

RAILWAY BRANCH

READ the following

Approved.

2048
2/4/98
JP

Copied

Please send me
 information to the

The Agent S. J. Ry has copy of A. deshd. in 2/4/58

- 6 - Exhibits, Ams.
- 7 - Protestant Church of India
- 8 - Inspector General of Police Service in India
- 9 - Director General of Police Service in India
- 10 - Revenue Department
- 11 - Chambers of Commerce

No 230. R. dated 2.4.95

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

7TH FEBRUARY 1895, No. 66 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

READ—again the following papers:—

Proceedings of Government, dated 23rd August 1894, No. 444 R.
From the Agent, South Indian Railway, dated 28th January 1895, No. 93.

VILLUPURAM-DHARMAVARAM RAILWAY.

PROPOSITION statement of Establishment for 1894-95.

1894-95.		1894-95.		Designation.	Monthly off- ce.	of	Present scale— <i>vide</i> Madras G.O., No. 444 R., dated 23rd August 1894.				Proposed scale for 1894-95.					
		Per mensem.	Per annum.				Distribution of charges.			Per mensem.	Per annum.	Distribution of charges.				
							Capital.	Rev- enue.	Total.			Capital.	Rev- enue.	Total.		
..	1	Accountant	..	..	..	..	..	..	..	..	..	78	78	..	78	
		<i>Office.</i>														
				Under												
1	1	Accounts Clerk	..	Rs. 100	..	..	675	675	..	675	Under	Rs. 100	900	900	..	900
5	5	Clerks	..	Do.	..	..	1,860	1,860	..	1,860	Do.	1,595	1,595	..	1,595	
2	2	Moochies and Peons	..	Do.	..	..	168	168	..	168	Do.	144	144	..	144	
		Travelling allowances	..	..	..	..	50	50	..	50	..	15	15	..	15	
		Office expenses	..	..	..	..	147	147	..	147	..	168	168	..	168	
		Total	..	..	..	..	2,900	2,900	..	2,900	..	2,900	2,900	..	2,900	

26th January 1895.

(Signed) T. H. LEMESURIER,
for Agent, South Indian Railway.

(Signed) **W. CHAS. CAVE BROWNE,**
for Chief Auditor, South Indian Railway.

ORDER—dated 7th February 1895, No. 66 R, Public Works.

The increase of Rs. 84 under "Audit and Accounts" in the Capital establishment rolls of the Villupuram-Dharmavaram Railway, for 1894-95, proposed in excess of the provision, viz., Rs. 2,816 made in the revised estimate, is sanctioned.

(True Extract.)

Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent, South Indian Railway.
 „ Examiner, Railway Accounts, Madras.

Exd. C. M. Brisson.
Spare Copies

RAILWAY.

Gobt. of {1895} Madras.

PUBLIC WORKS.

Dated February, 7th.

Recd.

Encl.

G.O., 7th Feb. 1895, No. 66 R.

FEBRUARY,

Villupuram-Dharmavaram
Railway

The increase of Rs. 84 per mensem under
"Audit and Accounts" in the Capital esta-
blishment rolls of the — for 1894-95, sanc-
tioned.

1894-95

1894-95

Number	Designation	Remarks
	<u>Audit and Accounts</u>	
1	Accountant.	8
	Office.	
1	Accounts Clerk	5
5	Clerks	265
2	Messengers & Peons	24
	Travelling Allowance	35
	Office Expenses	
		24 324

16 1/2

21 1/2

Wm. Carr Brown
Chief Auditor,

S. J. B.
H. J. B.

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated February, 7th.

Recd.

Encl.

G.O., 7th Feb. 1895, No. 66 R.

FEBRUARY,

**Villupuram-Dharmavaram
Railway**

The increase of Rs. 84 per mensem under
"Audit and Accounts" in the Capital esta-
blishment rolls of the — for 1894-95, sanc-
tioned.

Enclosure to A's 97 7 28/1/95

Enclosure to A's 97 7 28/1/95

2

No. 93

South Indian Railway Co., Ltd.,

AGENT'S OFFICE,

TRICHINOPOLY, 28th January 1895.

From

The AGENT,

SOUTH INDIAN RAILWAY,

Vide G.O. No 66.R

7.2.95

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sr.

It having become necessary to revise, as regards the provision for Audit and Accounts, the Capital Establishment Rolls embodied in Government Order No 444 of the 23rd of August 1894, I have the honor to forward herewith a revised Proposition Statement, and to request the favor of sanction being accorded to the same.

I have the honor to be
Sir

Your most Obedt Servant

William Dutt

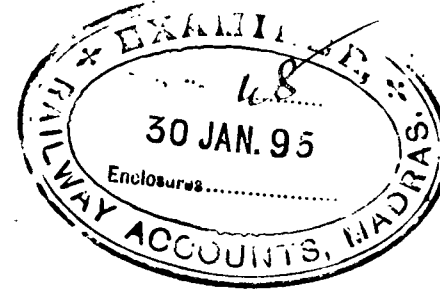
Agent

one enclosure.
by R. J. Pearce

44

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 29th January 1895.



No. 310

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 93, dated 28th January 1895, forwarded to the Examiner of Railway Accounts, for favourable remarks.

C. M. S. 29.
for E.R.

EXAMINER'S REPLY.

It should be pointed out to the Agent, that the statement should have been seen and checked by Examiner, Ry. accts. Trichy.

2. The proposed ~~is~~ in excess of the provision viz Rs 2.816 made in the revised estimate for audit & accounts; Agent's attention should be drawn to this and he should be instructed to increase the provision in the estimate to be submitted shortly.

3. As the revised scale is not in excess of

ER proposed as per 3. 2 1/2

Sanctioned - under the act of 1894

Dated
Received

}

No.

189

ENCLOSURE.

To

THE CONSULTING ENGINEER FOR

RAILWAYS,
Madras.

From
THE AGENT,

South Indian Railway,
Trichinopoly.

432

of the existing one nor in excess
of the Budget estimate for 1894-95,
it may be sanctioned by the local
Government and recorded at next
official Meeting.

2. 2. 95.

Alpant
offr. C.H.
AK

Form No. 7.

MADRAS, 7th February 1895.

To

Agent, S. I. R.

No. 438 Reply No. , dated

SIR,

Reminders.

With reference to your
letter No. 93 of 25th January 1895,
I have the honor to forward
herewith G. O. No. 66. R of 7th
February 1895. sanctioning the
increase of Rs 84 under
'Audit and Accounts' in
Capital Establishment roll
of the Villupuram Dharma
swaram Railway for 1894-95
and to inform ^{you} that such
statements should, before
submission to this Office, be
checked by the Examiner
Railway Accounts, Trichy.
2. As the proposal is in
view of the provision viz-
Rs 2816 made in the revised
estimate under 'Audit & Accts',
the

Subject.

the amounts provided in the Preliminary issue of the revised estimate ^{for 1894-95} forwarded with your No: 116 of 2nd Feb 1895 have been altered as under:-

Stores from ^{Rs} 1832 to ^{Rs} 1748
Audit ^{by} - a 2016 to 2900
ants }

your office copy should be corrected accordingly.

3. This sanction should be recorded at the next offl meeting.

2048
5/12/95

MM

No 66.R, dated 7th February 1895.
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

again
Read the following

Proceedings of Government No: 444 R dated
23rd August 1894.

Letter from the Agent S.P.R. H. S. No: 93 of 28th January 1895.

The increase of Rs 84/
~~provision~~ under "Audit
and Accounts" in the
Capital Establishment
rolls of the Villupuram
Sharmanaram Railway
^{proposed}
for 1894-95, in excess of the
provision viz Rs 2016 made
in the revised estimate
~~provision~~ is sanctioned.

The Agent S.P.R. (Ind. Est.)
Examine Rs anti. funds

2048
5/12/94

MM & R
5-2-95

2048
5/12/94

23RD AUGUST 1894, No. 444 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Agent, South Indian Railway, to the Consulting Engineer for Railways,
dated Trichinopoly, 9th August 1894, No. 823.

Referring to the Capital establishment rolls for 1894-95 embodied in Madras
G.O., No. 1437 R., dated 12th December 1893, I have the honour to inform you that
it has been found necessary to revise these as detailed in the accompanying proposi-
tion statement to which it is requested sanction may be accorded.

2. The statement has been duly scrutinised by the Government Examiner of
Railway Accounts here.

No 66. R dated 7.2.95

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1408	R.	2-12-93				
	80	R	6-2-94				

[illegible]

3. The necessary provision for the excess amount has been made in the revised estimate for 1894-95.

ENCLOSURE.

MAYAVARAM-MUTTUPET RAILWAY.

Revised proposition statement of Mayavaram-Muttupet Railway for 1894-95.

Number.	Sanctioned, 1894-95.	Designation.	Monthly salary of office.	Present scale—Madras G.O. No. 80 R. of 6th February 1894.				Proposed scale.			
				Per mensem.	Per annum.	Capital.	Revenue.	Total.	Per mensem.	Per annum.	Distribution of charges.
											Capital. Revenue. Total.
1. DIRECTION OR GENERAL OFFICE ESTABLISHMENT.											
7	7	Clerks	Under Rs. 100	210	1,470	1,470	..	1,470	179	2,093	2,093
8	8	Draftsmen	Do.	250	1,750	1,750	..	1,750	207	2,455	2,455
2	2	Peons	..	14	98	98	..	98	12½	150	150
		Office Expenses	..	50	350	350	..	350	10	120	120
		Total, Direction	..	524	3,668	3,668	..	3,668	408½	4,818	4,818
2. ENGINEERING OFFICE ESTABLISHMENT.											
1	1	Executive Engineer, 2nd grade	Rs. 850	850	850	850	..	850	850	192	192
Subordinates.											
Upper Subordinates.											
2	2	Supervisors, 1st and 2nd grades	Rs. 101 to 200	326	1,226	1,226	..	1,226	343	3,247	3,247
1	1	Overseer, 1st grade	Rs. 100 & under.	100	100	100	..	100	100	907	907
3	3	Temporary Subordinates	..	250	75	750	..	750	250	987	987
		Total	..	676	2,076	2,076	..	2,076	693	5,141	5,141
Lower Subordinates.											
7	7	Temporary Lower Subordinates	Rs. 100 & under.	220	920	920	..	920	215	664	664
		Total, Subordinates	..	896	2,996	2,996	..	2,996	908	5,805	5,805
Office Establishment.											
1	1	Accountant	Under Rs. 100	70	70	70	..	70	80	960	960
12	12	Clerks	Do.	335	1,625	1,625	..	1,625	365	2,937	2,937
2	2	Draftsmen	Do.	75	345	345	..	345	75	345	345
3	3	Cashiers	Do.	140	440	440	..	440	140	440	440
31	31	Lascars, Dek runners, watchmen, sweepers and Police guards	Do.	443	1,030	1,030	..	1,030	196	1,487	1,487
		Total	..	1,062	3,510	3,510	..	3,510	856	6,169	6,169

2	2	Depot storekeepers	Under Rs. 100	80	320	320	..	320	80	730	730
3	3	Storekeepers	Do.	85	265	265	..	265	85	165	165
3	3	Clerks	Do.	45	45	45	..	45	20	20	20
18	18	Lascars and watchmen	Do.	128	428	428	..	428	98	612	612
		Travelling allowances	..	10	70	70	..	70	23	97	97
		Office expenses	..	20	140	140	..	140	20	240	240
		Total, Stores	..	366	1,266	1,266	..	1,266	327	1,864	1,864
4. AUDIT AND ACCOUNTS OFFICE ESTABLISHMENT.											
1	1	Accountant, 3rd grade	Rs. 100 to 200	220	1,960	1,960	..	1,960	183½	1,969	1,969
6	6	Clerks	Under Rs. 100	185	2,220	2,220	..	2,220	185	2,220	2,220
1	1	Peon	Do.	7	84	84	..	84	7	84	84
		Travelling allowances	..	4½	50	50	..	50	4½	50	50
		Pension and leave contributions	..	19	228	228	..	228	17	203	203
		Office expenses	..	13½	158	158	..	158	13½	158	158
		Total, Audit and Accounts	..	448½	4,700	4,700	..	4,700	389½	4,684	4,684
5. MEDICAL AND SANITATION OFFICE ESTABLISHMENT.											
1	1	Apothecary	Under Rs. 100	..	..	..	..	..	50	50	50
3	3	Lascars, sweepers and watchmen	Do.	..	..	..	..	..	17	17	17
		Travelling allowances	..	..	..	..	..	..	1	1	1
		Office expenses	..	..	..	..	..	..	10	10	10
		Total, Medical and Sanitation	..	..	..	..	..	..	78	78	78

D. LOGAN,
Chief Engineer.

W. C. C. BROWNE,
for Chief Auditor.

W. S. BETTS,
Agent.

TRICHINOPOLY,
5th November 1894.

ABSTRACT.

Sub-head of establishment,	Present scale, 1894-95.	Proposed scale, 1894-95.	Distribution.			
			Capital.		Revenue.	
			Present, 1894-95.	Proposed, 1894-95.	Present, 1894-95.	Proposed, 1894-95.
	RS.	RS.	RS.	RS.	RS.	RS.
Direction or General	3,668	4,818	3,668	4,818	..	..
Engineering	10,610	16,651	10,610	16,651	..	..
Locomotive	..	..	..	..	..	..
Traffic	..	..	..	..	..	..
Stores	1,266	1,864	1,266	1,864	..	..
Audit and Accounts	4,700	4,684	4,700	4,684	..	..
Medical and Sanitation	..	78	..	78	..	..
Total ..	20,244	28,095	20,244	28,095	..	..

Certified that the proposed scale for 1894-95 will not exceed the amount provided in the revised estimate for the sub-head "Salaries and allowances" under XII General charges, but is Rs. 7,851 in excess of the provision for general charges in the budget for 1894-95.

(Signed) E. A. LEE,
Examiner of Railway Accounts.

ORDER—dated 7th February 1895, No. 65 R., Public Works.

The revised capital establishment rolls, Mayavaram-Muttupet Railway, for the year 1894-95 amounting to Rs. 28,095, or Rs. 7,851 in excess of the budget provision, is approved, the necessary provision having been made in the revised estimate.

(True Extract.)

Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent, South Indian Railway.
„ Examiner, Railway Accounts, Madras.
„ Financial Department.
„ Accountant-General, Madras.

RAILWAY.

Gobt. of {1895} Madras.

PUBLIC WORKS.

Dated February, 7th.

Recd.

Encl.

G.O., 7th Feb. 1895, No. 65 R.

FEBRUARY.

Mayavaram-Muttupet Railway

The revised capital establishment rolls
for the — for 1894-95, approved.

Propositionary for 1894-95

Number.		Designation	Proposed scale 1894-95				
1893-94	1894-95		Per mensem	Per annum	Distribution of charges		
					Capital	Revenue	Total
		1. <u>Direct</u>					
7	7	Clerks	210	1470	1470	a	1470
9	9	Draftsmen.	250	1750	1750	u	1750
2	2	Peons	14	98	98	a	98
		Office Expenses.	50	350	350	u	350
			524	3668	3668	u	3668
		2. <u>Engi</u>					
1	1	Executive Engineer	850	850	850	a	850
1	1	Temporary Engineer	u	u	u	u	u
			850	850	850	a	850
		<u>Suba</u>					
		<u>Upper S</u>					
4	2	Superintendents 1st grade	326	1226	1226	u	1226
5	1	Overseers 1st grade	100	100	100	a	100
1	u	Temporary Subordinate	u	u	u	u	u
4	3	Temporary Subordinate	250	750	750	u	750
			676	2076	2076	u	2076
		<u>Lower</u>					
8	7	Temporary Subordinate	220	920	920	a	920
			896	2996	2996	u	2996

[illegible]

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

—

Exd. C. A. Munisawmy.
Spare Copies

G.O.

RAILWAY.

Govt. of {1895} Madras.
PUBLIC WORKS.

Dated March, 28th.

Recd.

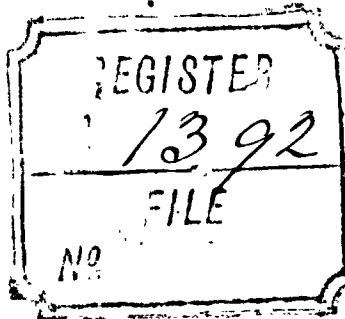
Encl.

G.O., 28th March 1895, Nos. 214,
215 R.

MARCH.

Madras Railway

Forwarding Proceedings of Government
embodying the analysis of working of the
— for the half-year ended the 31st Decem-
ber 1894.



(C. 3.)

500-20-1-53.

Madras Railway Company,
AGENT & MANAGER'S OFFICE,
Madras,

From

THE AGENT AND MANAGER,
M. R. Co.

To

The Consulting Engineer
for Railways,
Madras.

Dated 26th } March 1895.
Received 27/3/95 }
Hyl S

No. 4693

295

The undersigned has the honor to forward
herewith 30 copies of the Analysis
of Working of the Madras -
Railway for the half year ended
the 31st December 1894.

Amis S M V
Agent and Manager.

Madras Railway Company.

ANALYSIS OF WORKING

FOR THE

Half-Year ending 31st December, 1894.

VEST AND COMPANY, PRINTERS, MADRAS.

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MADRAS RAILWAY COMPANY.

Analysis of Working for the Half-year ended 31st December, 1894.

Progressive Number.	HEADINGS.						REMARKS.	
No. I.								
DESCRIPTION OF RAILWAY WORKED.								
						Ft. In.		
1	Gauge of Railway	...	...	...	Miles	5 6		
2	Mean mileage worked	...	...	...	No.	* 849.225		
3	Number of Stations	...	...	...		* 148		
4	Total length of the following gradients:—					Miles	Nil.	
	(a) $\frac{1}{80}$ and less	...	...	...	"	* 22.64		
	(b) $\frac{1}{80}$ to $\frac{1}{60}$...	...	...	...	"	* 50.13		
	(c) $\frac{1}{60}$ to $\frac{1}{40}$...	...	...	...	"	* 197.46		
	(d) $\frac{1}{40}$ to $\frac{1}{20}$...	...	...	...	"	* 124.10		
	(e) $\frac{1}{20}$ to $\frac{1}{10}$...	...	...	...	"			
5	Steepest gradient worked—					Miles	0.80	
	(a) Length	...	...	...	...	1 in 60		
	(b) Inclination	...	...	...	...			
No. II.								
FINANCIAL RESULTS.								
6	Percentage of net earnings (including Steam-boat traffic) on Capital outlay					Per cent.	2.04	Excluding £12,014-1-4. Capital not bearing interest.
7	Percentage of net earnings on paid up capital					"	2.04	
No. III.								
OUTLAY, EARNINGS AND EXPENSES.								
(Exclusive of Steam-boat Service.)								
8	Capital outlay per mile open	...	...	...	Rs.	1,40,298		
9	Total earnings per mile open per week	...	...	...	"	235.89		
10	Total working expenses per mile per week	...	...	...	"	123.35		
11	Total earnings per train-mile	...	...	...	"	4.171		
12	Total working expenses per train-mile	...	...	...	"	2.181		
13	Net earnings per train-mile	...	...	...	"	1.990		
14	Cost per 1,000 gross ton-miles moved (freight and dead weight)					"	7.63	
15	Percentage of total working expenses upon total earnings					Per cent.	52.29	
16	Percentage of total working expenses upon total earnings, excluding from both sides of the account the charges for carriage of revenue stores...					"	51.75	
(Inclusive of Steam-boat Service.)								
17	Percentage of total working expenses on total earnings (for details, see Table No. VII)					"	52.29	
No. IV.								
DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.								
18	Total Working Expenses for both coaching and goods traffic, excluding Steam-boat expenses, and after deducting telegraph and sundry receipts and leaving only the balance of payments to other lines for mileage, &c.					Rs.	26,19,581	
	Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load).							
19	Coaching	...	...	...	"	9,87,064		
20	Goods	...	...	...	"	16,32,517		

• Include Kolar Gold Fields Railway.

* Include Kolar Gold Fields Railway.

ANALYSIS OF WORKING For the Half-year ended 31st December, 1894.

Progressive Number.	HEADINGS.	REMARKS.
No. V.		
COACHING TRAFFIC.		
GROSS RECEIPTS AND TRAIN-MILEAGE—		
21	Receipts from coaching traffic Rs.	20,99,202
22	Coaching train-miles run No.	650,212
23	Average coaching receipts per train-mile Rs.	3.23
UNITS AND UNIT MILEAGE—		
Number of units carried one mile—		
24	1st Class Unit miles	1,647,511
25	2nd " "	3,838,174
26	3rd or Intermediate class ... .. "	.....
27	4th or Lowest " ... .. "	.....
28	Total passenger unit mileage "	188,520,714
29	Other coaching traffic Ton-miles	194,056,399
		1,828,226
Average sum received for carrying a unit one mile—		
30	1st Class Pies	10.42
31	2nd " "	5.19
32	3rd or Intermediate class ... .. "	.....
33	4th or Lowest " "	1.64
34	Average for all classes "	1.78
35	Other coaching traffic per ton-mile "	31.32
Average number of units in a train—		
36	1st Class No.	2.53
37	2nd " "	5.98
38	3rd or Intermediate class ... .. "	.....
39	4th or Lowest " "	289.94
40	Total passenger units "	298.45
41	Other coaching traffic Tons	2.81
VEHICLES AND VEHICLE MILEAGE—		
Number of coaching vehicles hauled one mile—		
42	1st Class Vehicle miles	910,982
43	2nd " "	953,401
44	3rd or Intermediate class ... .. "	.....
45	4th or Lowest " "	6,357,937
46	Other vehicles "	738,781
47	Brake Vans ... .. "	.....
48	Total "	8,961,101
Average number of vehicles in a coaching train—		
49	1st Class No.	1.40
50	2nd " "	1.47
51	3rd or Intermediate class ... .. "	.....
52	4th or Lowest " "	9.78
53	Other vehicles "	1.13
54	Brake Vans... .. "	.....
55	Total "	13.78
Average earnings per coaching vehicle per mile—		
56	1st Class Pies	18.85
57	2nd " "	21.17
58	3rd or Intermediate class ... .. "	.....
59	4th or Lowest " "	48.51
60	Other vehicles "	77.52
Carrying capacity hauled one mile (excluding brakes)—		
61	1st Class Seats	9,439,010
62	2nd " "	18,832,660
63	3rd or Intermediate class ... .. "	.....
64	4th or Lowest " "	324,318,366
65	Other vehicles Tons.	2,802,428
Percentage of freight upon capacity hauled—		
66	1st Class Per cent.	17.45
67	2nd " "	20.65
68	3rd or Intermediate class... .. "	.....
69	4th or Lowest " "	58.13
70	Other vehicles "	65.24

ANALYSIS OF WORKING For the Half-year ended 31st December, 1894.

Progressive Number.	HEADINGS.	REMARKS.
WEIGHT OF TRAIN AND TON-MILEAGE—		
Gross ton-mileage of all coaching trains—		
71	Freight Ton-miles.	13,615,274
72	Dead weight "	115,909,377
73	Total "	129,524,651
Average weight of a coaching train—		
74	Freight Tons.	20.94
75	Dead weight "	178.26
76	Total "	199.20
COST OF WORKING AND PROFITS—		
77	Average cost of hauling a coaching train one mile ... Rs.	1.52
78	Average cost of hauling a coaching vehicle with its load one mile ... Pies.	21.15
Average cost of hauling a coaching unit one mile—		
79	Per passenger unit Pies.	.89
80	Other traffic per ton "	9.12
81	Average profit on working a coaching train one mile... Rs.	1.71
Average profit on working a coaching vehicle one mile—		
82	1st Class Pies.	MINUS 2.30
83	2nd " "	.02
84	3rd or Intermediate class ... .. "	.....
85	4th or Lowest " "	27.36
86	Other vehicles "	56.37
Average profit on working a coaching unit one mile—		
87	Per passenger unit Pies.	.89
88	Other traffic per ton "	22.20
No. VI.		
GOODS TRAFFIC.		
GROSS RECEIPTS AND TRAIN-MILEAGE—		
89	Receipts from goods traffic Rs.	29,75,904
90	Goods train-miles run No.	583,876
91	Average goods receipts per train-mile Rs.	5.10
UNITS AND UNIT MILEAGE—		
92	Tons of goods carried one mile Ton-miles.	67,058,462
93	Average sum received for carrying a ton one mile ... Pies.	8.52
94	Average number of tons in a train Tons.	114.85

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ANALYSIS OF WORKING
For the Half-year ended 31st December, 1894.

Progressive Number.	HEADINGS.	REMARKS.
	VEHICLES AND VEHICLE MILEAGE—	
	Number of goods vehicles hauled one mile—	
95	Loaded <i>Vehicle miles</i>	10,873,000
96	Empty	2,451,585
97	Brake Vans	2,487,897
98	Total	15,812,482
	Average number of vehicles on a goods train—	
99	Freight vehicles <i>No.</i>	22.82
100	Brake Vans	4.26
101	Total	27.08
102	Average earnings per goods vehicle per mile (excluding brakes) <i>Pies.</i>	42.88
103	Carrying capacity hauled one mile (excluding brakes) <i>Tons.</i>	146,611,676
104	Percentage of freight upon capacity hauled <i>Per cent.</i>	45.74
105	Average load of a goods vehicle (including both loaded and empty) <i>Tons.</i>	5.03
106	Average load of a loaded goods vehicle	6.17
	WEIGHT OF TRAIN AND TON-MILEAGE—	
	Gross ton-mileage of all goods trains—	
107	Freight <i>Tons.</i>	67,058,462
108	Dead weight	147,163,907
109	Total	214,222,369
	Average weight of a goods train—	
110	Freight <i>Tons.</i>	114.85
111	Dead weight	252.05
112	Total	366.90
	COST OF WORKING AND PROFIT—	
113	Average cost of hauling a goods train one mile <i>Rs.</i>	2.80
114	Average cost of hauling a goods vehicle with its load one mile <i>Pies.</i>	23.52
115	Average cost of hauling a goods unit (<i>viz.</i> , one ton) one mile	4.67
115A	Do. do. do. do. including interest on capital expended on open line, &c.	10.05
116	Average profit on working a goods train one mile <i>Rs.</i>	2.30
117	Average profit on working a goods vehicle with its load one mile <i>Pies.</i>	19.36
118	Average profit on working a goods unit (<i>viz.</i> , one ton) one mile	3.85

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ANALYSIS OF WORKING
For the Half-year ended 31st December, 1894.

Progressive Number.	HEADINGS.	REMARKS.
	No. VII.	
	DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.	
	<i>Percentage to Total Earnings—</i>	
119	Coaching Traffic <i>Per cent.</i>	40.78
120	Goods Traffic	57.82
121	Sundries, including telegraph	1.40
122	Steam-boat Earnings	...
	Total Earnings	100.00
	<i>Percentage of Working Expenses upon Total Earnings—</i>	
123	Maintenance <i>Per cent.</i>	11.45
124	Locomotive Expenses	18.81
125	Carriage and Wagon Expenses	6.63
126	Traffic Expenses	8.22
127	General Charges	5.43
128	Miscellaneous Charges	1.75
129	Steam-boat Expenses	...
	Total Working Expenses	52.29
130		

ANALYSIS OF WORKING

For the Half-year ended 31st December, 1894.

No. VIII.—WORKING EXPENSES.

TABLE A.

Maintenance of Way, Works and Stations.

REFERENCE TO REVENUE ACCOUNT.		Progressive number in analysis.	DETAILS.	Per mile of line maintained.	Per mile of track, including sidings.	Per total train-mile.	Per 1,000 gross ton-miles.
Table and main head.	Sub-head.			† (849·22)	† (1,029·84)	† (1,251,910)	* (346,943,507)
IF DONE DEPARTMENTALLY.	IX (A)	...	General Superintendence—	Rs.	Rs.	As.	Rs.
	1	1 & 2	Engineers' salaries and allowances ...	69·70	57·43	·76	·17
	3	3 to 5	Subordinate Superintendents' salaries and allowances, including overtime ...	46·16	38·06	·50	·11
	6	6	Office expenses ...	40·00	32·98	·43	·10
		131	Total...	155·86	128·52	1·69	·38
	2	1	Maintenance and Renewal of Permanent-way—				
	2	2	Wages ...	171·28	141·24	1·86	·42
			Materials ..	91·04	75·08	·99	·22
		132	Total...	262·32	216·32	2·85	·64
	3	1	Repairs of Bridges, &c.—				
	3	2	Wages and Materials—				
			Bridges and tunnels ...	10·86	8·95	·12	·02
			Miscellaneous ..	47·74	39·37	·52	·12
		133	Total...	58·60	48·32	·64	·14
	3(A)	...	Conservancy of Rivers ...	...	...	...	...
	4	1	Repairs of Stations and Buildings—Wages and Materials—				
	4	2	Repairs of all, except staff quarters ...	86·73	71·52	·94	·21
			Repairs of staff quarters ...	17·93	14·78	·19	·05
		135	Total...	104·66	86·30	1·13	·26
	5	1	Maintenance by Contract—				
	5	2	Amount paid to contractors ...	...	...	...	...
			Materials supplied by the Railway ...	...	...	...	...
			Total...	...	...	...	...
	6	..	New Minor Works ...	14·82	12·22	·16	·04
	7	1	Unclassified Expenditure—				
		2	Plantations ...	1·57	1·29	·02	...
		3	Tools and Plant ...	2·42	1·99	·03	·01
		4	Loss by exchange ...	74·74	61·64	·81	·18
		5	Loss on stores, &c. ...	...	...	...	...
			Freight on stores ...	27·89	23·00	·30	·07
			Total...	106·62	87·92	1·16	·26
			Total, Heads 5, 6 and 7 ...	121·44	100·14	1·32	·30
			Less Credits ...	...	...	...	...
	136	...	Net Total, other charges ...	121·44	100·14	1·32	·30
	137	...	Total Maintenance...	702·88	579·60	7·63	1·72

* Madras Railway ... 343,747,020
Kolar Gold Fields Railway ... 3,196,487

† Include Kolar Gold Fields Railway.

ANALYSIS OF WORKING

For the Half-year ended 31st December, 1894.

No. VIII.—WORKING EXPENSES.

TABLE B.

Locomotive Expenses.

REFERENCE TO REVENUE ACCOUNT.		Progressive number in analysis.	DETAILS.	Per Total train-mile.	Per engine mile.	Per 1,000 gross ton-miles.
Table and main head.	Sub-head.			† (1,251,910)	† (1,476,121)	† (346,943,507)
IF DONE DEPARTMENTALLY.	IX (B)	...	General Superintendence—	As.	As.	Rs.
	1	1 & 2	Salaries of superintendents and assistants, including allowances ...	·20	·16	·05
	3	3 to 5	Do. of subordinate do. including do. ...	·36	·31	·08
	6	6	Office expenses ...	·23	·20	·05
		133	Total...	·79	·67	·18
	2	1	Running Expenses—			
	2	2	Wages of drivers and firemen, including overtime...	1·97	1·67	·44
			Fuelling, cleaning and looking after engines ...	·31	·27	·07
			Contingent expenses ..	...	...	...
		133	Total...	2·28	1·94	·51
	3	1 to 4	Fuel—(In terms of Kurhurbaree Coal).	lbs.	lbs.	lbs.
			Average quantity consumed ...	45·77	38·82	165·16
			Average price per ton Rs. 14·78	As.	As.	Rs.
			Do. cost ...	4·83	4·10	1·09
	4	...	Water—(including wages and stores.) ...	·16	·13	·03
	5	...	Oil, Tallow and other Stores ...	·23	·19	·05
	6	1 & 2	Maintenance and Renewals of Engines—			
	6	3	Wages, including overtime ...	1·81	1·53	·41
			Materials ...	1·41	1·20	·32
		143	Total...	3·22	2·73	·73
	6a	1 & 2	Maintenance and Renewals of Machinery—			
	6a	3	Wages, including overtime ...	·06	·05	·02
			Materials ...	·01	·01	...
		143a	Total...	·07	·06	·02
	7	...	New Minor Works—	...	...	...
	8	...	Payments to other Lines—	...	...	...
	9	1	Unclassified Expenditure—			
		2	Loss by exchange ...	·57	·49	·13
		3	Loss on stores, &c. ...	·39	·33	·09
			Freight on stores ...	...	...	...
			Total...	·96	·82	·22
			Total, Heads 7, 8 and 9 ...	·96	·82	·22
			Less Credits ...	...	...	...
	144	...	Net Total, other charges ...	·96	·82	·22
	145	...	Total Locomotive Expenses ...	12·54	10·64	2·83

† Include Kolar Gold Fields Railway.

ANALYSIS OF WORKING

For the Half-year ended 31st December, 1894.

No. VIII—WORKING EXPENSES.

TABLE C.

Carriage and Wagon Expenses.

REFERENCE TO REVENUE ACCOUNT.		Progressive num- ber in analysis.	DETAILS.	Per total train-mile. † (1,251,910)	Per 1,000 vehicle miles run by home vehicles. * (24,276,410)
Table and main-head.	Sub- head.				
IX (C) 1	1 & 2 3 to 5 6	146	General Superintendence—	As.	Rs.
			Salaries of superintendents, including allowances ...	·08	·27
			Do. of subordinate do. including do. ...	·16	·51
	2	147	Office expenses ...	·10	·32
			Total...	·34	1·10
			Repairs and Renewals of Vehicles—		
	2	147	Coaching vehicles ... { Wages, including overtime ...	·42	3·58
			Materials ...	·34	2·95
			Total...	·76	(a) 6·53
	2	148	Goods vehicles ... { Wages, including overtime ...	·81	4·18
			Materials ...	1·43	7·34
			Total...	2·24	(b) 11·52
	2a	148a	Repairs and Renewals of Machinery—		
			Wages including overtime ...	·04	·12
			Materials ...	·01	·04
	3	149	Total...	·05	·16
			Cleaning and oiling—		
			Labour, including wages of oilers, &c. ...	·24	·78
4	149	Stores ...	·14	·45	
		Total...	·38	1·23	
		New Minor Works ...	...	...	
5	150	Unclassified Expenditure—			
		Loss by exchange ...	·63	2·02	
		Loss on stores, &c. ...	...	...	
5	151	Freight on stores ...	·02	·07	
		Total...	·65	2·09	
		Total, Heads 4 and 5 ...	·65	2·09	
5	150	Less Credits ...	...	...	
		Net Total, other charges ...	·65	2·09	
		Total Carriage and Wagon Expenses ...	4·42	14·23	

(a.) Per 1,000 Coaching Vehicle Miles.

(b.) Per 1,000 Goods Vehicle Miles.

* Madras Railway ... 24,061,689

Kolar Gold Fields Railway ... 214,721

† Includes Kolar Gold Fields Railway.

ANALYSIS OF WORKING

For the Half-year ended 31st December, 1894.

No. VIII—WORKING EXPENSES.

TABLE D.

Traffic Expenses.

REFERENCE TO REVENUE ACCOUNT.		Progressive number in analysis.	DETAILS.	Per total train-mile. † (1,251,910)	Per cent. of traffic earnings. Abstracts H and I. † (51,34,211)
Table and main-head.	Sub-head.				
IX (D) 1	(a) 1 & 3	152	General Superintendence—	As.	Per cent.
			Traffic Manager, Assistants, &c., including travelling allowances ...	·59	·90
			Office establishment and contingencies ...	·29	·45
	(a) 2 & 4	152	Total ...	·88	1·35
				2·43	3·71
	(b)	153	Station Staff ...	·64	·97
			Train Staff ...	·62	·94
	(c)	154	Fuel, Lighting, Water and General Stores ...	·07	·11
			Clothing ...	·48	·73
	2	155	Printing, Stationery and Tickets ...	·01	·02
			Charges for Delivery and Collection of Goods, &c. ...	·03	·04
	3	156	Miscellaneous Expenses ...	·01	·02
			Payments to other Lines—		
	4	157	Expenses at joint stations ...	·29	·44
			Unclassified Expenditure—		
5	1	160	Loss by exchange ...	·02	·03
			Loss on stores, &c. ...		
			Freight on stores ...	·31	·47
	2	161	Total, Head 8 ...	·31	·47
			Less Credits ...		
	3	162	Net Total, other charges ...	·31	·47
			Total Traffic Expenses ...	5·48	8·36
	8	162			
	1	162			

† Include Kolar Gold Fields Railway.

ANALYSIS OF WORKING
For the Half-year ended 31st December, 1894.
No. VIII.—WORKING EXPENSES.

TABLE E.
General Charges.

REFERENCE TO REVENUE ACCOUNT.		Progressive num- ber in analysis.	DETAILS.	Per total train- mile. † (1,251,910)	Per cent. on total earnings. † (52,06,505)
Table and main-head.	Sub- head.				
IX (E) 1	1 to 4	163	Home Expenditure	As. ·45	Per cent. ·68
			<i>Indian Management—</i>		
	1	164	Agent's Office, including travelling allowances and contingencies	·34	·51
	2		Auditor's Office ditto ditto	·90	1·36
	3		Account's Office ditto ditto		
	4		Cash Office ditto ditto		
2		165	Total 2 to 4 ...	·90	1·36
	5	166	Store Department, ditto ditto	·15	·22
	6	167	Medical Department, ditto ditto	·19	·28
	7		Rents	...	...
8 to 10			Miscellaneous expenses, including printing, stationery, medicine and contributions to Hospitals	·10	·16
		168	Total 7 to 10 ...	·10	·16
3	1 to 3	169	Police	·23	·34
4	...	170	Advertising	·04	·06
			<i>Electric Telegraph—</i>		
	1 to 4		Salaries, &c.	·62	·93
	5		Maintenance (wages and stores)	·23	·35
5	6		Government Telegraph Department for rent, maintenance and inspection	·01	·01
		171	Total ...	·86	1·29
6	...		Clearing accounts with other Lines	...	...
			<i>Unclassified Expenditure—</i>		
	1		Loss on stores, &c.	...	...
	2		Expenses connected with Fire-engines	·03	·04
	3		Loss by exchange	·35	·53
7	4		Freight on stores	·01	·01
			Total... ..	·39	·58
			Total, Heads 6 and 7	·39	·58
			Less Credits	·03	·04
		172	Net Total, other charges	·36	·54
		173	Total General Charges	3·62	5·44

† Include Kolar Gold Fields Railway.

ANALYSIS OF WORKING
For the Half-year ended 31st December, 1894.
No. VIII.—WORKING EXPENSES.

TABLE F.
Steam Boat Service.

NIL.

TABLE G.
Special and Miscellaneous Expenditure.

REFERENCE TO REVENUE ACCOUNT.		Progressive num- ber in analysis.	DETAILS.	Per cent. on total earnings. † (52,06,505)
Table and main-head.	Sub- head.			
IX (G) 1	...	174	Law Charges	Per cent. ·06
			<i>Compensation—</i>	
			For goods lost or damaged	·05
	2	1	" personal injury	...
	3	2	" other claims	...
			Total... ..	·05
		175		
3	...	176	Rates and Taxes... ..	·29
			<i>Payments to other Lines—</i>	
		1	Hire of locomotives	·11
	4	2	" of vehicles	·08
		3	Mileage of foreign stock	·11
		4	Rent of stations, &c., jointly occupied	·47
			Total... ..	·77
		177		
6	...		<i>Contributions to—</i>	
			Railway Provident Institution	·41
5 & 7	...		Miscellaneous	·17
			Total, Heads 5 to 7	·58
			Less Credits	...
		178	Net Total, other charges	·58
		179	Total Special and Miscellaneous Expenses	1·75

† Include Kolar Gold Fields Railway.

MADRAS RAILWAY,
CHIEF AUDITOR'S OFFICE,
15th March, 1895.

T. WAKE,
Acting Chief Auditor.

LOUIS S. MOSS,
Agent and Manager.

APPENDICES.

APPENDICES TO ANALYSIS OF WORKING

For the Half-year ended 31st December, 1894.

APPENDIX I.

Working of Locomotives.

REFERENCE TO REVENUE ACCOUNT.			Passenger.	Goods.	Tank.	Total.
Table and main-head.	Sub- head.					
		Locomotives { 1.—Wheels coupled ... } 2.—Weight on driving axle ... 3.—Weight of engine in steam ... 4.—Weight of tender loaded ...	Single driving wheels. Tons. 13.25 32.30 25.15	4 and 6 wheels coupled. Tons. 12.16 32.38 26.09	Single driving wheels 4 wheels coupled. Tons. 14.00 38.45 ...	
XII	5	1.—Number of locomotives erected and made over to Locomotive Department ...	...	147	16	163
	11	2.—Average number of locomotives constantly under repairs and renewals ...	...	37	3	40
		3.—Number of locomotives laid by as spare ...	...	...	...	...
		4.—Ditto lent or hired out to other lines ...	...	...	...	...
		5.—Average number of locomotives 1—(3+4)...	...	147	16	163
		6.—Total mileage of locomotives (5) ...	...	1,351,335	124,786	1,476,121
		7.—Average miles run by a locomotive of each class 6 ÷ 5 ...	...	9,193	7,799	9,056
		Per diem...	...	49.96	42.39	49.22
		8.—Weight of Coal, &c., used per engine-mile ...	lbs.	lbs.	lbs.	lbs.
		9.—Weight of wood used per engine-mile ...	...	39.67	29.62	38.82
		To be separated, if possible, among the classes of locomotives.				
			Passenger trains.	Goods trains.	Mixed trains.	
		10.—Average gross weight of trains hauled. Tons.	132.45	324.40	271.34	221.50
		11.—Average speed between stations... Miles per hour.	22.93	14.76	19.57	...
		12.—Average through speed... Miles per hour.	19.65	12.01	12.94	...
		13.—Average consumption of fuel per engine mile, lbs.	...	...	...	38.82

NOTE—The fuel consumed by the different classes of locomotives is expressed in terms of Kurhurbaree Coal the co-efficient for conversion being Kurhurbaree Coal=1.00; Patent Fuel=0.80; Singareni Coal=1.20; Borakur Coal=1.15; Wood=2.60.

APPENDICES TO
For the Half-year
APPEN
Working of

DESCRIPTION OF VEHICLES.	Total number on the list at end of the half-year.	AVERAGE WEIGHT IN TONS.		AVERAGE CARRYING CAPACITY.		Average number laid by as spare.	Average number lent or hired out.	Average number working.	
		Of each description of vehicles.	Of each group.	Of each description of vehicles.	Of each group.				
Coaching Stock.									
Saloon State ... 6 wheeled.	2	10-72	...	4-00	...	...	...	2	
Do Ordinary (1st Class Night Carriages)	26	9-55	...	8-00	...	...	...	26	
Reserved Carriages ... 6 wheeled.	2	11-30	10-00	3-00	3-00	...	...	2	
Do do ... 4 do.	7	9-63		3-00		...	...	7	
Composites 1st and 2nd Class Carriages									
Ordinary Sleeping ...	37	10-03	10-04	14-00	15-43	...	...	37	
Do do do Day ...	5	10-10		26-00		...	...	5	
Second Class Carriages Ordinary ...	70	10-25	...	22-50	...	1	...	69	
Third do do without Brakes									
Ordinary ...	342	8-50	8-52	51-72	51-01	1	...	341	
Do do do Ambulance	28	8-50		55-00		...	...	28	
Do do and Postal Vans Ordinary	7	10-23		30-00		...	...	7	
				3-50		...	...		
Do do Carriages with Brakes									
Ordinary ...	6	7-15		42-50				6	
		8-80							
Postal Vans ...	9	10-55	...	3-25	...	...	...	9	
Carriage Trucks ...	21	5-15	...	6-00	...	...	...	21	
Horse Boxes ...	46	8-35	...	3-00	...	1	...	45	
Luggage Vans (Baggage Vans) ...	24	6-35	...	6-00	...	...	...	24	
Total...	632	8-70	8-70	Nil.	Nil.	3	...	629	
Goods Stock.									
Covered Goods Wagons Ordinary, Iron...	400	7-55	7-22	10-50	10-51	...	...	400	
Do do do Wooden...	765	7-05		10-75				6-00	765
High Sided Wagon Ordinary, Iron									
16 Tons. 6 wheeled.	50	8-00	6-52	13-50	12-02	...	...	50	
Do do Wooden 10 Tons. 4 do	802	6-15		11-75					802
Do do 8 Tons. 4 do				10-00					
(In term of 10 ton vehicles)...	85½	5-32		12-00				85½	
Low Sided Wagon Ordinary Wooden...	213	4-95	...	6-00	6-42	31	...	182	
Coal or Coke Wagons ...	60	5-80	...	7-00	...	20	...	110	
Fuel Trucks ...	70								
Cattle Wagons ...	50	6-40	...	6-33	...	...	...	50	
Platform do ... 8 wheeled.	1	10-27	7-22	20-00	14-67	...	...	1	
Do do ... 4 do.	2	5-70		12-00		...	...	2	
Powder Vans ...	4	8-50	...	7-50	...	...	...	4	
Tool or Accident Vans ...	10	7-57	...	6-50	...	...	...	10	
Timber Trucks Wooden Double Bolster	50	5-20	...	12-00	10-67	...	...	50	
Do do do Single do ...	100			10-00		...	...	100	
Rail do do ... 6 wheeled.	50	7-45	...	18-00	...	...	...	50	
Travelling Oil Tanks ... 6 do	6	9-43	...	12-00	...	...	...	6	
				11-50	7-19	...	...	4	
Do Water Tanks ...	4	5-40	...	5-75					
Do Cranes ... 6 wheeled.	3	23-58	17-80	10-00	6-71	...	...	3	
		33-10		15-00					
Do do ... 4 do.	4	11-08	...	3-00	...	...	...	4	
Brake Vans ... 6 do.	20	11-43	8-90	8-00	5-08	...	...	20	
Do ... 4 do.	152	8-57		4-70					
Total...	2,901½	6-67	6-67	10-24	10-24	51	...	2,850½	
Grand Total...	3,533½	Nil.	Nil.	Nil.	Nil.	54	...	3,479½	

Column f.—We have no Vehicles laid by as spare, but in this column
Average Mileage per diem run on
Do.

ANALYSIS OF WORKING
ended 31st December, 1894.
DIX II.
Vehicles.

MILEAGE OF						Ton-mileage of vehicle dead weight hauled on Home Line.
Foreign vehicles on Home Line.		Home vehicles on Home Line.		Home vehicles on foreign lines.	Carrying capa- city hauled on Home Line.	
Loaded.	Empty.	Loaded.	Empty.			
...	...	733	19	...	3,008	8,061
...	...	397,848	23,001	...	3,366,792	4,019,108
93,919	2,965	25,740	6,158	...	386,346	1,287,820
6,021	75	715,580	19,162	...	11,431,130	7,438,014
77,784	818	448,143	56,237	...	13,117,095	5,975,566
4,298	3,446	6,134,492	202,199	...	323,629,629	54,054,586
74,763	351	207,108	...	...	917,222	2,977,442
1,336	1,336	44,786	38,411	...	515,214	442,225
17,265	17,265	164,364	85,822	...	854,148	2,377,379
75	75	57,872	27,952	...	515,844	545,935
275,461	26,331	8,196,666	458,961	318,854	Nil.	79,126,136
...	...	7,142,731	577,846	...	81,143,264	55,742,566
468,573	425,741	2,786,189	1,056,598	...	56,242,389	30,823,296
...	...	33,278	51,240	...	542,606	418,364
...	...	6,532	7,286	...	96,726	80,144
...	...	49,422	50,113	...	630,057	637,024
...	...	3,014	2,768	...	84,822	41,746
...	...	78,275	23,010	...	759,638	860,923
...	...	219	75	...	1,911	2,226
...	...	169,190	147,572	...	3,379,851	1,647,162
...	...	86,746	53,022	...	2,515,824	1,041,272
...	...	52,618	52,318	...	1,259,232	989,546
...	...	6,509	3,581	...	72,547	54,486
...	...	3,206	415	...	24,297	64,454
...	...	...	2,487,897	...	...	22,142,283
468,573	425,741	10,417,929	4,513,741	155,538	Nil.	114,545,492
744,034	452,072	18,614,595	4,972,702	474,392	Nil.	193,671,628

has been entered the number of vehicles broken up and awaiting renewal.
home line by Coaching Vehicles 48,681-63.
Goods do. 86,010-78.

APPENDICES TO ANALYSIS OF WORKING

For the Half-year ended 31st December, 1894.

APPENDIX III.

Distribution of Mileage according to the traffic carried, giving total mileage of home and foreign stock on home line.

DESCRIPTION OF VEHICLES.	MILEAGE OF			REMARKS.
	Vehicles.	Carrying capacity.	Dead weight.	
Coaching—				
First Class	910,982	9,439,010	8,945,125	
Second „	953,401	18,832,660	9,694,573	
Third „	6,357,937	324,318,366	54,151,980	
Total passenger vehicles	8,222,320	352,590,036	72,791,678	
Other coaching vehicles	738,781	2,802,428	6,342,981	
Total paying coaching mileage	8,961,101	Nil.	79,134,659	
Total coaching mileage	8,961,101	Nil.	79,134,659	
Goods—				
Loaded vehicles	10,873,000	118,956,693	75,983,491	
Empty vehicles	2,451,585	27,654,983	16,322,324	
Total paying goods mileage	13,324,585	146,611,676	92,305,815	
Brake vans	2,487,897	...	22,142,283	
Total goods mileage, including brakes	15,812,482	146,611,676	114,448,098	
Miscellaneous—				
Free mileage for inspections, &c.	9,820	32,701	88,871	
Grand Total	24,783,403	Nil.	193,671,628	

APPENDICES TO ANALYSIS OF WORKING

For the Half-year ended 31st December, 1894.

APPENDIX IV.—Maintenance of Way-Rails.

DETAILS.	IRON.		STEEL.		Total Iron and Steel.
	Double head-weighing 65 lbs. per yard.	Double head-weighing 75 lbs. per yard.	Double head-weighing 84 lbs. per yard.	Others.	Total.
1 Miles of rail in way, including sidings	406,3528	805,8350	97,3806	1,309,5714	750,1020
2 Rails removed, Miles	14,4201	9,4131	2,6544	26,4876	9,0304
3 New rails laid	4,4725	31,7073	1,2318	37,4116	28,6174
					2,059,6734
					* 35,5180
					* 66,0290

Miles.

Increased mileage of sidings—

South-West Line ... 2,2153

North-West Line ... 1,912

2,4070

Miles... 4,8140

* The difference between removed and laid is owing to increased sidings and main line.

† Of these figures 11,5228 miles (2,028 rails) were laid with 80 feet steel rails in substitution of 20 feet steel and iron rails utilized for renewals elsewhere.

‡ Includes 25,6070 miles Kolar Gold Fields Railway.

APPENDIX V.—Maintenance of Way-Sleepers.

DETAILS.	WOOD.										IRON BOWLS.
	TRANSVERSE.										
	Teak.					Jungle.		Total.	Creosoted Pine. 10' x 10' x 5'	Sleepers.	
	16' x 12' x 6'	14' x 12' x 6'	12' x 12' x 6'	10' x 12' x 6'	10' x 10' x 5'	10' x 12' x 6'	10' x 10' x 5'				
1	Number of sleepers in way, including sidings, at the commencement of the half-year	...	...	...	...	...	...	...	...	...	...
2	Average age of sleepers in way at the end of the half-year.	Years.	...	...	...	...	...	...	...	...	...
3	Number removed	...	...	...	...	...	...	...	...	...	...
4	Number laid	...	...	...	...	...	...	...	...	...	...
5	Percentage of renewals on total of each class	...	...	...	...	...	...	...	...	...	...
6	Number of sleepers in way, including sidings, at the end of the half-year	...	...	...	...	...	...	...	...	...	...

* The difference between removed and laid is owing to increased sidings and main line.
† Includes 300 teak sleepers 10' x 10' x 5' and 39,684 Iron Bowls for Kolar Gold Fields Railway.

N^o 214. R. dated 28.3.70
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Agent and Manager, Madras Railway, submitting 30 copies of the Analysis of working for the half year ended the 31st December 1894.

H. E. No: 4693, 426-3-9.
295

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

To
The Hon. Secy. for Railways
Govt. Ry. Dept., Madras.
11/4/95

Order C. No. 215, R. 28.3.95

Forwarded.
1898
28/1/95

H. E. No: 7/214 R. 28-3-95

To,
The Right Honble Secy. of State for India
Right Honble Secy.,
Whened has honour to
ward herewith a copy of

manuscript
sent to
Director General of
Ry. 24/4/95
into G. S.C.

Print

nos: No: 214. R. d. 28th March 1895
bodying the Analysis of working
adras Railway for the second
ly of 1894.

Abys
28/3/95

DR

11/4/95

P. 214. R. dated 28.3.95
215



18

WORKS.

urgent

Date

Recd.

Ed.

G.O. 28/2 1895. No. 218 R
219

Beypuram-Madras Ry.
Survey

The correspondence re:
proposed
the alignment of the —,
ordered to be forwarded to
the Govt. of India —

— do —

Forwarding correspondence
re: the proposed alignment
of the —.

1895

6.

170

2/4

T. W.
2/4

1986

7

11.11.86
Mon. 11.11.86

Alignment of the
Hessia & the ...

2

A

N^o 218 R. dated 28.3.95
219

Pub meeting
to ...
made as ...

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Commr of Chingleput H.S. No 57 of 13.7.95

do do Nellore 208 of 23.2.95

do do Kistna 131 of 8.11.95

Ordered that

the above correspon.

dence be forwarded to the

Govt: of India in contin

ation of Despo. No. 25

of 18. January

H.S. No 219. R

For

To the Commr of Chingleput
Nellore
Kistna
Revenue Depto.

DESPATCH
28 MAR. 95

From

The J. N. Atkinson Esquire
Collector
Kistna

Recd: 13.3.95

Joint Secretary to
Government
Railway Branch

Dated 8.3.95

Desp 9.3.95

Recd 13.3.95
Have all replies
been received

Enclosures sent by
parcel post

D. No. 131 of 95
Subject

Submitting report on the proposed
religement of the Saverwade-
Madras Railway

to study public convenience down to the
smallest detail.

I have the honor to be,

Si

Your most obedient servant

E.S. Lloyd
for Collector

PK.

from Chelubrole to Guntur & would have passed through a tract liable to very heavy floods, as the road in question has most disastrously experienced.

4 I presume however that the Guntur branch will not be constructed till the main line is completed & it would be well to wait while the development of events. If for instance the Southern Mahāratta Railway are not allowed to make the line from Berwada to Chaulipatam, & if further, as has been suggested, the terminus of their system be moved back from Berwada to Tadepalli, I have heard it hinted that they will wish to withdraw their terminus still further, to Guntur's. In that case the broad gauge could better have access to Guntur's along the present Southern Mahāratta alignment. Even if these hypotheses turn out to be groundless, it is still a question for consideration whether the Tondur-Guntur branch is the best alignment. This branch will cross the Kommanur Canal at Chelubrole, the only important village touched. From Chelubrole to Guntur's there is a first class metalled road & at Chelubrole are large warehouses and wharves on the Kommanur canal which accommodate the road & canal

traffic between Guntur & the Delta & between Guntur & Madras. The question arises whether the Railway by touching this place will win traffic to itself or will increase Canal traffic.

There is an alternative route from Tenali through Jagarlamudi to Guntur, and another shorter, & probably easier to make than any of the three already mentioned, from Kolakalur or Duggirala to Guntur. I think that the question should be very carefully considered before the alignment of the junction line is fixed.

5 The map sent to me is on too small a scale to show the exact location of stations. This is a matter of extreme importance & if possible I should like to have a chance of seeing the ground-plan of the various stations. In the case of the Villupuram-Guntakal line where it passes through the Cuddapah District I know from experience that stations were often most inconveniently situated. There may be all the difference between one side or one end of a town & another. Place a station in or adjoining a fairish hamlet & the case people will ostracise it and therefore where there is a possibility of competition with roads, canals and other means of communication it behoves the Railway administration

to study public convenience down to the
smallest detail.

I have the honor to be,
Sir

Your most obedient servant

E.S. Lloyd
for Collector

PK.

From the Collector of

Nellore.

To

The Joint Secretary to
Government, Public Works
Department, ^{Railway Branch} Madras

Dated 23 February 1895

No. 205
Comp.

Subject.

Stating that the Collector has no
remarks on the proposed
alignment of the Madras
Bengaluru Railway line.

28/2

1502

Recd: 28.2.95

ATB

to study public convenience &c.

NELLORE COLLECTOR'S OFFICE.
DATED 23 February 1895.
20/2 257

No. 205
Comp

From N. H. Wynne Esq. 2 Pm
Collector of Nellore.

To the Joint Secretary to Government
Public Works Department.
Railway Branch.
Sir,

With reference to G.O. No 25 R.
dated 18th January 1895. I have the
honour to state that I have no
remarks on the alignment as
now revised.

2 The map only reached me from
the Collector of Chingleput a couple
of days ago, and hence the delay.

I have the honour to be
Sir
Yours most Obt. Servant
M. M. M. M. M.
For Dy. Collector for collection

[Eng.; 9-8-94.]

20/2
M

FROM THE COLLECTOR OF Chingleput
19/2/95

TO THE SECY. TO GOVERNMENT,
Public Works DEPARTMENT,
Madras.

Dated 13
Despatched 14
Received } February 1895.

No. 57
5
ENCLOSURE.

SUBJECT.

pointing that the proposed line
to Ponnaciv is preferable to
to the Rattur and Culicab.

Recd: 15. 2.

to study, but...

S. 1

No. 57
No. 108

Chingleput District Collector's Office,
Station, Saidapet,
13 February 1895.
2214

FROM
H. S. Forbes Esquire,
Hq. ~~Collector~~ MAGISTRATE OF Chingleput.

TO
THE SECRETARY TO GOVERNMENT,
Public Works DEPARTMENT,
Madras. / Sec

SIR,

In reply to para 4 of Government Order, dated 18th ultimo, No 25 R, calling for remarks on the proposed alignment of the Ennore-Puducherry section of the East coast railway, I have the honour to report that, of the two routes, that thro' Ponnai is in every respect preferable to that thro' Thattur and Pulicat.

2. It is not clear if any opinion regarding the salt branch from Vallur to Thattur is required but I am informed that the whole of the delta tract between the Arni or Vannaravaram river to the north and the Thottelliar on the south is liable to submergence during the rains. If a more definite opinion is wanted regarding the branch, I shall have further and more detailed

RAILWAY.

Govt. of {1895} Madras.
PUBLIC WORKS.

Dated March, 28th.

Recd.

Encl.

G.O., 28th March 1895, Nos. 218,
219 R.

MARCH.

Bezwada-Madras Railway
Forwarding correspondence regarding the proposed alignment of the —.

RAILWAY.

Govt. of {1895} Madras.
PUBLIC WORKS.

Dated March, 28th.

Recd.

Encl.

G.O., 28th March 1895, Nos. 218,
219 R.

MARCH.

Bezwada-Madras Railway

Forwarding correspondence regarding the
proposed alignment of the —.

28TH MARCH 1895, No. 218 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Acting Collector of Chingleput, to the Joint Secretary to Government,
Public Works Department, Railway Branch, dated Saidapet, 13th February
1895, Ref. on No. 57 G & B.

In reply to paragraph 4 of G.O., dated 18th ultimo, No. 25 R., calling for remarks
on the proposed alignment of the Ennore-Gudur section of the East Coast Railway,
I have the honour to report that of the two routes, that through Ponneri is in every
respect preferable to that through Kattur and Pulicat.

2. It is not clear if any opinion regarding the salt branch from Vallur to Kattur
is required, but I am informed that the whole of the delta tract between the Arni or
Narnavaram river on the north and the Kortelliar on the south is liable to submergence
during the rains. If a more definite opinion is wanted regarding this branch, I shall
have further and more detailed inquiry made.

3. The plans received with the Government order under reference have, as
directed, been forwarded to the Collector of Nellore.

From the Collector of Nellore, to the Joint Secretary to Government, Public Works
Department, Railway Branch, dated 23rd February 1895, No. 205-Comp.

With reference to G.O., No. 25 R., dated 18th January 1895, I have the honour
to state that I have no remarks on the alignment as now revised.

2. The map only reached me from the Collector of Chingleput a couple of days
ago, and hence the delay.

From the Collector of Kistna, to the Joint Secretary to Government, Public Works
Department, Railway Branch, dated Tumkurcode, 8th March 1895, Dis.
No. 131-Tour.

Referring to G.O., No. 25 R., dated 18th January 1895, I have the honour to
advise despatch of the map of the proposed alignment of the Bezwada-Madras Railway
which reached me in camp on 8th instant to your address by parcel post.

2. The proposed alignment according to the survey of 1894 has been well chosen
and accords with what I believe are the views of my predecessor, Mr. Arundel, who
had devoted much consideration to the subject. The following are the only remarks
I have to offer.

3. To make the junction of the Guntur branch at Tsundur is preferable to
placing it at Nidubrole as proposed in the Madras Railway Survey of 1890-91. The
latter would have been longer, would have been parallel to and in competition with a
metalled road the whole way from Nidubrole to Guntur, and would have passed
through a tract liable to very heavy floods as the road in question has most disas-
trously experienced.

4. I presume, however, that the Guntur branch will not be constructed till the main line is completed and it would be well to wait awhile the development of events. If, for instance, the Southern Mahratta Railway are not allowed to make the line from Bezwada to Masulipatam, and if further, as has been suggested, the terminus of their system be moved back from Bezwada to Tadepalli, I have heard it hinted that they will wish to withdraw their terminus still further to Guntur. In that case the broad gauge could better have access to Guntur along the present Southern Mahratta alignment. Even if these hypotheses turn out to be groundless, it is still a question for consideration whether the Tsundur-Guntur branch is the best alignment. This branch will cross the Kommamur canal at Chebrole, the only important village touched. From Chebrole to Guntur there is a first-class metalled road and at Chebrole are large warehouses and wharves on the Kommamur canal which accommodate the road and canal traffic between Guntur and the Delta and between Guntur and Madras. The question arises whether the railway by touching this place will win traffic to itself or will increase canal traffic. There is an alternative route from Tenali through Jagarlamudi to Guntur and another shorter, and probably easier to make than any of the three already mentioned, from Kolakalur or Duggirala to Guntur. I think that the question should be very carefully considered before the alignment of the junction line is fixed.

5. The map sent to me is on too small a scale to show the exact location of stations. This is a matter of extreme importance and, if possible, I should like to have a chance of seeing the ground plan of the various stations. In the case of the Villupuram-Guntakal line where it passes through the Cuddapah district I know from experience that stations were often most inconveniently situated. There may be all the difference between one side or one end of a town and another. Place a station in or adjoining a Pariah hamlet and the caste people will ostracise it and therefore where there is a possibility of competition with roads, canals and other means of communication it behoves the Railway administration to study public convenience down to the smallest detail.

ORDER—dated 28th March 1895, No. 218 R., Public Works.

Ordered that the above correspondence be forwarded to the Government of India in continuation of Proceedings No. 25 R., dated 18th January 1895.

[Here enter No. 219 R., dated 28th March 1895.]

(True Extract.)

(Signed) A. D. G. SHELLEY, Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Collector of Chingleput.
" Collector of Nellore.
" Collector of Kistna.
" Revenue Department.

ENDORSEMENT—dated 28th March 1895, No. 219 R., Public Works.

Forwarded.

(By Order.)

(Signed) A. D. G. SHELLEY, Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

7329172K 6 SCHEDULE D.

SOUTH INDIAN RAILWAY.

Details of the estimated transactions under the head "WORKSHOP MANUFACTURES."

Particulars.	REVISED ESTIMATE, 18 94-95			BUDGET ESTIMATE, 18 95-96		
	Cash.	Stores.	Total.	Cash.	Stores.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Balance at commencement of year.			40225			47325
Debits during the year.						
Works in progress ...						
New Works ...	150000	557500	707500	130000	703000	833000
Total debits	150000	557500	707500	130000	703000	833000
Total Balance plus debits			747725			880325
Credits during the year.						
By value of out-turn charged direct to Revenue Account ...		180000				180000
By Value of Sales to other Railways ...		20000				25000
Do. value of out-turn charged direct to Stores ...		273000				244500
Do. do to Capital Account ...						
Bridge work		15				
Fencing		400				
Ballast & Permanent way		15				99
Stations & Buildings		25490				25000
Plant		900				
Rolling Stock		200580				360401
Total credits		700400				835000
Balance expected at end of year ...			47325			45325
Difference between opening and closing balances			7100			2000

NOTE.—This schedule provides for cash outlay in India of Rs. 130,000 during 18 95-96

SCHEDULE E.

SOUTH INDIAN RAILWAY.

Details of the estimated transactions under the head "STORES."

Particulars.	Revised Estimate, 18 94-95	Budget Estimate, 18 95-96	Particulars.	Revised Estimate, 18 94-95	Budget Estimate, 18 95-96
To Balance at commencement of year.			By Issues during the year:—		
To Receipts during the year.			TO CAPITAL WORKS—		
LOCAL PURCHASES—			Bridge work	14214	18021
Firewood ...			Fencing	1131	6376
Oil ...			Electric Telegraph		71
Coal ...			Ballast & Permanent way	19274	18396
Timber ...			Stations & Buildings	53909	150234
Running Stores			Plant.	11572	5402
Miscellaneous stores					
LONDON STORES—			TO MANUFACTURES—		
For Capital works			TO WORKSHOP MANUFACTURES—		
For Revenue purposes			To Revenue working Expenses	1930000	2316000
MANUFACTURES—			To Sales as per Schedule F...	75951	87032
			Total Issues	2663851	3306032
			Balance expected at close of year	2217555	2156912
			Grand Total	4881406	5462944
			Difference between opening and closing balances	3320801	60643
Total Receipts during the year	2549635	2217555			
LOCAL PURCHASES—					
Firewood ...	150000	157500			
Oil ...	135000	143578			
Coal ...	625000	656000			
Timber ...	90000	407500			
Running Stores	229299	151671			
Miscellaneous stores					
LONDON STORES—					
For Capital works	828572	1483640			
For Revenue purposes	900	1000			
MANUFACTURES—					
	273000	244500			
Total Receipts during the year	2331771	3245389			
Grand Total	4881406	5462944			

7329172K

South Indian Railway *fruit*

Capital Budget Estimate for 1895-96

The "Final" Issues of the "Works" and "Stores" Budgets have been framed for the amounts sanctioned by the Government of India per this Budget orders No. $\frac{19}{13.0}$ dated 21st March 1895 viz:-

Works—Cash	316,000	₹
Stores	589,000	
	<u>9,05,000</u>	
Stores	<u>50,000</u>	
Net	<u>8,50,000</u>	

The Estimate of withdrawal from the Secretary of State for payments on account of Stores is placed at £ 79,000 and that for Establishment Charges &c debitable to Revenue at £ 10,000 converted into the Indian Currency at the rate of 18½ Rupees to the £ as directed by the Govt of India in their letter No. 174 A.R. of 14 March 1895.

W. Simpson.
Chief Auditor
South Indian Ry.
W.S. 13. 4. 95.

William B. Pitt
Agent
South Indian Ry.

1 1650 25
337 13/4/95
Agent. S. S. Ry.

SCHEDULE F.

8

SOUTH INDIAN RAILWAY.

Details of the estimated transactions under the head "SALES."

Particulars.	REVISED ESTIMATE, 18 94-95			BUDGET ESTIMATE, 18 95-96		
	Cash.	Stores.	Total.	Cash.	Stores.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Balance at commencement of year.			8195			8195
Debits during the year.						
Stores sold to Contractors and others		46299	46299		80000	80000
Transfers to other Railways.						
Permanent way materials		32000	32000			
Miscellaneous stores		28252	28252		36032	36032
Total debits		106551	106551		116032	116032
Total Balance plus debits			114746			124227
Credits during the year.						
By value recovered...			106551			116032
Balance expected at end of year...			8195			8195
Difference between opening and closing balances...						

SCHEDULE G.

9

Statement showing sum set aside for expenditure in England on the South Indian Railway during 1895-96

Particulars.	Amount.
	Rs.
Outstanding Indents of 1894-95	79120
Indent no 27 Rolling stock and tools	61311
28 Rolling stock	1067
29 Permanent way materials	372480
30 Working stores	98604
	612582
Deduct	
Probable amount of Indents not expected to be complied with at end of 1895-96	100000
	512582
	10
	277418
Reserve to meet further Indents likely to be sent forward hereafter for compliance	790000
Total provision for expenditure in England	

Dated 13th April 1895.

W. Williams
Chief Auditor
S. I. Ry.

Williams & Betts
Agent,
South Indian Railway.

Examined by
Inspector

Form No. 21.

No. 337

Urgent

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

TRICHINOPOLY,

14/4/95
13th April 1895.

From

THE AGENT,

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

Adverting to G.O. No. 231 R. of the 3rd instant, I have the honor to forward herewith the final issue of the Capital Revised, and Budget Estimates, 1894-95, and 1895-96, of the South Indian Railway, accompanied by a Note thereon.

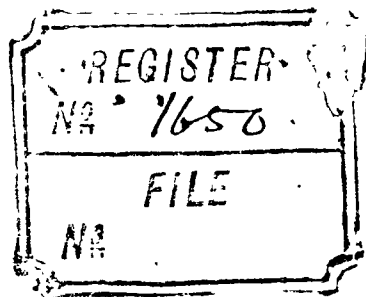
I have the honor to be,
Sir,

Your most obedient Servant.

William B. E. M.

Encls. by bookpost.

Agent



Form No. 21.
300-11-94.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 16th April

1895.



No. 1266.

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 337,
dated 13th April 1895, forwarded to the Examiner of Railway
Accounts, for favour of checks.

A. B. G. Thelley

Cap. R.E.
for E.R.

EXAMINER'S REPLY.

1. Checked and returned.
2. The estimates have been prepared for the amounts sanctioned by the Government of India.
3. The Schedule of works similar to that submitted last year should be called for and its submission promised when forwarding the budget to India.
4. All signatures excepting the Agents should be omitted in accordance with Standard form.

E. R. Thelley

19.4.95

E. R.

From
The Agent,
South Indian Railway,
Trichinopoly,
To
The Consulting Engineer for
Railways,
Madras.
Dated
Received
No.
189
ENCLOSURE.

Form No. 314
 46
 17 APR. 95
 S. I. RY.
 Enclaves
 RAILWAY ACCOUNTS

SOUTH INDIAN RAILWAY.
 Service.

Received at
 From
 H. M.
 Called
 Sent
 Date 17/4/95

To Madras
 From
 Examinee
 Examinee
 For accounts for
 accounts
 No. 26. Capital budget
 estimates for 1894-95
 & 1895-96 have been
 checked by me & found
 in order exchange for

S. DEPARTMENT,
 BRANCH.
 20.4.95
 IMENT.
 No. 291-95
 the following

24/4/95

the Capital revised and
 budget estimates, S. I. Ry., for
 1894-95 and 1895-96.

St. B. No. 342 of 13-4-95

Ordered that the final
 issue of the Capital revised
 and budget estimates, S. I. Ry.,
 for the years 1894-95 and 1895-
 1896, be forwarded to the Govt.
 of India.

To,
 The Agent, S. I. Ry.
 - Examinee, Ry. Accounts,
 Madras.

DESPATCHED
 17 APR 95

St. B. No. 292. Dtd 20.4.95

To,
 The Secy. to the Govt. of India,
 P. W. D.

Recd. Sir,

With reference to Govt. of
 India Resolution No. 19 A.R.
 B.O.
 Dated the 21st March 1895,